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

**Virtual Meeting** **April 9, 2021**
**Via GoToWebinar** **10:30 a.m.**

---

## CORONOVIRUS (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/C Board Meeting at:
https://attendee.gotowebinar.com/register/5300819638909535503

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. RECOMMENDATION OF APPROVAL OF MINUTES OF MARCH 12, 2021

## III. DISCUSSION ITEMS

***(All Items for Possible Recommendation)*** **Page**


A. Review and Acceptance of the District's Financial Statement of Operations through January 31, 2021 (Item IX.A. ) **338**

B. Approval of the Modified Rate Structure for the Park Tahoe Parking Management Program for Nevada State Route 28 East Shore Trailhead Parking Lots (Item IX.B.) **352**

C. Approve Award of Contract to Passport Labs, Inc. for the Non-Compliance Software System as a Service as part of the Park Tahoe Parking Management Program for Nevada State Route 28 Tahoe East Shore Trailhead Parking Lots (Item IX.C.) **356**

**IV. PUBLIC INTEREST COMMENTS**

**V. ADJOURNMENT**

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

**Virtual Meeting** **April 9, 2021**
**Via GoToWebinar** **11:00 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.

**CORONOVIRUS (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 Board meeting will not be physically open to the public and all Board 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/C Board Meeting at:
https://attendee.gotowebinar.com/register/5300819638909535503

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 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/C
B. Approval of Agenda for April 9, 2021
C. Approval of Minutes of March 12, 2021

## 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. REPORT FROM CLOSED SESSION OF MARCH 12, 2021**

**IV. BUDGET FINANCE COMMITTEE REPORT**

**V. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT**

**VI. ADJOURN AS THE TTD AND RECONVENE AS TTC**

**VII. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS**


| | | Page |
|---|---|---|
| A. | *For Possible Action:* Recommendation of Approval for 2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy to the Tahoe Metropolitan Planning Organization Governing Board | **102** |
| B. | *For Possible Action:* Conduct a Public Hearing and Recommend Approval of the 2021 Federal Transportation Improvement Program Amendment No. 1 to the Tahoe Metropolitan Planning Organization Governing Board | **273** |
| C. | *For Possible Action:* Presentation of Draft Fiscal Year 2021/22 Tahoe Regional Planning Agency Transportation Planning Overall Work Program and Public Hearing | **289** |


**VIII. ADJOURN AS THE TTC AND RECONVENE AS TTD**

**IX. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS**
***(All items for possible action)***


| | | Page |
|---|---|---|
| A. | Review and Acceptance of the District's Financial Statement of Operations through January 31, 2021 | **338** |
| B. | Approval of the Modified Rate Structure for the Park Tahoe Parking Management Program for Nevada State Route 28 East Shore Trailhead Parking Lots | **352** |
| C. | Approve Award of Contract to Passport Labs, Inc. for the Non-Compliance Software System as a Service as part of the Park Tahoe Parking Management Program for Nevada State Route 28 Tahoe East Shore Trailhead Parking Lots | **356** |


**X. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS**


| | | Page |
|---|---|---|
| *A.* | *For Possible Action:* Authorize District Manager to Enter into Agreement with TRPA to Select and Contract with a Professional Services Organization to Assist with Workplan Tasks to Collaboratively Develop Sustained Transportation Revenue Sources | **390** |
| *B.* | *Informational Only:* Informational Presentation and Discussion on a Comparative Transit Peer Review and Status Update on TTD's 2019 Transit Plan | **394** |
| *C.* | *Informational Only:* Informational Update on Tahoe Transportation District Capital Improvement Program Projects | **451** |


**XI. DISTRICT MANAGER REPORT**

**XII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS**

**XIII. PUBLIC INTEREST COMMENTS**

**XIV. 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**
**March 12, 2021**

**Committee Members in Attendance:**

Lucia Maloney, Carson City, Chair
Cindy Gustafson, Placer County
Steve Teshara, SS-TMA

**Others in Attendance:**

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, 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 FEBRUARY 12, 2021

Mr. Teshara made the motion to recommend approval of the minutes of February 12, 2021. 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 December 31, 2020

Ms. Schmitt reviewed this item. Ms. Gustafson suggested a financial workshop, including a ten-year funding history, for the full Board.

Mr. Teshara made the motion to recommend acceptance of the District's Financial Statement of Operations through December 31, 2020. Ms. Gustafson seconded the motion. The motion passed unanimously.

B. Informational Update on Rate Structure Modifications, Signage, and Non-Compliance for the Park Tahoe Parking Management Program for Nevada State Route 28

Ms. Hughes reviewed this item. Mr. Teshara noted he liked the messaging and the pricing seems simpler. Ms. Maloney suggested removing the word 'per' on the messaging.

Informational only, no action was taken.

## IV. PUBLIC INTEREST COMMENTS

No public interest comments were made.

## V. ADJOURNMENT

**TAHOE TRANSPORTATION DISTRICT**
**BOARD MEETING MINUTES**
**March 12, 2021**

**TTD Board Members in Attendance:**

Cindy Gustafson, Placer County, Chair
Cody Bass, City of South Lake Tahoe
Brian Bigley, Member at Large
Mark Bruce, Tahoe Regional Planning Agency Appointee
Andy Chapman, TNT-TMA
Kyle Davis, Nevada Governor Appointee
Sherry Hao, California Governor Appointee
Alexis Hill, Washoe County
Lucia Maloney, Carson City, Vice Chair
Sue Novasel, El Dorado County
Wesley Rice, Douglas County
Steve Teshara, SS-TMA
Sondra Rosenberg, NDOT
Alex Fong, Caltrans

**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 March 12, 2021
Motion/second by Ms. Hill/Ms. Novasel to approve the TTD agenda for today's meeting. The motion passed unanimously.

**C.** Approval of TTD/TTC Meeting Minutes for February 12, 2021
Motion/Second by Mr. Chapman/Mr. Teshara to approve the TTD and TTC minutes. The motion passed unanimously.

## II. EMPLOYEE INTRODUCTIONS / SERVICE AWARDS

Mr. Fink introduced Gabor Visnovits, road supervisor and Macio White, bus operator and dispatcher.

## III. PUBLIC INTEREST COMMENTS

No public interest comments were made.

## IV. BUDGET FINANCE COMMITTEE REPORT

Ms. Maloney reported the committee reviewed the items and recommended the requested actions of the consent items.

## V. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

Mr. Teshara reported the Advisory Planning Commission heard substantial updates from staff regarding the Vehicles Miles Traveled (VMT) thresholds, an update regarding the Regional Transportation Plan, and review of proposed VMT fee structure associated with the new thresholds

## VI. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

A. Review and Acceptance of the District's Financial Statement of Operations through December 31, 2020
B. Informational Update on Rate Structure Modifications, Signage, and Non-Compliance for the Park Tahoe Parking Management Program for Nevada State Route 28
C. Review and Acceptance of the Quarterly Transit Report for the Second Quarter of Fiscal Year 2021

Mr. Teshara motioned to approve Items A & C of the consent calendar and pull Item B, Ms. Novasel seconded the motion. The motion passed unanimously. Mr. Hasty reviewed Item B.

## VII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

A. Authorize the District Manager to Enter into a Purchase Agreement with Washoe County School District for the Property at 771 Southwood Boulevard, Incline Village, NV for Evaluation of a Mobility Hub Related to the Development of Tahoe's Transit System and Operations for Public Transit and Public Access to the Lake Tahoe Region

Mr. Hasty and Mr. Fink reviewed this item and gave a presentation.

Ms. Hill asked what are TRPA's requirements. Mr. Haven explained TRPA would require a project permit.

Ms. Hill asked if the Incline Village Citizens Advisory Board could participate in the process. Mr. Hasty responded affirmatively.

Ms. Hill also asked if funding was available for building the project. Mr. Hasty responded no, not at this time.

Mr. Davis asked if the Categorical Exclusion allows for not performing the environmental review process. Mr. Hasty responded no, an alternatives and environmental analysis is still required under NEPA and TRPA,

however the CE allows the purchase of the property without an environmental analysis.

Mr. Davis asked about the Washoe County match funds. Ms. Hill said she is still looking into those.

Mr. Davis asked if any action taken regarding this item opens the District to legal exposure. Ms. Doherty responded no.

Mr. Bass asked if General Improvement District has any interest currently purchasing the property. Mr. Hasty does not believe so.

Mr. Teshara added if the site is not purchased, the District may lose the ability to use it for the East Shore Express parking. Mr. Teshara also asked if the site is purchased, but if it was determined not to use the site, would the demolition of the buildings still happen. Mr. Hasty expects the demolition would still occur in order to increase the property value and sell the property, as long as it doesn't change any of the other qualifying factors under FTA.

Mr. Chapman noted that other transit opportunities and enhancements are being looked at for the community and residents and visitors.

Ms. Rosenberg noted NDOT's grant process is a competitive process and the amount of funding can and does change from year to year.

Ms. Gustafson asked if the site is purchased, could it be exchanged for another site. Mr. Hasty replied the FTA has specific rules and procedures in place and that could be an option.

Public Comment:
Allyson Willoughby asked if the funds for demolition have been approved; how many times NDOT has funded a protective acquisition; if the District sells the property, FTA rules won't allow the District to keep the monies; and questioned that Incline Village is the only area being considered for a hub.

Carole Black stated more than ninety percent of the community responded in opposing the purchase of the property for a mobility hub; that it is a poor plan and unnecessary; that the District never obtained a special use permit for the East Shore Express; and not to move forward with the purchase.

Diane Heirshberg referenced her March 10 e-mail regarding having community involvement in the project planning.

Doug Flaherty stated the NEPA and CE determination process failed to provide adequate public notice and comment opportunities.

Aaron Katz stated he is against the proposal and that the use of WC funds are not to be used for this project.

Judith Miller stated she has been on the CAB for seven years and currently development applications are the only things the CAB can deal with. Suggested using eminent domain to get a suitable site

Kathie Julian stated she hasn't heard staff what the minimum acreage needed to reduce vehicle trips and what options are possible on the outskirts of the community for a hub and doesn't support the purchase of the property.

Rick Marshall stated he objects to the hub being developed at the school and the need for a community village area.

Sara Schmitz commented there is a complete lack of the trust in the community of the District's process; there are thousands who have stated their opposition of the project due to safety concerns; read a message from Indra Winquist; and the East Shore Express can use the new elementary school for parking.

Ronda Tycer thanked the District for bringing the community together and asked what does it take for the Board to vote against the purchase of the school.

Additional comments were received via e-mail and are attached to the minutes.

Mr. Hasty commented the grant for the purchase of the property has been awarded and the grant for the demolition is awaiting the decision of the property purchase; and that Ms. Hirschberg's request for records had been responded to. Ms. Doherty added that the documents were provided to Ms. Hirschberg, with the exception of those that are privileged under FOIA.

Ms. Rosenberg noted NDOT has not previously done protective acquisition with FTA funds, but have done protective acquisitions for highway projects and she will have to follow up regarding monies received if the site is sold by the District.

Mr. Bass asked about the legality of using the match funding from Washoe County. Ms. Doherty replied that it would be under the purview of the granting agency.

Ms. Maloney commented that all capital assets purchased with FTA funds have a federally defined useful life and until that life is used up, the FTA has an interest in that asset.

Ms. Hill stated this is a difficult decision, but an opportunity that probably won't happen again; this project is good for Incline Village, Crystal Bay, and Washoe County; that it gives options to develop something good for the community, including incorporating government services; and thanked the community for their time and input.

Mr. Davis asked if the Ad Hoc Committee would continue moving forward. Mr. Hasty stated absolutely, if it is what the Board wishes to continue.

Mr. Bruce commented the reason he will vote yes is to protect the funding that is at issue, that he has no predisposition to selecting the elementary school site for the project and suggested that Washoe County be a lead planning agency for the project.

Mr. Teshara stated he will support the action requested to protect the funding and that the process requires a site analysis and environmental analysis.

Mr. Bass stated he believes the purchase of the site will make it the preferred alternative and doesn't feel an equal review of all the sites will be possible. Ms. Doherty responded the future environmental analysis would prohibit the District from evaluating the financial feasibility of one site over another.

Ms. Hill stated the site analysis funding is tied to the property purchase.

Ms. Maloney stated she feels the purchase of the property is not needed at this time and will vote no.

Ms. Novasel stated there is an opportunity for the community to include their input in what it is used for and work together.

Mr. Chapman reiterated this is not a discussion of a site specific project and the opportunity to purchase this site and determine the best and highest use of the property and work with the community is very important.

Mr. Bigley stated the vetting process and planned development will be genuine and collaborative with the community representation and believes the community will be supported.

Mr. Rice stated he is thankful for taking a positive step and thinks this will benefit everyone in Incline Village.

Mr. Davis stated that moving forward it will be important to have meaningful input from the community in this process and trusts that during the process there will be a meaningful evaluation of alternatives and the decision will be made in an open and collaborative process.

Mr. Bass stated he would be voting no as he is concerned with the monies being tied up in the parcel.

Action Requested: For Possible Approval

Ms. Hill made the motion to authorize the District Manager to enter into a purchase agreement with the Washoe County School District for the property at 771 Southwood Boulevard, Incline Village once the following conditions are met – 1) TRPA programs the awarded NDOT funds in the FTIP; 2) Washoe County awards the necessary matching funds; 3) Legal Counsel reviews the agreement for federal compliance; and 4) the School District agrees to all terms and conditions. Mr. Teshara seconded the motion. The motion passed, with Mr. Bass and Ms. Maloney voting nay.

B. Update on Workplan Progress and Schedule to Collaboratively Develop Sustained Transportation Revenue Sources
Mr. Hasty and Mr. Haven reviewed this item. Mr. Teshara commented it is a good idea to pursue assistance through a consultant.

Action Requested: For Discussion and Possible Direction

C. Process for the Performance Evaluation of the District Manager for the Period of July 2019 through March 2021
Ms. Gustafson reviewed this item. Ms. Doherty clarified the process for the evaluation.

Action Requested: For Review and Discussion

**VIII. DISTRICT MANAGER REPORT**
Mr. Hasty had nothing further to report.

**IX. BOARD, COMMISSION MEMBER AND STAFF COMMENTS**
There were no other comments.

**X. PUBLIC INTEREST COMMENTS**
No public interest comments were made.

**XI. CLOSED SESSION**
Public Employee Performance Evaluation (Cal. Gov. Code § 54957, NRS § 241.030)
Title: (District Manager)
The Board may consider the following topics authorized pursuant to NRS § 241.030.

No action was taken.

**XII. ADJOURNMENT**
The meeting adjourned at 2:15 p.m.

Respectfully Submitted:

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

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

**From:** Carl Hasty
**To:** Judi Allen
**Subject:** Fwd: Rotary discussion
**Date:** Thursday, March 11, 2021 1:41:07 PM

---

Please share with the Board.

Thank you

---------- Forwarded message ---------
From: **Bruce Simonian** <brucesimonian@hotmail.com>
Date: Thu, Mar 11, 2021 at 11:21 AM
Subject: Rotary discussion
To: Carl Hasty <chasty@tahoetransportation.org>

Carl,
The Rotary Club of Tahoe-Incline appreciates your information updating us on the proposed transportation hub at the old Incline Elementary School and presenting other options. There is interest and support as the TTD navigates the processes and comes to a consensus that benefits the community. This is a basin wide issue that has been growing exponentially over the decades, with new steam due to COVID, and with reduced capacity at Sand Harbor. Our club, as a reflection of the community, will continue to remain engaged as the TTD moves forward, with not only this transportation plan, but with the next segment of the east shore path. Please feel free to use me as your conduit for more facts as they become available.

Thank you for your presentation and forthright answers.

Bruce

--
Carl Hasty
District Manager
Tahoe Transportation District
128 Market St  Suite 3F Stateline, NV 89449
PO Box 499 Zephyr Cove, NV 89448
Office 775-589-5501
Cell 775-230-4469

## Judi Allen

**Subject:** FW: TTD Town Hall Follow-up Reminder

---

**From:** Barbara Moniot <tahoebarb@gmail.com>
**Sent:** Sunday, March 7, 2021 8:03 AM
**To:** Judi Allen <jallen@tahoetransportation.org>
**Subject:** Re: TTD Town Hall Follow-up Reminder

I am opposed to the proposed TTD Transit Hub project located at the Old Incline Elementary School site. I understand this project will be a bus hub with 300+ parking spaces in the heart of our village to serve tourists wanting to access Sand Harbor and other East Shore venues.

I have lived in Incline Village for 42 years. There have been few enhancements made in our town during this time. I was involved in the Pathway 2007 community workshops which took place at the Chateau in 2005. It was an opportunity to share, learn, provide input and discuss improvements we wanted to see in our town.
Some of the issues discussed at the workshops were how much additional development would take place in Tahoe by the year 2027, what kind of growth is on the horizon, and how the lake's health and clarity will be preserved while maintaining quality of life for those who live and visit here.
Maintaining quality of life for those who live here does not mean taking a prime corner in our town, Southwood and Hwy 28, and turning it into a parking lot for tourists!!!
This proposed TTD Transit Hub is directly across the street from multi family apartments. These homes consist of many children playing outside and is a high risk area for accidents.
Another concern for this location is Southwood Blvd is one of our main streets in Incline Village.

"If you build it they will come." Well, the beautiful Tahoe East Shore Trail was built and obviously the planners never considered or cared where people would park! Did they really think the designated lots in front Tunnel Creek Cafe would be adequate? They should have asked locals that question. Instead, people have come and now they park in front of resident homes on the east end of Lakeshore and in the Mill Creek subdivision. which is where I live. Sand Harbor and the HWY 28 East Shore corridor have become a nightmare as we all experience trying to drive past there ALL summer long. And now the answer is to put a TRANSIT HUB for 300+ cars in our town. NO! Absolutely not. Has anyone taken into consideration the public safety concerns and also accessibility for our emergency responders. We have a gridlock!

We are a community which is already feeling the influx of new families on our streets. Please consider another location for the TTD Transit Hub. Thank you for your time.

Sincerely,

Barbara Moniot
143 Mayhew Circle
Incline Village, NV 89451

> On Mar 1, 2021, at 5:23 PM, Judi Allen <jallen@tahoetransportation.org> wrote:
>
> Hello,

**From:** Karen Johnson
**To:** jallen@tahoetransportation.org
**Subject:** Include my input for Agenda Item VII-1
**Date:** Thursday, March 11, 2021 1:30:06 PM

---

Hello - Please forward message to TTD Board Members

Please vote no on TTD purchase of Incline Bus Hub

* The OES is an inappropriate use of this prime parcel in the middle of Incline Village
* A local developer has made a higher offer to buy the parcel for a use the community approves
* TTD's application for the FTA grant was based on erroneous information that can be corrected with a revised application to avoid legal repercussions (i.e., the use of the OES by TTD for the East Shore Express was never a legally permitted use. A "categorical exclusion" does not apply so that an Environmental Impact Statement will be required for a new hub on the site).
* More than 1260 Incline residents have signed the change.org petition saying they are against a mobility hub at the OES.

Best,

Karen Johnson
707-696-4196

| | |
|---|---|
| **From:** | anne@rossmans.net |
| **To:** | Bob Lucey; Vaughn Hartung; Alexis Hill; Kitty Jung; Jeanne Herman; chasty@tahoetransportation.org; cgustafson@tahoetransportation.org; lmaloney@tahoetransportation.org; wrice@tahoetransportation.org; steshara@tahoetransportation.org; cbass@tahoetransportation.org; achapman@tahoetransportation.org; snovasel@tahoetransportation.org; mbruce@tahoetransportation.org; gfink@tahoetransportation.org; Judi Allen |
| **Cc:** | Papa Bear; Mama Bear |
| **Subject:** | No Mobility Hub at OES, please! |
| **Date:** | Wednesday, March 10, 2021 5:27:43 PM |

Attention:

*Washoe County Commissioners*: Bob Lucey, Vaughan Hartung, Alexis Hill, Kitty Jung & Jeanne Herman

- and –

*Washoe County TTD Board Members: Carl Hasty,* Cindy Gustafason, Lucia Maloney, Wesley Rice, Steve Teshara, Alexis Hill, Cody Bass, Andi Chapman, Sue Novasel, Mark Bruce, George Fink & Judi Allen

Please accept this second email from us before finalizing the current proposal to locate a Mobility Hub on the old elementary school (OES) property.(Our first communication was emailed to Alexis Hill on 1-17-21.)

First, ***why has the TTD "invalidated" the 1,280+ signatures on the change.org petition?*** This is a legitimate petition which can be found on the change.org website by typing in the search bar: "transit hub at old elementary school" in order to read:

https://www.change.org/search?q=transit%20hub%20at%20old%20elementary%20school. Those of us who took the time to voice our resistance to this purchase deserve the courtesy of hearing ***who made this arbitrary decision, and why*** when we meet again on March 12th.

While we understand the value of a transit hub with the goal of moving visitors around the Lake efficiently and hopefully reducing individual cars, we are adamantly against using the OES for this purpose. The proposed location is part of a lower-income residential area which will compromise the peace and safety of the many families with younger children who live and work around there.

Per George Fink's "TTD Memo: IV Transit Hub Approval Process" dated 1-19-21*, we were happy to read all eight possible sites will "be studied,

including a detailed alternatives analysis, before any project planning can begin in earnest.*"* ***Has this analysis been completed for the OES and/or the other seven sites? Does this analysis include a comprehensive traffic study including noise and air pollution, as well as an EPA review and approval by TRPA?*** This article also states there will be a Phase II, allowing more public town hall meetings in late March and mid-April "about the acquisition and site alternatives." We look forward to participating in those!
***** https://ivcbmatters.com/ttd-memo-re-iv-transit-hub-approval-process/

Yesterday, we learned there's a higher offer for the OES property, proposing a mixed-use retail/residential area, along with a public park, an ice skating rink and even better, underground parking! This project proposal sounds a lot more appealing and suitable for this property.

Before moving forward with its purchase, we look forward to hearing the TTD Board and WC Commissioners ***articulate all of the data used to influence their current decision to focus on the OES***, especially because the article referenced above states there will be ***a TTD meeting on April 9th – one month from now - which "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."***

We remain sure one of the other seven locations are viable alternatives and we appreciate you hearing our concerns,

-Glen & Anne Rossman, Incline Village residents

**From:** Steven Johnson
**To:** jallen@tahoetransportation.org
**Subject:** Plan to acquire the OES for a transit hub in Incline Village
**Date:** Thursday, March 11, 2021 1:47:25 PM

---

It is very disturbing to hear that your agency continues to pursue the purchase of the OES for a transit hub in Incline Village. It is clear by the well spoken and reasoned opposition that this is not a good idea for so many reasons, including safety, traffic, aesthetics, and so on. In fact the only reason your agency seems to continue to pursue this real estate is for financial reasons. This is not a justifiable rationale for such a major impact project.

Additionally, I have been informed that your agency is disregarding a petition signed by over 1200 Incline Village residents expressing their objections to converting the OES into a transit hub. I personally signed my name to this petition, and believe it to be rude and disrespectful to me and my fellow signers that you intend to disregard our desire to express our sincere and legitimate opinion. This is not a way to establish a positive working relationship with the citizens of our town. The petition is legitimate and should be regarded as the honest opinions of its signers.

Regards,

Steven Johnson
Incline Village, NV

**From:** Linda Wilson
**To:** jallen@tahoetransportation.org
**Subject:** Hub a bad idea
**Date:** Thursday, March 11, 2021 1:54:36 PM

---

to whom it may concern;
I understood that the goal was to reduce traffic at the Lake
I feel that brining people closer to the lake (into Incline Village) and then thinking they will get out of their cars and take a bus is not logical.
The hub in the middle of Incline will bring more cars into Incline and create traffic and parking nightmares for all.
People will already be close to the lake so if I was one of them I would just find a place to drop off my passengers and then go find a place to park
Why not try the bus idea away from the lake like Mt Rose or Truckee which would reduce the number of cars coming closer to the lake
Is the issue that you have secured federal funding and need to spend it within a certain amount of time? If that is the case spending it on a hub in Incline will not impact your goal of reducing traffic near the lake
Please make a logical decision not a government decision
NO HUB AT OLD GRADE SCHOOL LOCATION IN INCLINE

Thanks
Linda Wilson
989 Tahoe Blvd
Unit 87
Incline Village

Sent from my iPhone

| | |
|---|---|
| **From:** | Carl Hasty |
| **To:** | Judi Allen |
| **Subject:** | Fwd: Transportation HUB in downtown Incline Village |
| **Date:** | Thursday, March 11, 2021 1:56:42 PM |

Judi, here is another comment that I have received.

---------- Forwarded message ---------
From: **Cheri Kratka** <cakzinn@gmail.com>
Date: Wed, Mar 10, 2021 at 5:27 PM
Subject: Transportation HUB in downtown Incline Village
To: 723Burgundy Anne <anne.studabaker@723burgundy.com>, Brenda Kiesel <bbrinderson@yahoo.com>, Diane And Stan Becker Heirshberg <dbecker8891@gmail.com>, Jill Minkle <jeminkle@yahoo.com>, Jill Mulcahy <jill@snowhound.net>, Linda McDougall/Wilson <lwilmac@aol.com>, O'Connor Al <al.oconnor@723burgundy.com>, Patrick McBurnett <ktrick44@gmail.com>, Ronda Tycer <rondatycer@aol.com>, Sandy Burnell <sburnell55@gmail.com>, Yvette Oliver <yvetteoliver@hotmail.com>, chasty@tahoetransportation.org <chasty@tahoetransportation.org>, cindygustafson@placer.ca.gov <cindygustafson@placer.ca.gov>

Dear Carl and Cindy
I understood that the goal was to reduce traffic at the Lake
I feel that brining people closer to the lake (into Incline Village) and then thinking they will get out of their cars and take a bus is not logical.
The hub in the middle of Incline will bring more cars into Incline and create traffic and parking nightmares for all.
People will already be close to the lake so if I was one of them I would just find a place to drop off my passengers and then go find a place to park
Why not try the bus idea away from the lake like Mt Rose or Truckee which would reduce the number of cars coming closer to the lake
Is the issue that you have secured federal funding and need to spend it within a certain amount of time? If that is the case spending it on a hub in Incline will not impact your goal of reducing traffic near the lake
Please make a logical decision not a government decision
NO HUB AT OLD GRADE SCHOOL LOCATION IN INCLINE

People listed on this email if you feel the same please respond all and tell Carl and Cindy to not go ahead with the current project.
Also feel free to add others to your response

Thanks

--
Carl Hasty
District Manager
Tahoe Transportation District

**From:** Stephen Barney
**To:** jallen@tahoetransportation.org
**Subject:** OES of Incline Village
**Date:** Thursday, March 11, 2021 1:57:11 PM

---

Board, TTD

Please count us among the hundreds if not thousands of Incline Village residents who have informed themselves fully about the OES purchase and oppose it. We don't want more traffic in a congested area. The benefit seems to be almost entirely for non-Incline residents.

Please vote against this ill-considered, perhaps illegal idea.

Thank you for your attention, Stephen and Cherry Barney, 667 Tumbleweed Circle, Incline Village

--

Stephen A. Barney
bar7ney@gmail.com
4605 S. Yosemite St., Unit 5
Denver, CO 80267
775/832-5058
or 910/603-0588

| | |
|---|---|
| **From:** | Pamela Straley |
| **To:** | Judi Allen |
| **Subject:** | Please include my input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 1:57:12 PM |

---

To the TTD:

I have sent multiple emails and attended the online meetings concerning the TTD plan to purchase the Old Elementary School site from WCSD to be used as a "mobility hub." I have on every occasion voiced my opposition to the transfer of the OES site to the TTD and am one of the 1260 Incline residents who signed the petition against the same.

Incline does not need a "mobility hub." The OES site is inappropriate and the associated parking spaces would serve Sand Harbor, NOT Incline. All NEW "hubs" should be OUTSIDE the Tahoe Basin and connect to BUS STOPS in the Tahoe Basin, including in Incline. This would decrease the number of personal vehicles coming into the already overcrowded Basin where parking is limited, and local buses can move people around once they get here.

Also, a local developer has offered to pay more for the OES parcel for housing, which is what Incline Village needs and most residents would approve, especially if the housing is priced for workers.

Please DO NOT approve the purchase of the OES property for use as a "mobility hub."

Thank you,

pam straley
455 Jill Ct
Incline Village, 89451
775.831.4190

**From:** Carl Hasty
**To:** Judi Allen
**Subject:** Fwd: Transportation HUB in downtown Incline Village
**Date:** Thursday, March 11, 2021 1:57:38 PM

---

Another comment for the Board.

---------- Forwarded message ---------
From: **J Minkle** <jeminkle@yahoo.com>
Date: Wed, Mar 10, 2021 at 7:14 PM
Subject: Re: Transportation HUB in downtown Incline Village
To: Cheri Kratka <cakzinn@gmail.com>
Cc: <chasty@tahoetransportation.org>, <cindygustafson@placer.ca.gov>

Please no Hub in Incline. Over the past 1.5 years our tourist traffic due to the East shore trail has caused significant traffic and parking issues. Please don't bring more to our small community.

Jill Minkle
775-745-6600

Sent from my iPad

> On Mar 10, 2021, at 5:27 PM, Cheri Kratka <cakzinn@gmail.com> wrote:
>
> Dear Carl and Cindy
> I understood that the goal was to reduce traffic at the Lake
> I feel that brining people closer to the lake (into Incline Village) and then thinking they will get out of their cars and take a bus is not logical.
> The hub in the middle of Incline will bring more cars into Incline and create traffic and parking nightmares for all.
> People will already be close to the lake so if I was one of them I would just find a place to drop off my passengers and then go find a place to park
> Why not try the bus idea away from the lake like Mt Rose or Truckee which would reduce the number of cars coming closer to the lake
> Is the issue that you have secured federal funding and need to spend it within a certain amount of time? If that is the case spending it on a hub in Incline will not impact your goal of reducing traffic near the lake
> Please make a logical decision not a government decision
> NO HUB AT OLD GRADE SCHOOL LOCATION IN INCLINE
>
> People listed on this email if you feel the same please respond all and tell Carl and Cindy to not go ahead with the current project.
> Also feel free to add others to your response
>
> Thanks
>
>

| | |
|---|---|
| **From:** | Carl Hasty |
| **To:** | Judi Allen |
| **Subject:** | Fwd: Transportation Hub at Old Incline Elementary School |
| **Date:** | Thursday, March 11, 2021 1:58:58 PM |

Comment for the Board.

---------- Forwarded message ---------
From: **Julie Padelford-Jansen** <peahead61@comcast.net>
Date: Wed, Mar 10, 2021 at 8:18 PM
Subject: Transportation Hub at Old Incline Elementary School
To: <chasty@tahoetransportation.org>

Mr Hasty:
It is unbelievable and disgraceful to me the TTD Board and staff are ignoring 1200+ signatures from Incline residents opposed to a transportation hub at the old Incline Elementary School. The residents have spoken, TTD needs to listen. Putting the Transportation Hub in the middle of Incline in one of the most densely populated residential areas does not make sense and is plain stupidity.

Julie Padelford
Incline Resident

Sent from my IPad
JULIE PADELFORD
PEAHEAD61@comcast.net
954-347-4028

--
Carl Hasty
District Manager
Tahoe Transportation District
128 Market St  Suite 3F Stateline, NV 89449
PO Box 499 Zephyr Cove, NV 89448
Office 775-589-5501
Cell 775-230-4469

| | |
|---|---|
| **From:** | Carl Hasty |
| **To:** | Judi Allen |
| **Subject:** | Fwd: No! to the School Hub in Incline Village |
| **Date:** | Thursday, March 11, 2021 2:05:28 PM |

A comment for the Board.

---------- Forwarded message ---------
From: **Mike Erikson** <merikson1@yahoo.com>
Date: Wed, Mar 10, 2021 at 11:34 AM
Subject: No! to the School Hub in Incline Village
To: chasty@tahoetransportation.org <chasty@tahoetransportation.org>, cindygustafson@placer.ca.gov <cindygustafson@placer.ca.gov>
Cc: Danielle Sieger <dsiegz@yahoo.com>

MAR 10, 2021 —
The Tahoe Transportation District's board and staff have indicated that they consider this petition to be invalid and will not take your signature into account when the TTD board votes this Friday to decide whether or not to purchase the school property for a transit hub.

Cindy and Carl -

My wife and I are long time residents and property owners of Incline Village (13 years) with two kids. Although I believe the old school needs a solution and needs to be demolished as it has been sitting for a long time, I do not believe a transportation hub is the right idea. I'm am personally pro-improvement and pro-business and I want to see Inclines "offerings" improved, but still this hub does not seem like the answer.

We've seen an enormous increase in tourists at the beaches over the last decade and at an even greater pace in the last few years. We've also seen added pressure with the recent crowds due to the pandemic. Trash for instance is out of control at the beaches and up at the meadows and I know so many locals are appalled at the lack of respect and concerned about this getting worse. This hub will only further the congestion and headaches the overcrowding has already caused in this small town. Our geography is not like South Lake Tahoe, for instance, that has room to grow and Incline Village's infrastructure can't handle something like this and doesn't need 1000's of people coming in by the busloads. Plus, we have seen NO effect on the amount cars and traffic on the West Shore *even with* transportation hubs. We'll only have many more people (from busses) and the same amount of cars if we do this... The only thing stopping a complete degradation of Incline Village is the fact that a limited amount of people can come and park and when that's full, we enforce the rules.

A beautiful destination like this will only continue to be beautiful (an an attraction) if we keep it from degraded faster than we can maintain it. At some point enough is enough. **This project is like opening the flood gates without preparing for its effect down-river first. This is not the solution.**

My vote is **NO on the Transportation Hub**. Please mind the petition ***that over 1250 people have already signed*** and stop this idea in its tracks.

Michael Erikson
415-425-3812

**From:** Carl Hasty
**To:** Judi Allen
**Subject:** Fwd: Incline Transportation Hub.
**Date:** Thursday, March 11, 2021 2:06:43 PM

---

A comment for the Board.

---------- Forwarded message ---------
From: **Steven Price** <pricese@aol.com>
Date: Wed, Mar 10, 2021 at 11:56 AM
Subject: Incline Transportation Hub.
To: <chasty@tahoetransportation.org>

Mr Hasty: Purchasing the school site before a traffic study is a sham. We all know it will be a traffic nightmare. You have not heard the end of Incline residents objections.

Sent from my iPhone

--
Carl Hasty
District Manager
Tahoe Transportation District
128 Market St Suite 3F Stateline, NV 89449
PO Box 499 Zephyr Cove, NV 89448
Office 775-589-5501
Cell 775-230-4469

**From:** Julie Padelford-Jansen
**To:** jallen@tahoetransportation.org
**Subject:** Include My Input for Agenda Item VII-1
**Date:** Thursday, March 11, 2021 2:08:31 PM

---

The OES is not the right property for a mobility hub
The local developers has made a higher offer on the OES for a development that the community supports.
90% of the Incline Residents input does not support a mobility hub at the OES.
Find a more suitable location. Preferably a site out of the Tahoe basin. South Reno, Old Reindeer Lodge or Spooner are much more appropriate locations.

Julie Padelford-Jansen
Incline Resident

Sent from my IPad
JULIE PADELFORD
PEAHEAD61@comcast.net
954-347-4028

| | |
|---|---|
| **From:** | Carl Hasty |
| **To:** | Judi Allen |
| **Subject:** | Fwd: Incline Village Elementary School |
| **Date:** | Thursday, March 11, 2021 2:10:12 PM |

A comment for the Board.

---------- Forwarded message ---------
From: **Mary Kleingartner** <mkleingartner@chaseinternational.com>
Date: Wed, Mar 10, 2021 at 12:00 PM
Subject: Incline Village Elementary School
To: <chasty@tahoetransportation.org>, <cindygustafson@placer.ca.gov>
Cc: Hill, Alexis <ahill@washoecounty.us>

Good afternoon,

I understand the petition we all signed is not considered valid so this email is my official objection to this purchase. I live less than a block from this sight. We do not need another eye sore in our neighborhood. It is unfortunate that our county commissioners have not stood up for or represented the voters and taxpayers in Incline Village. You are now well aware that the majority of Incline Village residents object to this- from the petion, public comment at meetings, social media and community members reaching out. Every step of your project will be met with opposition. Please explain why you are trying to force this on a community that does NOT want this???? Find another location near ponderosa ranch or utilize the empty ski area parking lots in the summer.

Respectfully

**Mary Kleingartner**

--
Carl Hasty
District Manager
Tahoe Transportation District
128 Market St  Suite 3F Stateline, NV 89449
PO Box 499 Zephyr Cove, NV 89448
Office 775-589-5501
Cell 775-230-4469

**From:** Carl Hasty
**To:** Judi Allen
**Subject:** Fwd: Petition against the TTD Hub at the OES
**Date:** Thursday, March 11, 2021 2:11:58 PM

---

A comment for the Board.

---------- Forwarded message ---------
From: **Steven Johnson** <steviecj@aol.com>
Date: Wed, Mar 10, 2021 at 2:47 PM
Subject: Petition against the TTD Hub at the OES
To: <chasty@tahoetransportation.org>

Carl,

I have been informed that your agency is disregarding a petition signed by over 1200 Incline Village residents expressing their objections to converting the OES into a transit hub.

I personally signed my name to this petition, and believe it to be rude and disrespectful to me and my fellow signers that you intend to disregard our desire to express our sincere and legitimate opinion. This is not a way to establish a positive working relationship with the citizens of our town.

The petition is legitimate and should be regarded as the honest opinions of its signers.

Regards,

Steven Johnson

Incline Village, NV

--
Carl Hasty
District Manager
Tahoe Transportation District
128 Market St Suite 3F Stateline, NV 89449
PO Box 499 Zephyr Cove, NV 89448
Office 775-589-5501

| | |
|---|---|
| **From:** | mlkennedy1@charter.net |
| **To:** | "jallen@tahoetransportation.org" |
| **Subject:** | Include my input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 2:12:26 PM |

---

To Whom It May Concern,

Please include my input regarding Agenda Item VII-1 on the Mobility Hub proposal:

The OES is an ***inappropriate use*** of this prime parcel in the middle of Incline Village.

I do not oppose a hub in a location that does not create more congestion and safety issues, especially within residential areas.

Thank you for your consideration,
Mary Lou Kennedy,
Incline Village full-time resident and homeowner

**From:** Carl Hasty
**To:** Judi Allen
**Subject:** Fwd: URGENT: Incline Elementary- OFFICIAL OBJECTION
**Date:** Thursday, March 11, 2021 2:16:01 PM

---

A comment for the Board.

---------- Forwarded message ---------
From: **Carole Madrid** <homes@inclinevillagenow.com>
Date: Wed, Mar 10, 2021 at 3:47 PM
Subject: Re:URGENT: Incline Elementary- OFFICIAL OBJECTION
To: <chasty@tahoetransportation.org>, <cindygustafson@placer.ca.gov>, <ahill@washoecounty.us>

> As the petition signed may not be valid this email is my official objection to this purchase.
>
> I have lived in Incline Village for over 35 years. Having this used as a transportation hub for the busses is unacceptable. Our county commissioners have not stood up for or represented the voters and taxpayers in Incline Village.
>
> The majority of Incline Village residents object to this- from the petition, public comments at meetings, social media and community members reaching out. Every step of this project will be met with opposition. Why is this being forced on the Incline Village community that does NOT want this? Find another location. I will be the first person to sign any proposed litigation if this sale is not cancelled.

Best Regards,

Carole Bruno

--
Carl Hasty
District Manager
Tahoe Transportation District
128 Market St Suite 3F Stateline, NV 89449
PO Box 499 Zephyr Cove, NV 89448
Office 775-589-5501
Cell 775-230-4469

| | |
|---|---|
| **From:** | Laurel King |
| **To:** | jallen@tahoetransportation.org |
| **Subject:** | Include my input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 2:33:39 PM |

---

Hi there,

The proposed transportation hub where the OES is located is totally inappropriate for that spot, It is across from many apartments where there are many parked cars and kids playing. I believe it is a dangerous place to put a transportation hub.

I have been a resident of Incline for 5 years.

Thanks for reading.

| | |
|---|---|
| **From:** | Lenty Hagen |
| **To:** | Judi Allen |
| **Subject:** | Re: Include my Input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 2:37:17 PM |

To Tahoe Transportation Board,

On the agenda today (3/12/21), you will be voting on the purchase of the Old Elementary School. I oppose this purchase for several reasons listed below:

1. Incline Community wasn't properly notified of sale. There was intent to sell article in paper last December and then rushed townhalls to try to get as many residents aware of situation and ask questions with only one listening to Community members. These town halls represented only small portion of our Community and mostly English speaking. We as a Community are not being listened to especially as over 1200 have signed a petition against a Mobility Hub.

2. The OES is not a proper location for a hub . It is in the middle of Incline Village in a high density area across from an apartment complex with a lot of children. Also I believe it would cause a big backup at the light and more concerns for our local law enforcement.

3. Mobility Hub would create more cars not less. It should be put in a better location!

I do hope you will listen and oppose this purchase of OES for a Transportation Mobility Hub .

Sincerely,
Helenty E. Hagen
929 Northwood Blvd. #4
Incline Village, NV 89450

**From:** Robyn Barnes
**To:** jallen@tahoetransportation.org
**Subject:** Include my input for Agenda Item VII-1
**Date:** Thursday, March 11, 2021 2:37:43 PM

---

Please vote against TTD purchasing the old Incline Elementary School! Putting a transit hub in the middle of town and a residential neighborhood is the worst idea ever! Please save our town!

Robyn Barnes

| | |
|---|---|
| **From:** | Shirley Roxburgh |
| **To:** | Tahoe Transportation District |
| **Subject:** | Include my Input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 3:37:31 PM |

Dear TTD Board Members,

It has come to my attention since my last comments against your purchase of the WCSD old Incline Village Elementary School site, WCSD has received a higher offer for the property. This obviously would benefit the WCSD and allay the fears and concerns of the community the residents of which are solidly against the use of the OES as a mobility hub.

Please vote AGAINST the purchase of the OES. A mobility hub in the center of Incline Village is totally inappropriate.

Thank you.

Shirley Roxburgh
965 Wedge Court
Incline Village, NV 89451

**From:** Carole K. Anderson
**To:** jallen@tahoetransportation.org
**Subject:** Incline Elementary School Site
**Date:** Thursday, March 11, 2021 3:44:28 PM

---

This hub is an outrageous, damaging use for one of the prime pieces land available in Incline Village. More than 1200 households have raised their voices in objection to this abuse of one of the county's and the state's treasures.
The use of the parking are for the shuttle bus has been illegal from the get go. TTD's application for the FTA grant was based on erroneous information that can be corrected with a revised application to avoid legal repercussions (i.e., the use of the OES by TTD for the East Shore Express was never a legally permitted use. A "categorical exclusion" does not apply so that an Environmental Impact Statement will be required for a new hub on the site).
Of equal importance as tax payers and residents is a private offer more generous that that of TTD would also put the land to higher best use. — and it would bring the land back onto the tax rolls in Washoe County.

Carole Anderson

Carole K. Anderson
455 Lakeshore Boulevard
Incline Village, NV 89451

Mobile: (775) 230 8276
Home: (775) 329 2134

**From:** SamJake
**To:** jallen@tahoetransportation.org
**Subject:** Include my input for VLL1
**Date:** Thursday, March 11, 2021 3:37:40 PM

---

I urge your NO vote for aquisition of the OES site for a Transit hub. I really hate to see tax dollars spent just because if you don't spend it, you will lose it! There are better offers for the site which will fit better for that location and will be funded by private equity !

Sam Jacobsen, 41 yr Incline resident

**From:** Joyce BOCK
**To:** jallen@tahoetransportation.org
**Subject:** Re: Include my opinion for item V11
**Date:** Thursday, March 11, 2021 2:46:29 PM

---

We in the village would like to see the old Elementary school be used for
a development other than a bus hub. Please vote against a bus hub in the midddle
of our beautiful village. There is a better offer for more money please take that one.
Joyce Bock
1500 Tunnel Creek Rd.
Incline Village.

| | |
|---|---|
| **From:** | Alexander Tsigdinos |
| **To:** | jallen@tahoetransportation.org |
| **Subject:** | Include my input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 4:00:55 PM |

TTD,

I am full-time and legal resident of Incline Village.

Per the online petition I previously signed along with 1,260 other residents, I disagree with location of the OES in a prime parcel in a residential area in the middle of Incline Village. The proposed purchase by a local developer -- indeed a higher offer -- is to develop the parcel for a use the community approves and would welcome.

I'm aware that TTD's application for the FTA grant was based on erroneous information that can be corrected with a revised application to avoid legal repercussions (i.e., the use of the OES by TTD for the East Shore Express was never a legally permitted use. A "categorical exclusion" does not apply so that an Environmental Impact Statement will be required for a new hub on the site).

Please take don't make the public input phase of this process a charade. There is a better offer with a better use for the old elementary school site. There are alternatives for the transit hub.

Alex Tsigdinos
1080 Oxen Rd.
Incline Village, NV

**From:** June Baker
**To:** jallen@tahoetransportation.org
**Subject:** Tahoe transportation board vote on OES
**Date:** Thursday, March 11, 2021 4:13:22 PM

---

It appears that a local developer has made an offer to purchase this parcel for $2.8 million, $500,000 over the price that WCSD offered TTD in December of last year, as reported in the Reno Gazette Journal. This developer has a plan on making this parcel truly the center of Incline Village similar to The Village at Northstar. There are more than 1260 Incline residents that have signed the change.org petition saying they are against making this a "mobility hub" at the OES.
So clearly this is NOT popular or wanted by so many in Incline Village.

June and Doug Baker
(Residents since 2000)

Sent from my iPad

| | |
|---|---|
| **From:** | Cheryl Anderson |
| **To:** | Judi Allen |
| **Subject:** | Include my objection to using the OES as a mobility hub to Agenda Item VII-1 for the 3/12 vote |
| **Date:** | Thursday, March 11, 2021 4:04:14 PM |

PLEASE VOTE NO ON THE USE OF THE OSE AS A MOBILITY HUB!

This proposed use would be a horrific mistake. Incline Village is not an appropriate site for a monstrous mobility hub in the middle of the Village. The traffic and congestion and damage and risks to our population and environment are too great for such a project to move forward.

The purchase of the OSE for development of a mixed-use project is by far superior.

Sincerely,

Cheryl Anderson
971 Dana Drive
Incline Village
**A year-round resident who loves the Village and the protection of our delicate environment.**

| | |
|---|---|
| **From:** | Pamela Jo |
| **To:** | jallen@tahoetransportation.org |
| **Subject:** | Include my OPPOSITION input for Agenda Item VII-1 - I AM A LONG-TIME RESIDENT |
| **Date:** | Thursday, March 11, 2021 3:57:11 PM |

I have lived here as a full-time, year-round resident in Incline Village for 30 years. The OES is an inappropriate use of this prime parcel which lies in the middle of Incline Village. The parcel is in a residential area, already a tight space for increased traffic and noise. The increased traffic not only affects that local area but the entire village of Incline. People can already see how increased population damages our environment and quality of living by simply observing the past five overly-crowded summers. There is road rage which we never experienced before. There is an inundation of litter at all the beaches. The two supermarkets and parking lots that we have were horridly overcrowded and had a hard time sustaining the new demand. This is not why we moved here!

TTD's application for the FTA grant was based on erroneous information that can be corrected with a revised application to avoid legal repercussions (i.e., the use of the OES by TTD for the East Shore Express - which also brings unwanted hoards of traffic on our beaches - was never a legally-permitted use. A "categorical exclusion" does not apply so that an Environmental Impact Statement will be required for a new hub on the site).

We recently discovered that a local developer made a higher offer to buy the parcel. This offer to build a mixed-use project is a little better than a transit hub, but this too would bring in hoards more traffic, noise and congestion. This whole project is being treated hastily and should be giving more consideration to the community's input as to *where* new projects should be considered.

More than 1260 Incline residents - including myself - have signed the change.org petition saying they are against a mobility hub at the OES. Why is this not taken seriously?

I STRONGLY OPPOSE the OES plan!

Pamela Hormiotis
Incline Village resident for 30 years
775-833-2066

| | |
|---|---|
| **From:** | Diane Heirshberg |
| **To:** | Judi Allen |
| **Subject:** | Board of Directors Meeting March 12, 2021Public Comment and Request on Purchase of former Incline Village ElementarySchool, Item VII A |
| **Date:** | Wednesday, March 10, 2021 10:17:34 AM |
| **Attachments:** | TTD Board [redacted].docx<br>FTA Categorical [redacted]Exclusions.pdf<br>Guidance for Implementation [redacted] Categorical Exclusions.pdf |

Dear Ms. Allen,

I would respectfully request that you forward this public comment to each of the member of the Board of Directors of the Tahoe Transportation District in advance of the upcoming March 12, 2021 Board meeting and enter this as public comment in the official record.

I thank you in advance for your assistance.

Very truly yours,

Diane Becker, Local Incline Village Resident

_____

March 10, 2021

Re: Board of Directors Meeting March 12, 2021 Public Comment and Request on Purchase of former Incline Village Elementary School, Item VII A

Dear Board of Directors of the Tahoe Transportation District,

I am writing this email to **request that if the Tahoe Transportation District ("TTD") Board of Directors votes to purchase the former Incline Village Elementary School site, that the TTD form a working group which will include at least one volunteer member of the Incline Village community who is a full-time resident, concerned about the well-being of our community, to be actively involved in the site selection, site evaluation, site studies and reports by professionals, and governmental applications related to the school site and alternative sites for a transportation hub in Incline Village.**

The Incline Village community has been told by representatives of both the TTD and Washoe County that the TTD must proceed to purchase the former school site because it has obtained a federal grant for the purchase of the site, which will be lost if the TTD does not close on the purchase of the site at this time, but that the TTD is not committed to the school site being the final selected site, and will review alternative sites. Appointing a community member(s) to be actively involved in the evaluation and selection of sites will allow for full transparency to the community on this project. (Please see item 7 below on how true local government/local community participation has worked.) The Incline Village community is concerned that the school site selection has been undertaken in secrecy in the past, and has consistently ignored community input. I do not say this lightly, and so I have compiled the facts which explain why the community is concerned about the good faith with which the school

site project will be approached in the future, so that you will seriously consider this request for true public participation throughout the site selection process.

1. The South Shore Shuttle's Continuing Failure to Obtain Required TRPA and Washoe County Permits. The TTD has received input from the community that we believe that the TTD's operation of the South Shore Shuttle summer bus service requires both TRPA and Washoe County permits, which the TTD never obtained. The input provided is that under TRPA Code of Ordinances Chapter 25, the South Shore Shuttle was a "New Use" when it began its 2011, and did not qualify as a "Previous Use" of the school bus service operated by the Incline Village School District, which ceased service in 2003. The New Use required a detailed submission to TRPA on its Commercial Project Application form, along with all necessary information and studies, which never occurred. Because the former school district moved from and stopped use of the site as a bus operation in 2003, and the TTD did not begin its summer season South Shore Shuttle until 2011, 96 months after the school bus service ceased. Therefore, the South Shore Shuttle fails to meet the criterion under "F" that the "Previous Use" ceased operating a maximum of 60 months prior to commencement of the South Shore Shuttle. By acting as if the Shuttle did not need a TRPA permit because it could rely on the school district's "Previous Use", this allowed the Shuttle to avoid the many reports, studies and analysis required under the TRPA permitting process. We assume that the TTD will make appropriate submissions to TRPA, and that it will apply to Washoe County for a Special Use Permit, and we ask that an Incline Village community representative be part of the process so that that representative can protect the community. I am especially concerned that the 500-600 residents who live across the street from the former school site, who will have their health and safety adversely impacted by the noise, pollution, traffic and vibration of the buses and autos travelling in and out of the parking lot across the street.
2. The TTD South Shore Shuttle Should Not Use the Former School Bus Use from 2003 and earlier to Avoid TRPA and Washoe County Permitting and Review. Ignoring community objections to the TTD starting in early 2020 that the South Shore Shuttle was operating without having gone through the TRPA permitting process or the Washoe County special use permitting process, the TTD through Mr. Hasty applied for and obtained its categorical exclusion from the Federal Transportation Administration (the "FTA") in a July 29, 2020 letter from the FTA which allowed it to proceed in the grant application process, without public outreach under 23 CFR 771.118(c)(6). I attach a full copy of 23 CFR 771.11 to this email and you can see that subsection (c)(6) is for a use that "does not result in a substantial change in the functional use of the property". I made a public records request to the TTD for a copy of TTD's application for its

categorical exclusion, but that request was denied for a number of reasons including the alleged threat of litigation (which I have not and do not threaten). I presume that the TTD's application to the FTA represented that the proposed transportation hub at the former school site will "not result in a substantial change in the functional use of the property" based on its allegedly legal use of the property for the South Shore Shuttle as a continuation of the prior school bus service. Had the TTD applied under (c)(9) for "construction of facilities for transportation use", that application would have required much more in the way of reports, studies and analysis, and information concerning the effect of the transportation facility upon the neighborhood, as clearly discussed in the Federal Transportation Administration Guidelines, a portion of which I have also attached. In other words, the unpermitted use by the TTD in the past has now been used to justify the categorical exclusion under 23 CFR 771.118(c)(6). This again allowed the TTD to skip applications, studies and investigations that TRPA, the FTA and other agencies set up to protect the members of the public who live in and around the former school site. Even the Federal Transportation Administration in its Guidelines recognizes that it desires to avoid the burden that a transportation facility can have on adjacent properties in terms of noise, vibration, etc. But the TTD avoided all of this by skipping over the permitting process in 2011 and again skipping public outreach processes in place to protect the public in 2020 when it applied for this grant.

3. <u>The Single TTD Public Meeting Which Allowed Public Comment Showed the Overwhelming Community Objection to the School Site.</u>

Another example of why the community would appreciate the opportunity to participate in the site evaluation and selection process is the recent "public" meetings. Four public meetings were scheduled with a 2-hour presentation made by the TTD and the County of all the reasons the community should support the site, and <u>no member of the public was allowed to speak, or even to ask a question verbally</u>. Two of the meetings were set during the work-day and two were set in the evening, presumably so that people could fit their schedules to be able to attend. Questions had to be sent in by email and text, but could not be asked verbally, and so the questions that were answered were screened in advance and the TTD answered the questions which it wanted to answer, and not all questions were answered. For example, key questions were not answered as to what tests and studies would be done on vibration, noise, traffic, pollution, the environment, the impacts on the 500 + residents living across the street from the site, or what will be done to control the hundreds and hundreds of extra cars that would come to the parking lot and find it full and drive around Incline waiting for cars to leave the lot and spaces to become available or else just parking all over our local streets. We want to know what protections our community will have in the process. These meetings were not well noticed or publicized

by the TTD, but there was sufficient time for our local community resources with some mailing lists to send notice of the meeting to their email lists. In response to my request to Commissioner Hill that there should be the ability for the public to give public input to the TTD, one 2-hour meeting was scheduled during the workday on Friday, March 5, with short notice given by the TTD of the meeting to the community. The community appreciated that Commissioner Hill was able to get us the one meeting, and we were thankful for that opportunity. Again, none of the people living adjacent to the project were emailed or mailed notice by the TTD, and there is no local newspaper or resource for publication of information other than. The TTD notified us that we could speak for 2 minutes and automatically cut off all comments at the 2-minute mark. While at the end of the meeting people were allowed to speak again, that opportunity was not announced at the beginning of the meeting and most people had made their public comment and left the meeting. I assume that the Board has been told that the public comments were almost all opposed to the use of the former school site, except for public comments by some transportation related agencies and the Incline Visitors Bureau (which Bureau represents the interests of increasing tourism and ease of tourism and does not speak for the community). To be clear, the sentiment was overwhelmingly against the school site as the selected site, but not against the idea of a transportation hub at an acceptable location.

4. Recall the TTD Board's Instructions at the November and December 2020 Meetings Which were Poorly Followed. I would remind you that at the November and December, 2020 TTD Board meetings, Mr. Hasty was told to look at other sites in Incline Village and also to set up public meetings. No public meetings were set up and instead, Mr. Hasty first tried to get Washoe County to commit its $280,000 to the project by getting the matter put on a December agenda even though at the prior November Board meeting the Board was clear in telling him to hold off on the process, and then, when the matter was taken off calendar by the County, he tried to set a public meeting with one day prior notice to the media of the public meeting. He tried to set it on the evening of a previously scheduled regular IVGID Board meeting, and had not cleared the date with either former Commissioner Berkbigler or with the IVGID Board members (all of whom had prior commitments). Ultimately, when objections came in the meeting was taken off calendar. But no public meeting was then scheduled until the very end of February and beginning of March, 2021, immediately before the March 12 Board vote.

5. Take Notice of the Change.org Petition Showing Strong Community Objection to the School Site. A petition was circulated on change.org by a community resident in opposition to the school site. Within a few days 1200 local residents signed the petition stating opposition to the site. A change.org petition appeared after there were over 1500 signatures on

the first petition that stated it was in favor of the site by persons/entities unknown, and it had obtained less than a dozen signatures from local residents, last I heard. Apparently, the petition in opposition to the site incorrectly stated that the site would be used for a cell phone tower. The community has been advised that therefore the TTD does not find the petition with 1200 signatures valid because of the error and because they do not know who signed the petition.

6. Keep in Mind Mr. Hasty's Prior Actions Avoiding Community Input. I want to also remind you of the list of actions by Mr. Hasty ignoring the directions of former District 1 Commissioner Marsha Berkbigler who instructed him starting in writing in at least in March 2020 to begin having public meetings in Incline Village to gather public input on the school site. She expressed from the beginning that she did not believe that the school site was the appropriate site for the transportation hub. In my prior email dated November 11, 2020 I detailed the following acts which show a clear lack of concern for our community and show why we fear that this next process will occur in secrecy, to our detriment:

a. Former Commissioner Berkbigler expressed opposition to a proposed project as described and stated in her April 24, 2020 email to Messrs. Hasty and Solaro: "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 fora must be done in IV/CB before a final plan is put together." (Keep in mind that No public meeting was held until the end of February, 2021, and that was held at the direction of the TTD Board from last November.) Additionally, Ms. Berkbigler further 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. Mr. Hasty contacted Pete Todoroff, head 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 and tell the people who attended about the proposed elementary school site project stating "as I know it is of great interest.". 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!

c. 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.

d. It is a standard requirement for the 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 the Policy of Public Notification, requires public meetings, outreach and education, and none have been held on this proposed acquisition with IVCB. Ms. Hobdy said that NDOT supports local agencies who apply for Federal Transportation Administration funds to check 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 he said purchase was urgently required because "Washoe County said that they were getting rid of the property and it

would go to another purchaser".

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 were seriously looked at by Mr. Hasty, who merely stated on one occasion to Commissioner Berkbigler that they were "not as good a financial deal as the school site". 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 Todoroff 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."

f. Commissioner Berkbigler has asked Mr. Hasty to hold public meetings in IVCB and tell us what he is proposing to do and why, and to work on outreach with us on our concerns on several occasions and he has utterly failed to do so.

g. Residents are concerned about what appear to be inaccurate representations **to** Washoe County in an email from Ms. Mullen, a TTD consultant, to Mr. Solaro in an email dated September 9, 2019. Ms. Mullen represented in a purported update that "Indra says that we will have IVGID support for transportation at this site." Indra Winquest is the General Manager of IVGID, and has stated in an email dated October 27, 2020 when asked if this alleged representation by Ms. Mullen was accurate:

"Absolutely not. Om furious with Karen Mullen for stating that. I simply told her that Duffield was not interested in allowing use of his property and I would support a hub only in at the right location. She falsely represented what I said. To be clear, I am adamantly opposed to a transit hub at the old wcsd site. This is why I want to formally let TTD know. I already clarified this with Wayne…"

h. In July 2020, instead of following former Commissioner Berkbigler's requests for Mr. Hasty to get Incline community input, he instead filed with the Federal Transportation Administration for a categorical exclusion to skip public outreach, which was granted in July, 2020, but never disclosed to the community.

7. **I have personally seen how successful transparency in government can be and how it can lead to the best decisions for the benefit of the public and for the government**. One recent example was the TRPA

Short Term Rental Neighborhood Compatibility Guidelines public process. The TRPA staff and TRPA Government Affairs Board met for many many months and took public input and modified the Compatibility Guidelines in response to concerns of the public. The final document was a compromise that all parties, the public and government, thought was a very good document. I and a large group of full time Incline Village residents attended virtually every hearing beginning at the second meeting, and the final document, if followed by a local government, will protect the neighborhoods around the Lake. The TRPA employee who leads the project did an excellent job of hearing the concerns and implementing them into a document that will allow for continued improvement of Short-Term Rental Ordinances around the Lake, when followed by local governments. In that case both TRPA and its Board listened to and cared about the local residents. The Committee included a public member who lived around the Lake (not Incline). The TRPA staff person, Brandy McMahon, received letters of thanks and compliments from many of us because, while she followed the directions of the TRPA Board to get the project done, she also listened to and prepared a document that addressed community concerns. While all community requests were not accommodated, the effort to understand and incorporate community concerns was clear to the community, appreciated and accepted. This transportation hub project of site evaluation and selection needs a similar community participation approach and leadership.

In summary, if the TTD does proceed with the purchase of the former school site, I urge you to allow a respected member of the local community, who is not in a "visitor related" business such as the Incline Village Visitors Bureau, to be involved to officially work with the TTD on the project, at no cost to the TTD. I would be pleased to provide the names and resumes of a number of community members who are well respected in the community, have the community interests at heart, and have significant academic and prior business credentials, who would be pleased to volunteer in this role.

I sincerely believe that there could be a mutually beneficial and acceptable compromise site identified in Incline Village .

I have included my telephone number as I am available to speak with any of you on any of the subjects in this letter.

Very truly yours,

Diane Becker, local Incline Village resident

805-290-2779

---

[i]

# 23 CFR § 771.118 - FTA categorical exclusions.



## § 771.118 FTA categorical exclusions.

**(a)** CEs are actions that meet the definition contained in 40 CFR 1508.4, and, based on FTA's past experience with similar actions, do not involve significant environmental impacts. They are actions that: Do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

**(b)** Any action that normally would be classified as a CE but could involve unusual circumstances will require FTA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

**(1)** Significant environmental impacts;

**(2)** Substantial controversy on environmental grounds;

**(3)** Significant impact on properties protected by Section 4(f) requirements or Section 106 of the National Historic Preservation Act; or

**(4)** Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

**(c)** Actions that FTA determines fall within the following categories of FTA CEs and that meet the criteria for CEs in the CEQ regulation (40 CFR 1508.4) and paragraph (a) of this section normally do not require any further NEPA approvals by FTA.

**(1)** Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: Utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

**(2)** Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: A multiuse pathway, lane, trail, or pedestrian bridge; and transit plaza amenities.

**(3)** Activities designed to mitigate environmental harm that cause no harm themselves or to maintain and enhance environmental quality and site aesthetics, and employ construction best management practices, such as: Noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.

**(4)** Planning and administrative activities that do not involve or lead directly to construction, such as: Training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

**(5)** Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: The deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

**(6)** Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife management areas) and does not result in a substantial change in the functional use of the property or in substantial displacements, such as: Acquisition for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.

**(7)** Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

**(8)** Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: Improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

**(9)** Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: Buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.

**(10)** Development of facilities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities, that are not part of a larger transportation project and do not substantially enlarge such facilities, such as: Police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.

**(11)** The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):

**(i)** Emergency repairs under 49 U.S.C. 5324; and

**(ii)** The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:

**(A)** Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and

**(B)** Is commenced within a 2-year period beginning on the date of the declaration.

**(12)** Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way means all real property interests acquired for the construction, operation, or mitigation of a project. This area includes the features associated with the physical footprint of the project including but not limited to the roadway, bridges, interchanges, culverts, drainage, clear zone, traffic control signage, landscaping, and any rest areas with direct access to a controlled access highway. This also includes fixed guideways, mitigation areas, areas maintained or used for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transportation power substations, transportation venting structures, and transportation maintenance facilities.

**(13)** Federally funded projects:

**(i)** That receive less than $5,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor, see *www.fhwa.dot.gov* or *www.fta.dot.gov*) of Federal funds; or

**(ii)** With a total estimated cost of not more than $30,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor, see *www.fhwa.dot.gov* or *www.fta.dot.gov*) and Federal funds comprising less than 15 percent of the total estimated project cost.

**(14)** Bridge removal and bridge removal related activities, such as in-channel work, disposal of materials and debris in accordance with applicable regulations, and transportation facility realignment.

**(15)** Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation right-of-way to prevent damage to the transportation facility and adjoining property, plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes; and, expanding existing culverts and drainage pipes.

**(16)** Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.

**(d)** Additional actions that meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after FTA approval. The applicant must submit documentation that demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to:

**(1)** Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes (e.g., lanes for parking, weaving, turning, climbing).

**(2)** Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.

**(3)** Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

**(i)** Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.

**(ii)** Protective acquisition is done to prevent imminent development of a parcel that may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land

would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

**(4)** Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.

**(5)** [Reserved]

**(6)** Facility modernization through construction or replacement of existing components.

**(7)** Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight distance at railroad crossings.

**(8)** Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.

**(e)** Any action qualifying as a CE under § 771.116 or § 771.117 may be approved by FTA when the applicable requirements of those sections have been met. FTA may consult with FHWA or FRA to ensure the CE is applicable to the proposed action.

**(f)** Where a pattern emerges of granting CE status for a particular type of action, FTA will initiate rulemaking proposing to add this type of action to the appropriate list of categorical exclusions in this section.

CFR Toolbox

Law about... Articles from Wex
Table of Popular Names
Parallel Table of Authorities

# Guidance for Implementation of FTA's Categorical Exclusions (23 C.F.R. §771.118)

## I. Introduction

The Federal Transit Administration (FTA) categorical exclusions (CEs), located at 23 CFR §771.118, are tailored specifically to transit projects and provide for a more straightforward and efficient environmental review process. With this guidance, FTA aims to assist FTA Regional staff and project sponsors in applying specific CEs to FTA projects. This guidance is not, however, intended to address National Environmental Policy Act (NEPA) compliance in general; questions about NEPA compliance on FTA projects should be directed to FTA Regional staff.

## II. Background

Per the Council on Environmental Quality's (CEQ's) "Establishing, Applying, and Revising Categorical Exclusions under the National Environmental Policy Act" guidance (Dec. 2010), the CEs in 23 CFR section 771.118 are presented as general categories that include limitations, as appropriate, and provide an informative (but not exhaustive) list of examples. CEs added to section 771.118 pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) do not follow the same format because they were created pursuant to specific statutory criteria.

Section 771.118 is reserved exclusively for FTA actions; section 771.117 is reserved exclusively for Federal Highway Administration (FHWA) actions, and CEs listed in 23 CFR section 771.117 should no longer be used for FTA's actions on projects.

The contents of section 771.118 follow a similar format as FHWA section 771.117 by having a c-list (found at 23 CFR section 771.118(c)) and a d-list (found at 23 CFR section 771.118(d)) that include categorically excluded routine actions and those actions that require limited documentation, respectively. Section 771.118 is organized as follows: paragraph (a) describes and defines CE actions; paragraph (b) explains "unusual circumstances"; paragraph (c) contains FTA categorically excluded actions; paragraph (d) contains examples of actions that may be categorically excluded under section 771.118(d); and, paragraph (e) addresses the addition of new CEs in the future.

## III. Applicability and Documentation

The list of CEs in section 771.118(c) focuses on actions most applicable to FTA. It is FTA's responsibility to determine whether the action described by the grant applicant ("applicant") falls within the CE category (i.e., the action meets all conditions listed in the CE), whether the action is impermissibly segmented from a larger project, and whether there are unusual circumstances (e.g., substantial controversy on environmental grounds, significant impact to properties protected by Section 4(f) of the US DOT Act or Section 106 of the National Historic Preservation Act) that would make a CE determination inappropriate.

Grant applicants should include sufficient information for FTA to make a CE determination. A description of the project in the grant application, as well as any maps or figures typically included with the application or as requested by the FTA Regional Office, will normally be sufficient for FTA to

determine whether the CE applies. This information submitted through the normal grant application process does not mean an action that otherwise meets the conditions for a CE under section 771.118(c) needs to be converted to a section 771.118(d) action. Given the nature of the CEs listed under section 771.118(c), documentation demonstrating compliance with environmental requirements other than NEPA, such as Section 106 of the National Historic Preservation Act ("Section 106"), or Section 7 of the Endangered Species Act, may be necessary for the processing of the grant. The required supporting documentation can be included with the grant in FTA's grant management software (i.e., TEAM), which is preferred, or kept in the FTA Regional Office's project files. Other applicable environmental requirements must be met regardless of the applicability of the CE under NEPA, but compliance with other environmental requirements does not elevate an action that otherwise is categorically excluded under section 771.118(c) to section 771.118(d). See Section VI for more information regarding "Consideration of Other Environmental Requirements."

Section 771.118(d), which is an open-ended categorical exclusion authority, lists example actions and requires documentation to verify the application of a CE is appropriate (i.e., the action meets the criteria established in Sections 771.118(a) and (b)). The list of examples is particularly helpful for those actions that do not meet the conditions of CEs found in section 771.118(c).

A CE must capture the entire proposed action, which includes all connected actions (see CEQ, "Final Guidance on Establishing, Applying, and Revising Categorical Exclusions under NEPA," 75 FR 75628, 75632, Dec. 6, 2010). The requirement that a project demonstrates independent utility, connects logical termini, and does not restrict consideration of alternatives reflects FTA's test for determining the full scope of a project for NEPA review purposes and avoiding impermissible segmentation. This does not prohibit the construction of a transportation facility in phases, so long as the project scope reviewed under NEPA meets the test described above. Typically, the documentation expectations described above will be sufficient to demonstrate impermissible segmentation is not occurring, but in some instances, additional information may be needed.

If an action could fall under multiple CEs listed at section 771.118(c) due to their broad nature and/or one or more of the examples under section 771.118(d), then choose the best option (i.e., the CE that most closely fits the proposed activities) for the particular project in consultation with the FTA Regional Office. Preventative maintenance is one such example. There are many different types of preventative maintenance, and different types might qualify under different CEs. The CEs at section 771.118(c)(4), (c)(7), (c)(8), and (c)(15), for example, might all apply to some aspects of preventative maintenance, but there are also other CEs (e.g., the MAP-21-based CEs) that could potentially apply as well. For example, a project to rehabilitate vehicles that will be accommodated by the existing facilities is best described under section 771.118(c)(7), and it would be better to use that particular CE in that case, even though the project also could be covered by section 771.118(c)(13). Ultimately, the selected CE must cover all aspects of the proposed project's scope, and the project description should include all project elements.

## IV. Section 771.118(c)

Utility and Similar Appurtenance Action

*(1) Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.*

This CE applies to utility-related activities when limited in scope and within or directly adjacent to the property considered the traditional transportation right-of-way. "Discrete utilities" are those that are separate and independent from a larger transit project or other larger project, such as the modernization of an entire rail transit line that includes station expansions or station redesign for improved access.

The traditional transportation right-of-way will likely have been disturbed by prior installation of utilities, and activities occurring there would have little potential for significant environmental impact. This CE covers utility activities occurring within the boundaries of the right-of-way, and utility activities that may extend onto adjacent property, as well as utility-*related* activities (e.g., landscaping or re-vegetation) occurring within the boundaries of the right-of-way or on immediately adjacent property. Ownership of the utility is not a factor in determining the application of this CE, however. For example, a utility company may own an easement on the transportation right-of-way; an FTA utility action on the easement would require FTA NEPA approval, but if the utility company performs non-FTA-related work within its easement, no FTA NEPA approval is needed. This CE does not, however, relieve the project sponsor of giving notice to property owners where a new utility easement may be needed. If property rights are to be acquired for a utility project and the action complies with the conditions in this CE, it is still necessary to give the property owners notice early in the process, pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ("Uniform Relocation Act").

Additional examples of activities that could be covered by this CE include: catenary and signal work, given that these activities are substantially similar to the listed examples; and, maintenance and rehabilitation activities, as the environmental impacts of these activities are likely the same or less than an "improvement."

Pedestrian or Bicycle Action

*(2) Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multiuse pathway, lane, trail, or pedestrian bridge; and transit plaza amenities.*

This CE covers the expansion of existing recreational, pedestrian, or bicycle facilities, as well as acquisition, construction, maintenance, rehabilitation, and improvements of stand-alone recreation, pedestrian, or bicycle facilities. This CE is not limited to recreational facilities. FTA uses the term "stand-alone" to mean a facility that is capable of operating independently. For example, facilities that are part

of a larger proposed project that has significant environmental impacts cannot be approved as a CE; the entire project would need to be evaluated with an environmental impact statement. "Transit plaza amenities" are those features of a facility that add to its desirability as viewed by the traveling public (e.g., wayfinding signs, bike lockers, ticket vending machines, benches, and landscaping).

FTA expects that actions occurring under this CE would have minor construction effects. FTA project sponsors usually construct these types of facilities in urbanized areas where sensitive habitat is not impacted. If sensitive habitat may be impacted, then that could be an unusual circumstance that would likely require FTA and the applicant to conduct appropriate environmental studies under section 771.118(b)(1) to determine whether the CE classification is proper.

Additional examples of activities that could be covered by this CE include ferry terminal passenger overhead loading structures because these structures are virtually synonymous with "pedestrian bridge."

Environmental Mitigation or Stewardship Activity

*(3) Activities designed to mitigate environmental harm that cause no harm themselves or to maintain and enhance environmental quality and site aesthetics, and employ construction best management practices, such as: noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.*

This CE covers environmental mitigation activities, as well as those activities that enhance environmental quality (sometimes referred to as "environmental stewardship" activities). The activities need to be eligible for FTA assistance; and therefore, would be limited by FTA's funding program requirements, in addition to the other conditions listed in the CE language (i.e., mitigate environmental harm and cause no harm themselves or maintain and enhance environmental quality and site aesthetics, and employ construction best management practices).

Additional examples of activities covered by this CE could include:

- Maintenance and rehabilitation of historic transportation facilities that may be adversely affected by the project;
- Replacement of in-water creosote-treated timber piles, berthing, and other structures, as this constitutes rehabilitation of public transportation buildings, structures, or facilities;
- Stormwater management activities designed to mitigate environmental harm;
- Roof replacement to the extent it fits within the CE's limitations; and,
- Rehabilitation of bridges and viaducts if they are considered public transportation structures.

Planning and Administrative Activity

*(4) Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or*

*program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.*

This CE covers routine administrative, engineering, and analytical functions that do not have an environmental impact. These activities are often office-related and, while they may be frequent, are generally environmentally benign.

Note that geotechnical work has limited applicability under this CE. Some geotechnical work (such as the use of ground penetrating radar) could be approved under this CE as long as it does not involve construction or lead directly to construction. However, invasive work, such as soil borings or archeological test digs, would not be covered under this CE.

Action Promoting Safety, Security, Accessibility

*(5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.*

This CE applies to stand-alone projects, such as the installation of communications equipment along an existing line, and may not be an element impermissibly segmented from a larger project, such as construction of a new transit line that includes installation of communication equipment.

Additional examples of activities covered by this CE could include installation of fencing, signs, pavement markings, and small passenger shelters as these activities promote transportation safety, security, accessibility, and effective communication. This CE does not extend to all safety actions, however. For example, closing a railroad crossing for safety reasons would not be eligible for this CE.

Acquisition, Transfer of Real Property Interest

*(6) Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife management areas) and does not result in a substantial change in the functional use of the property or in substantial displacements, such as: acquisition for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.*

This CE covers cases where the property is acquired and remains essentially unchanged from its previous use until 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. The purchase must also comply with Uniform Relocation Act requirements and must be allowable as an exception to the general prohibition on property acquisition prior to a NEPA finding located at 23 CFR section 771.113.

FTA uses the phrase "Acquisition or transfer of an interest in real property" to mean the act of purchasing or otherwise acquiring a property right (e.g., absolute ownership, trackage right, easement, leasing, etc.). Note that similar CEs covering property acquisition in section 771.118(d)(3) and (d)(4) would allow property acquisition (real property for hardship or protective purposes or right-of-way, respectively) without these limitations but would require documentation under section 771.118(d) to demonstrate that the CE applies. The "functional use" qualifying criterion is included because any change in the functional use of the property, if FTA-assisted, would disqualify the use of this CE for the acquisition. The reference to "scenic easements or historic sites" (for preserving the site) provides examples of special cases where this CE might apply. Other examples could be the acquisition of right-of-way for later utility work or construction staging areas.

An activity not covered by this CE is disposal of property the transit agency owns, even if there is an FTA financial interest due to a past grant(s). This is not a FTA action for purposes of NEPA because FTA does not exercise sufficient control over these actions. Instead, disposition actions by transit agencies of their own property are governed by FTA rules (see Circular 5010.1D) that protect FTA's investment in transit.

For joint development projects funded with FTA grants, see section 771.118(c)(10).

Acquisition, Maintenance of Vehicles/Equipment

*(7) Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.*

This CE focuses on activities associated with public transportation vehicles and equipment to improve operations and the transit riding experience. Installation of equipment under this CE would only be covered if it did not have substantial off-site impacts.

The phrase "located within existing facilities" means equipment located within a property that is already dedicated to a transportation function or within an existing building. FTA uses the phrase "that can be accommodated by existing facilities or by new facilities" to mean that the existing facilities have sufficient excess capacity to accommodate the vehicles, or, if the transit vehicles require new facilities, the new facilities also meet the requirements for the categorical exclusion. If the new facilities required by the new vehicles are part of a larger undertaking and require the use of either a CE under section

771.118(d), an environmental assessment (EA), or an environmental impact statement (EIS), the vehicle acquisition would be evaluated as part of that larger project.

Maintenance, Rehabilitation, Reconstruction of Facilities

*(8) Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.*

This CE covers maintenance, rehabilitation, and reconstruction of certain facilities as long as the facilities occupy substantially the same geographic footprint (all areas already affected by the direct impacts of the facility) and the functional use of the facility is unchanged. The original construction of the facility would have been previously evaluated under NEPA. Note an improvement to the facility is not a change in functional use. For example, when a transit center is rehabilitated under this CE, it may be improved by incorporating the latest communications and passenger information technologies. If the transit center's function is changed by converting it into a bus maintenance facility, then it would not qualify under this CE.

Additional examples of activities covered by this CE could include ferry terminals, transit infrastructure rehabilitation, and specific aspects of rehabilitation or reconstruction activities, such as renewal and/or component repair. An applicant and the FTA Regional Office should discuss the project and its class of action early in the environmental review/project development process.

Regarding pre-award authority, applicants may incur costs under pre-award authority for projects that clearly meet the criteria for this CE, however, if a project is subsequently found not to qualify as a CE, it will be ineligible for FTA assistance. Any grant applicant that is concerned that a project may not clearly qualify as a CE is strongly encouraged to contact FTA's Regional Office for assistance in determining the appropriate environmental review process and level of documentation necessary.

Assembly or Construction of Facilities

*(9) Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations), and uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.*

This CE focuses on construction of facilities that is in keeping with existing land use and zoning requirements and primarily uses land disturbed for transportation uses. The phrase "uses primarily land previously disturbed for transportation use" does not prohibit a negligible amount of land in its natural state from being impacted by the proposed action. Thus, projects functionally similar to those listed

(such as electric trolleybus lines) and requiring minor right-of-way acquisition may still be covered by the CE as long as "unusual circumstances" would not result.

Busways, streetcar lines, and other transit investments have the potential to result in significant impacts (e.g., noise and vibration, Section 106). Thus, particular attention must be paid to the conditions found in this CE. Documentation is likely to be requested by the FTA Regional Office when pursuing a categorical exclusion for these larger investments in order to support the CE finding. An applicant and the FTA Regional Office should discuss the project and its class of action early in the environmental review/project development process.

Regarding pre-award authority, applicants may incur costs under pre-award authority for projects that clearly meet the criteria for this CE, however, if a project is subsequently found not to qualify for this CE, it will be ineligible for FTA assistance. Any grant applicant that is concerned that a project may not clearly qualify as a CE is strongly encouraged to contact FTA's Regional Office for assistance in determining the appropriate environmental review process and level of documentation necessary.

Joint Development of Facilities

*(10) Development of facilities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities, that are not part of a larger transportation project and do not substantially enlarge such facilities, such as: police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.*

This CE applies to those activities taking place within or at a public transportation facility that do not substantially expand the footprint. Note, the CE is not limited to public service facilities and amenities, such as government offices, but also includes commercial, retail, and residential facilities. An applicant and the FTA Regional Office should discuss the project and its class of action early in the environmental review/project development process.

The development of these facilities must not adversely impact transit operations or safety. MAP-21 provided FTA with new authority for enforcing operating and safety constraints, but the environmental review process is not FTA's mechanism for the enforcement. If the applicant has potential operations or safety issues, the applicant should contact the FTA Regional Office or the FTA Safety Office (located in Washington, D.C.).

Regarding pre-award authority, applicants may incur costs under pre-award authority for projects that clearly meet the criteria for this CE, however, if a project is subsequently found not to qualify as a CE, it will be ineligible for FTA assistance. Any grant applicant that is concerned that a project may not clearly qualify as a CE is strongly encouraged to contact FTA's Regional Office for assistance in determining the appropriate environmental review process and level of documentation necessary.

For more information on Joint Development, see 72 FR 5788 for FTA's Joint Development Guidance and http://www.fta.dot.gov/about_FTA_11011.html for Joint Development Frequently Asked Questions.

Emergency Recovery Actions

*(11) The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):*

*(i) Emergency repairs under 49 U.S.C. 5324; and*

*(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:*

*(A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and*

*(B) Is commenced within a 2-year period beginning on the date of the declaration.*

This CE was created pursuant to MAP-21 and applies to emergency recovery actions. Paragraph (i) specifically covers activities under the Public Transportation Emergency Relief Program (49 U.S.C. section 5324) such as public transportation capital projects and operating assistance related to emergencies, including natural disasters.

Paragraph (ii) mostly tracks the language found in section 1315 of MAP-21, though the language was expanded to include public transportation facilities. Under paragraph (ii), the transit facilities are not limited to ferry docks or bus transfer stations, and the ancillary transportation facilities are not limited to pedestrian/bicycle paths or bike lanes. Rather, examples were provided in those two cases, but the list of examples is not exhaustive. The application of the CE is limited by the conditions specified in the text of the CE. For example, the recovery work would need to occur within existing right-of-way, substantially conform to the preexisting design, function, and location (though upgrades to current standards or codes may occur), and be commenced within two years of the declaration.

Action within Existing Operational Right-of-Way

*(12) Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit*

*maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.*

This CE was created pursuant to MAP-21, and applies to actions taking place within existing operational right-of-way (ROW). FTA interprets the phrase "existing operational right-of-way" as the ROW "that has been disturbed for an existing transportation facility or is maintained for a transportation purpose." A transportation facility must already exist at the time of the proposed project's review when being considered for this CE. FTA may need to see evidence that the area was disturbed for a transportation facility if staff are not familiar with the area or are unable to make that determination using online mapping tools, etc. The term "transportation facility" refers to an existing surface transportation facility or structure, and includes bicycle and pedestrian facilities.

The phrase "maintained for a transportation purpose" includes areas that may not be traditionally considered a transportation facility but are maintained to serve a transportation purpose for an existing transportation facility such as clear zones and areas for safety and security of the transportation facility. A transportation facility that has fallen into disuse may require an assessment to determine if it is still being maintained for a transportation purpose and, therefore, qualifies as an operational right-of-way. Regarding the term "maintained," applicants do not need to develop or engage in regular maintenance actions within these areas to ensure they become part of the existing operational right-of-way in the future. Natural methods of managing roadside vegetation, clear zones, and areas necessary for maintaining the safety and security of a transportation facility are covered. But "maintained" does not cover uneconomic remnants or excess right-of-way, or parcels that are acquired and held for a future transportation project.

When a proposed project would be located on property acquired for a future project but simply held in perpetuity with no associated transportation use, this CE does not apply; a transportation facility must already exist at the location where the proposed project will be built. Areas acquired and held as part of a transportation corridor for a future project would not constitute an existing operational right-of-way. Utility use and occupancy agreements, and other real property interests that are not maintained for existing transportation purposes would not be part of the existing operational right-of-way.

Public transportation facilities often have non-contiguous features that are part of a transportation system and are, therefore, part of the operational right-of-way. Examples include substations, including transit power substations, transit maintenance yards, transit venting structures, and parking facilities, which includes both surface lots and parking structures.

Mitigation sites, such as wooded areas mitigating impacts of highways on historic districts, noise walls, and buffer zones used for transportation safety purposes are part of the operational right-of-way. However, consideration of unusual circumstances and compliance with other environmental laws may trigger the need to identify substitute mitigation or compensatory measures, as appropriate (i.e., using mitigation areas for a new project may trigger other actions to meet the original mitigation commitments).

The final project must be entirely within the operational ROW, but the CE accounts for all connected actions. Temporary work taking place outside an operational right-of-way, including work under temporary easements, is covered by the CE as long as the work is necessary for the construction of the project and the final project is entirely within the existing operational ROW. As such, temporary easements and work are subject to review for any unusual circumstances. However, the CE does not apply to the construction of a permanent project within an area acquired through a temporary easement for the construction of past projects; temporary easements terminate once the original project is completed and, therefore, cannot be considered "existing" transportation facilities when a new project is being evaluated.

Applicants may incur costs under pre-award authority for projects that clearly meet the criteria for this CE; however, if a project is subsequently found not to qualify as a CE, it will be ineligible for FTA assistance. Any grant applicant that is concerned that a project may not clearly qualify as a CE is strongly encouraged to contact FTA's Regional Office for assistance in determining the appropriate environmental review process and level of documentation necessary.

Action with Limited Federal Funding

*(13) Federally-funded projects:*

*(i) That receive less than $5,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor, see www.fhwa.dot.gov or www.fta.dot.gov) of Federal funds; or*

*(ii) With a total estimated cost of not more than $30,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor, see www.fhwa.dot.gov or www.fta.dot.gov) and Federal funds comprising less than 15 percent of the total estimated project cost.*

This CE was created pursuant to MAP-21, Section 1317, and revised to be consistent with the Fixing America's Surface Transportation (FAST) Act, Section 1314. The action has to involve some level of Federal assistance in order to qualify for the CE. Projects not funded with Federal funds but requiring other forms of approvals from the Agencies do not qualify for this CE. Federal funding alone is not a reliable indicator of the significance of the environmental impacts associated with a project. The uniqueness of this CE (that is, a CE determination based on dollar thresholds instead of a particular scope or description of the action) makes the consideration of unusual circumstances particularly important. FTA must ensure that projects receiving Federal funds below the established thresholds are not processed as CEs when unusual circumstances warrant another level of NEPA review.

Because this CE is dependent on a funding threshold, it is important to obtain accurate cost estimates and to carefully evaluate whether application of this CE is appropriate, especially when a project's cost estimate is close to the established threshold. As of 2016, inflation updates are considered as part of the threshold figures. The 2016 threshold figures, adjusted for inflation, are $5,179,656.40 under 771.118(c)(13)(i) and $31,077,938.44 under 771.118(c)(13)(ii), and should be

considered when applying the limited Federal financial assistance CE to projects during the 2016 calendar year. The adjusted figures will be updated annually in January of subsequent years and posted on www.fta.dot.gov. If the amount of Federal funds increases for the project beyond the established threshold (including inflation updates), and if there is still an FTA action that needs to be taken when these changes occur, re-evaluation would be triggered. Prior to any request for further approvals or grants (including approval of project plans, specifications, or estimates), the applicant and FTA need to consult in order to determine whether the CE designation remains valid.

Applicants may incur costs under pre-award authority for projects that clearly meet the criteria for this CE; however, if a project is subsequently found not to qualify as a CE, it will be ineligible for FTA assistance. Any grant applicant that is concerned that a project may not clearly qualify as a CE is strongly encouraged to contact FTA's Regional Office for assistance in determining the appropriate environmental review process and level of documentation necessary.

Bridge Removal and Related Activities

*(14) Bridge removal and bridge removal related activities, such as in-channel work, disposal of materials and debris in accordance with applicable regulations, and transportation facility realignment.*

This CE addresses bridge removal, specifically, which is related to the example at section 771.118(d)(2) (bridge replacement or rail grade separation). Although a bridge is removed or temporarily taken out of service during a bridge replacement project, this CE covers actions that remove a bridge permanently and the resulting change to the associated transportation network. In addition to the bridge removal action itself, it is likely that the transportation facility to and from the bridge would need to be realigned, materials and debris would need to be disposed of in an approved manner per applicable regulations, and in-channel work performed to remove piers or reduce pier height for safer in-water navigation when conducting a complete bridge removal. Any in-water work, including whether to leave piers in place rather than remove them due to cost considerations or environmental considerations (e.g., avoidance of exposure in cases of contaminated sediments and other CWA considerations), is determined through discussions with stakeholders, permitting agencies, and project engineers.

Preventative Maintenance of Culverts/Channels

*(15) Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation right-of-way to prevent damage to the transportation facility and adjoining property, plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes; and, expanding existing culverts and drainage pipes.*

This CE is limited to culvert and channel maintenance within or adjacent to the transportation right-of-way in order to preserve the functionality of the culverts and channels, and to prevent damage to the transportation facility and adjoining property. The intent of this CE is to focus on rainwater conveyance

methods that can be useful in preventing future flooding at transit facilities; this CE does not extend to drainage facilities. If grantees would like to pursue stormwater management activities (including treatment) outside the scope of this CE, FTA recommends considering the use of the CEs at section 771.118(c)(3) or section 771.118(d).

Actions falling under this CE could be performed on an on-going, but as-needed basis to maintain the continued operation of the structure.

Geotechnical and Other Similar Investigations

*(16) Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.*

The focus of this CE is on geotechnical and other subsurface investigations that involve ground disturbance and inform preliminary engineering, environmental analyses, and permitting. Geotechnical and other investigations may be needed, for example, to determine the suitability of a location for a project but the project itself is not ripe for analysis. The CE applies when there is a Federal action involved or when Federal-aid is used for these preliminary study actions. It is not intended to federalize actions taken by the applicants in furtherance of their applications without the use of Federal funds.

## V. Section 771.118(d)

Highway Modernization

*(1) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).*

This has been a longstanding CE; it mirrors the language found at section 771.117(d)(1). The language of the example in section 771.118(d)(1) is written to cover the conversion of existing auxiliary lanes or shoulders to a transit purpose, not general purpose travel lanes, but it is only an example, and other similar projects could potentially be categorically excluded if a reasonable amount of documentation can show there is no potential for significant environmental impacts. Note, section 771.118(c)(9) can be used for busways, if the conditions in the CE language are met.

Bridge Replacement or Rail Grade Separation

*(2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.*

This has also been a longstanding CE, though originally worded differently (see section 771.117(d)(3)). Under this CE, environmental documentation is required for bridge projects involving new construction or reconstruction of a bridge, or to replace existing at-grade railroad crossings (sec.

771.118(d)(2)). Documentation is required to demonstrate that the CE would apply and that no significant environmental impacts would result.

Note bridge rehabilitation and maintenance activities, which would have no anticipated significant environmental impacts, are covered by section 771.118(c)(8) and under normal circumstances do not require additional NEPA documentation.

Hardship or Protective Property Acquisition

*(3) Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.*

*(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.*

*(ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.*

This has also been a longstanding CE; the language found here mirrors the language found at section 771.117(d)(12). Protective acquisitions may be based on economic reasons, as well as other reasons, such as precluding future transportation use and imminent development. Whether an applicant wants to pursue a hardship or protective property acquisition, FTA must evaluate whether the conditions are met.

Acquisition of Right-of-Way

*(4) Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.*

Pursuant to MAP-21, Section 20016 and the associated changes to 49 U.S.C. § 5323, section 771.118(d)(4) was expanded from early acquisition authority of railroad right-of-way to any right-of-way needed for a transit project (i.e., "railroad" was deleted). Despite the expansion to any right-of-way needed for a transit project, the conditions found in Sections 771.118(a) and (b) must be met in order to qualify for a CE.

(5) Reserved

Facility Modernization

*(6) Facility modernization through construction or replacement of existing components.*

Facility modernization projects that do not meet the conditions set forth in Sections 771.118(c)(5) or (c)(8) may be eligible for a CE, with documentation, under this example. An example of an action that may qualify for a CE under this example is when a bus maintenance facility is expanded to meet modern building codes and to include a bus washing facility, where the facility footprint itself is expanded. Under section 771.118(c)(8), a facility's functional use cannot change and it must occupy substantially the same geographic footprint, which means that only limited expansion of the footprint is permissible under the CE. Under section 771.118(d)(6), greater expansion of the facility footprint could potentially be categorically excluded with proper documentation, and the functional use of the facility can be modified.

Minor Facility Realignment for Rail Safety Purposes

*(7) Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight distance at railroad crossings.*

This CE example is for those transportation facility realignments needed in order to improve rail safety for the grantee and its operations, and the public. As noted in the language above, this example can cover vertical and horizontal alignment changes, and improving site distance at railroad crossings, but those are only examples and other similar realignment actions, in both scope and scale, could fall under section 771.118(d)(7).

Facility Modernization/Expansion Outside Existing ROW

*(8) Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.*

This CE example provides for modernizing or providing minor expansions of transit structures and facilities outside the existing right-of-way (activities occurring within the existing transportation right-of-way could fall under section 771.118 (c)(8) or (12)). This example provides greater flexibility than the example found at section 771.118(d)(6) by allowing modernization and minor expansions that clearly extend outside of the existing transportation right-of-way.

Other

As noted previously, section 771.118(d) provides a list of examples of the types of actions that can be categorically excluded with documentation. To accommodate the fact that this is an open-ended authority rather than an exhaustive list of activities eligible for the CE, TEAM contains an option to select "Other" under section 771.118(d). This box should be checked and completed (a) when processing an action as a CE not otherwise identified in section 771.118, or (b) when processing an action as a CE not

yet identified in TEAM (e.g., a final rule was published implementing a new CE(s), but TEAM has not be updated yet). Under scenario "a," appropriate documentation must be submitted to verify the actions meets the conditions for a CE. Under scenario "b," if the CE will fall under section 771.118(c), a notation of the CE number and a short project description will normally be sufficient documentation to satisfy NEPA.

## VI. Special Considerations

Multimodal Projects

Multimodal projects containing both FHWA-funded and FTA-funded elements (such as the reconstruction of a highway lane within existing right-of-way for express bus service) may be processed as CEs under section 771.117 for FHWA and under section 771.118 for FTA, as appropriate.

Real Property Acquisition

Sections 771.118(d)(3), and (d)(4) cover the traditional early acquisitions available in the former version of this regulation (i.e., section 771.117), namely hardship and protective acquisitions in section 771.118(d)(3) and the acquisition of existing railroad right-of-way (ROW) in section 771.118(d)(4). Under section 771.118(c)(6), with certain conditions, early acquisition of ROW may be appropriate and categorically excluded even when the acquisition is not a protective, hardship, or railroad ROW acquisition. The early acquisitions covered by section 771.118(c)(6) do have some constraints, however, regarding the environmental context of the property. FTA chose to add the environmentally constrained acquisitions to the CE list in section 771.118(c), while retaining the protective and hardship acquisitions in section 771.118(d).

In addition, FTA retained but modified the CE in section 771.118(d) that addresses railroad ROW acquisition to reflect the change made to the statute (49 U.S.C. 5323(q)) by MAP-21, Section 20016 (i.e., deleted the word "railroad"). The "property acquisition" categories in sections 771.118(c) and (d) overlap in their coverage, but neither absorbs the other category of CE in its entirety. Thus, the multiple CEs available for property acquisition offer maximum flexibility.

One action not specifically mentioned above, but that may be categorically excluded, is the demolition of facilities where a structure creates an adverse condition if left standing, such as a potential fire safety hazard; the applicant should coordinate with the FTA Regional Office to determine whether to utilize a CE appropriate for actions involving demolition activities.

Consideration of Other Environmental Requirements

Although some projects may not trigger the need for public involvement and review in the NEPA process through the preparation of an EA or EIS, these projects may trigger procedural and consultation

requirements for other environmental laws, such as Section 106 of the National Historic Preservation Act, Section 4(f) of the US DOT Act, or Section 7 of the Endangered Species Act. The FTA Regional Office, in coordination with the applicant, will identify whether there needs to be information and documentation to meet the requirements of these other environmental laws. Projects that warrant additional review typically involve ground disturbance or construction activities. Maps, engineering diagrams, and photographs can aid in supplementing a grant description to identify whether these additional laws apply and can expedite the review of projects if they are reviewed early in the grant application process.

For Section 106, projects that have the possibility to cause effects on historic properties are required to go through the Section 106 process. As noted above, this tends to result on projects that involve construction. Common potential effects include changes to visual setting of historic buildings or districts from construction or modification of a facility, disturbance of archeological sites due to construction, or physical disturbance of historic buildings through modification of a historic transportation facility, including stations or bridges, or an adjacent historic property. Section 106 consultation is completed by the FTA Regional Office, in coordination with the applicant and the State Historic Preservation Officer.

Section 4(f) of the US DOT Act applies to projects funded by FTA (or other Federal transportation modes) and protects publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance. If a project may "use" land from one of these protected properties (e.g., a bike path through a park), Section 4(f) compliance is required. For categorically excluded actions, Section 4(f) compliance is likely to involve a *de minimis* determination, which can be applied when there is no significant use of the protected property, but land is still needed. Public involvement in these cases can be handled through Board or City meetings that are publically announced and open to the public, or posting notices in the local newspaper or at the site. If a *de minimis* finding is not possible for the proposed action, then avoidance alternatives will need to be investigated through a full Section 4(f) evaluation under 23 CFR Part 774. The evaluation, depending on the environmental impacts that could result, may lead to a determination that a CE is not appropriate.

Section 7 of the Endangered Species Act compliance is required when there is a threatened or endangered species or habitat within the project area. To determine whether there are protected species or habitats in the project area, the applicant reviews the US Fish and Wildlife Service (FWS) website (http://ecos.fws.gov/ipac) (note, States may maintain their own databases, too). Section 7 is not generally a concern for categorically excluded projects, especially when the work is performed on previously disturbed land, though care should be given to projects that involve bridges, are near water or forested areas, or will involve previously undisturbed land. If coordination beyond the initial database search may be necessary, the applicant should contact the FTA Regional Office prior to any coordination/consultation with the FWS. Any coordination performed should be documented with the grant in the grant management software or kept in the FTA Regional Office project file.

**Attachment 1: Comprehensive List of FTA Categorical Exclusions**

C-list

(1) Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

(2) Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multiuse pathway, lane, trail, or pedestrian bridge; and transit plaza amenities.

(3) Activities designed to mitigate environmental harm that cause no harm themselves or to maintain and enhance environmental quality and site aesthetics, and employ construction best management practices, such as: noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.

(4) Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

(5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

(6) Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife management areas) and does not result in a substantial change in the functional use of the property or in substantial displacements, such as: acquisition for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.

(7) Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

(8) Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

(9) Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: buildings and

associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.

(10) Development of facilities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities, that are not part of a larger transportation project and do not substantially enlarge such facilities, such as: police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.

(11) The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):

(i) Emergency repairs under 49 U.S.C. 5324; and

(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:

(A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and

(B) Is commenced within a 2-year period beginning on the date of the declaration.

(12) Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.

(13) Federally-funded projects:

(i) That receive less than $5,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor, see www.fhwa.dot.gov or www.fta.dot.gov) of Federal funds; or

(ii) With a total estimated cost of not more than $30,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor, see www.fhwa.dot.gov or www.fta.dot.gov) and Federal funds comprising less than 15 percent of the total estimated project cost.

(14) Bridge removal and bridge removal related activities, such as in-channel work, disposal of materials and debris in accordance with applicable regulations, and transportation facility realignment.

(15) Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation right-of-way to prevent damage to the transportation facility and adjoining property, plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes; and, expanding existing culverts and drainage pipes.

(16) Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.

D-list

(1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes (e.g., lanes for parking, weaving, turning, climbing).

(2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.

(3) Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.

(ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

(4) Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.

(5) [Reserved]

(6) Facility modernization through construction or replacement of existing components.

(7) Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight distance at railroad crossings.

(8) Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.

| | |
|---|---|
| **From:** | Richard Miner |
| **To:** | jallen@tahoetransportation.org |
| **Subject:** | Acquisition of the OES as a Mobility Hub |
| **Date:** | Thursday, March 11, 2021 4:03:16 PM |

Dear Mr. Kyle Davis,

I sent the following letter of concern to your colleague Mr. Bill Yeates and intended to copy you but can find no email address for you on the TTD web site. Hopefully it will get to you in advance of tomorrow's TTD Board meeting:

My name is Richard Miner and I'm writing you in what might appear to be a last minute appeal for intervention by the TRPA Board against a likely decision by the TTD Board tomorrow (March 11) to approve the request to purchase the Old Elementary School (OES) site in Incline Village for a transportation mobility hub. At the December 11 meeting of the TTD board both you and Mr. Kyle Davis spoke pointedly and with great understanding of the need for better coordination with and communication to the public with whom the TTD needs to partner in order to achieve the goals of the Regional Transportation Plan. I must say your statements were not only prescient, but also reassuring to hear, for we here in Incline Village and Crystal Bay on the Nevada side of the north end of the lake have long struggled with the indifference, if not outright hostility to the notion of being listened to by a host of non local public agencies who by their actions presume to know more about what we need and want than we do. I know you are no longer chair of the TTD BoD but still have that as one of your listed TRPA Board responsibilities.

That said, it will probably come as no surprise to you that there is nearly unanimous opposition to the TTD's plans for a "mobility hub" at the OES in Incline Village. From the time local residents first became aware of this possibility only as recently as April, 2020 throughout the five "public outreach" sessions conducted via online webinars in recent weeks, the incidence of expressed public support for this action by our careful tabulation is less than 5%. And in four out of five of those "town hall meetings" the public was only allowed to submit written questions which were then responded to by George Fink and Carl Hasty in many cases with recitations of how the TTD conducts its business and vague references to what is hoped for or will be investigated AFTER THE SCHOOL SITE HAS BEEN PURCHASED. Mr. Hasty repeatedly said that no environmental impact studies could be conducted until the TTD owned the site and no alternative sites had actually been investigated to date. This latter statement morphed over the next several webinars to suggestions that instead of one large hub many several smaller ones might be found to be more appropriate. And these are not the only instances of backtracking and obfuscation. It should be needless to say--but I will--that these frequent restatements by both Fink and Hasty have indicated to us that all the eggs are currently in the basket of the OES for a mobility hub in the heart of residential Incline Village and do not inspire confidence in the TTD's approach to this matter--at least not for us here on the north shore.

As an attorney at law with great experience in representing clients in public interest issues, and as a former member of the California Coastal Commission and the author of the seminal California Wildlife Protection Act of 1990 I am sure the following will be of special concern to you. Since we first learned of the TTD's interest in our OES we concerned residents have sought through various requests the documents which had been negotiated between the TTD and the various other parties to this transaction. In hindsight, we should immediately have

made public record requests and have now done so, but at the time we did not see the TTD nor the school district as adversaries. Almost all our requests have been rebuffed and as recently as in the past few months the legal counsel for the TTD refused to provide copies of the application to the FTA for funding as a categorical exemption (CE) under 23 CFR Part 771.118(c)(6) because that information was "confidential." The reasons this information is so critical to the TTD's acquisition of the OES site are several.

First of all we know that the TTD's use of the site as a transit hub for ferrying people to and from Sand Harbor State Park between 2011 and 2019 was obtained without going through the required permitting process. According to our legal advice the TTD should not have begun this use without first applying to the TRPA under a Commercial Project Application and also never applied to Washoe County for a Special Use Permit, taking the position that using the facility as a bus hub was a "continuation of a prior use", thus exempt from needing to apply. Without even going into how an elementary school with extensive playgrounds and a small parking lot for teachers can be considered "a public transportation hub" by any reasonable stretch of imagination, because the TTD's use of the OES began more than 60 months after the school was closed to any and all use, under TRPA Code of Ordinance, Chapter 65, Section F, a qualified previous use needs to occur within 60 months or a new application must be made for a NEW USE. That of course was never done, and the use of the OES even for its now previous incarnation as a parking lot for people desiring to be bussed to Sand Harbor has been itself an illegal use.

Second, it is apparent--although we have been denied the actual documents--that Mr. Carl Hasty (and/or others at the TTD) may well have applied to the Federal Transportation Agency (FTA) for a grant or grants for a categorical exclusion under 23 CFR Part 771.118(c)(6) using the same, untrue in our belief, logic that obtained from its previous presumably allowed or permitted use use as a "seasonal transportation hub." We know at least some of this because one of the few documents we have been able to obtain is a copy of a letter from Raymond S. Tellis, Regional Administrator of the FTA to Mr. Dollarhide of the Nevada Department of Transportation dated July 29, 2020 appears to confirm that line of reasoning. If the previous use of the OES in Incline Village as a transportation hub was unpermitted and illegal, then its subsequent use as a continuation of such use should also be considered suspect or worse, and thus the FTA grant could well be revoked with all the problems that will result for the TTD, the Washoe County School District, the NDOT, et. al.

In your brief biography on the TRPA Board of Directors web page you are quoted as discussing the 2012 TRPA Regional Plan and saying that when implemented, the plan "...will provide for sustainable communities that meet the **economic and social needs of the people that live and work** in the Tahoe Basin (emphasis mine)." In all the belated public outreach meetings and the conversations we have had with TTD officials and others connected to this project both before the fateful December 11 TTD Board meeting and subsequently, over and over again the excuse has been made that Incline Village needs this "mobility hub" to serve the exploding tourist and visitor population which is seriously impacting the entire Lake Tahoe Basin. And yet when our year round residents object to what the TTD has done so far--the parking disaster at the new East Shore Trail is but one more example--and what they propose to do to honor that vision from 2012 we are stonewalled and ignored. For all the above reasons and because you and Mr. Davis were both so outspoken on December 11, 2020 about your concerns that the TTD staff was on the wrong track when it came to developing and advancing some of these projects, I am appealing to you both to do the right thing. Please call a moratorium to the OES mobility hub project here in Incline Village until the truth can be

known and the opinions and needs of our small community can be addressed.

Very Truly Yours,

Richard Miner

Past President of the Incline Village
& Crystal Bay Historical Society

| | |
|---|---|
| **From:** | Mike Grabenstein |
| **To:** | jallen@tahoetransportation.org |
| **Cc:** | rondatycer@aol.com |
| **Subject:** | Hi - Include my input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 4:19:58 PM |

---

Hi - Please do not move forward with the bus hub!

It's not in the best interest of our community. More than 1260 Incline residents have signed the change.org petition saying they are against a mobility hub at the OES. The OES is an inappropriate use of this prime parcel in the middle of Incline Village.

Thanks,
Michael Grabenstein

**From:** Joe Shaefer
**To:** jallen@tahoetransportation.org
**Subject:** Please include my input for Agenda Item VII-1
**Date:** Thursday, March 11, 2021 4:44:34 PM

---

TTD, I can think of not a single more ***inappropriate*** use of the OES property than a transit hub. It was a traffic nightmare as an elementary school. It is hard to fathom your possible use, which will result in as many as 100 times as many vehicles using the property at all hours of the day.

It seems someone at TTD may be motivated by the loss of the FTA grant if something is not rushed through, regardless of the post-purchase legal battles. I believe the grant was based on erroneous information. 30 years ago the Washoe County Assessor assured the Commissioners that some county residents could be mistreated without repercussion, which was also erroneous information. I hope TTD understands that, if the community wishes are steamrollered (90% of Incline residents oppose this decision at this location,) the community will have no choice but to respond as we have to that earlier mistake in judgment.
Cordially,
Joseph L. Shaefer
Brigadier General, USAF, Ret.

**From:** Sherri
**To:** jallen@tahoetransportation.org
**Subject:** Include my input for Agenda Item VII-1
**Date:** Thursday, March 11, 2021 4:44:03 PM

---

Vote NO on the TTD proposal. How you can consider placing a transportation hub at the OES site shows your lack of knowledge of Incline Village. It tells me that you don't care what the locals want in their community. You just want to shove it down our throats because you think you are able to do it.

What the local developer has proposed is what the locals have wanted for many years, and the developer has bid $500K more than TTD. If you are really listening to the community, you will not go forward with the transportation hub proposal.

Sherri Kleinman
26 year resident

| | |
|---|---|
| **From:** | Wayne Ford |
| **To:** | Judi Allen |
| **Cc:** | Ronda Tycer; Diane Heirshberg; DAG; Alexis Hill |
| **Subject:** | Issue: OES Site in Incline Village |
| **Date:** | Thursday, March 11, 2021 4:59:52 PM |

Subject: My input needs to be part of the Agenda Item VII-1.

The TTD board has not gotten the kind of public comment it needs. A great deal of the population that will have the character of their neighborhood adversely affected
have not been contacted on the Bus-hub proposed project on the school's property.

I have check with a community member that lives in the area that what I have
stated in true. This mostly Hispanic population that are the back-bone of our
community are being disenfranchised .

If they were asked: do you want across from where you live the following:
OPTION A.
CURRENT TTD PLAN; A bus-hub with a parking lot, where a fee is charged , to park some 200 or more tourists.
Do you want bus's coming and going on the street of Tanager that is always
a parking nightmare.
Do you want your parking taken by a tourist that does not want to pay a fee. Realize that calling the police will not do any good for the parking is
not on site and is first come first serve.
Do you want to hear all day the noise of more cars to the area. (hundreds)

Do you want to try and have your family walk through the many areas that will
have people trying to get onto the site. In fact that is now a issue with the main
intersection at Southwood and Highway. Now add hundreds of cars from tourists.

OPTION B.
SHOULD BE THE ONLY OPTION IF THE TTD WILL VOTE THIS PURCHASE DOWN; ADD A FEW BUS STOPS ON ORIOLE. OR A
BUS TURN OFF LANE FOR A FEW FEET ON SCHOOL SIDE OF THE
STREET ON SOUTHWOOD, AS PART OF THE PROJECT SUGGESTED
BELOW.

A development similar to Village at Northstar.
Mixed use retail/residential/ a public park and ice skating rink and underground
parking.
A public park for kids that now have to try and get to the middle school or
make their way to Preston field across the busy street of Southwood and then
cross to Highway 28 , north side and walk some three blocks where there are
no walking paths safe from the cars on 28.

I submit: If the TTD really asked these people who live in that area there

would be only one answer, the last option given, B. Anyone on the TTD
board have the moral courage to ask? I know that Mr. Hasty does not.

Stop this project and vote to stop the purchase now.

Wayne Ford

| | |
|---|---|
| **From:** | johnrox@foreverrox.com |
| **To:** | jallen@tahoetransportation.org |
| **Cc:** | rondatycer@aol.com |
| **Subject:** | No on Bus Hub |
| **Date:** | Thursday, March 11, 2021 5:05:47 PM |

Hi - Please do not move forward with the bus hub!
As a member of the incline village community for 21 years and a homeowner I believe this is not in the best interest of our community. More than 1260 Incline residents have signed the change.org petition saying they are against a mobility hub at the OES. The OES is an inappropriate use of this prime parcel in the middle of Incline Village.

Thanks,

John Roxburgh
**Forever Rox Jewelry**
930 Tahoe Blvd. Suite #203
Incline Village, NV 89451
775-831-4544
fax: 775-831-1655

| | |
|---|---|
| **From:** | Ryan Kerrigan |
| **To:** | jallen@tahoetransportation.org |
| **Cc:** | Erin Kerrigan |
| **Subject:** | Include my input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 5:12:47 PM |
| **Attachments:** | image001.png |

Incline Village is in great need of modernized commercial space. The current developments are highly outdated and have NO competition, prompting no investment in the commercial real estate in Incline. Meanwhile the the permanent population of Incline has grown considerably in recent years. If there are commercial interests for this property, and at a higher valuation, the board needs to evaluate highest and best use for this site. There is no lack of "civic space" and underutilized public sector land; we need our precious remaining properties to be property developed for the residents of Incline Village. Note, more than 1260 Incline residents have signed the change.org petition saying they are against a mobility hub at the OES. Clearly, there are strong opinions throughout the community on this topic!

Sincerely,
Ryan Kerrigan
1169 Lakeshore Blvd
Incline Village, NV 89451


**Ryan Kerrigan | Managing Director**

ryan@kerriganadvisors.com
**c.** (949) 728-8849 **o.** (775) 993-3600
Download vCard

KERRIGAN ADVISORS

www.KerriganAdvisors.com | Firm Overview | LinkedIn



Sign up to receive The Blue Sky Report®
The leading industry publication analyzing the auto dealership buy/sell market.

Sign up to receive The Kerrigan Index™
Monthly updates of the seven publicly traded auto retail companies in the US.

| | |
|---|---|
| **From:** | Cheri Kratka |
| **To:** | Bill Booth; Debbie Booth; Jill Minkle; Jill Mulcahy; Kari Okamoto; Linda McDougall/Wilson; Mary Dauteuil; Merrick Okamoto; Rick. Patrick Ewing Jr McBurnett; Ronda Tycer; Sandy Burnell; Yvette Oliver; jallen@tahoetransportation.org |
| **Subject:** | OES is an inappropriate use of this prime parcel in the middle of Incline Village |
| **Date:** | Thursday, March 11, 2021 5:50:17 PM |

We, residents of Incline Village, KNOW that OES is an inappropriate use of this prime parcel in the middle of Incline Village for a transportation hub
We also know that a local developer has made a higher offer to buy the parcel for a use that the community approves
Furthermore we know that TTD's application for the FTA grant was based on erroneous information. The use of the OES by TTD for the East Shore Express was never a legal permitted use. A "categorical exclusion" does not apply so an Environmental Impact Statement will be required for a new Hub on this site and how is that going to be funded and handled.
Please vote against using the OES site for a transportation HUB

Friends
Please send your comments

Cheri Kratka

**From:** George Kleinman
**To:** jallen@tahoetransportation.org
**Subject:** Hub proposal
**Date:** Thursday, March 11, 2021 6:06:27 PM

---

# I am against the transportation hub proposal:

- The OES is an inappropriate use of this prime parcel in the middle of Incline Village
- A local developer has made a higher offer to buy the parcel for a use the community approves
- TTD's application for the FTA grant was based on erroneous information that can be corrected with a revised application to avoid legal repercussions (i.e., the use of the OES by TTD for the East Shore Express was never a legally permitted use. A "categorical exclusion" does not apply so that an Environmental Impact Statement will be required for a new hub on the site).
- More than 1260 Incline residents have signed the change.org petition saying they are against a mobility hub at the OES.

George Kleinman
**Incline Village, Nevada 89450**

**CONFIDENTIALITY AND PRIVACY NOTICE**
This communication may contain information that is legally privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient, please do not read, disseminate, distribute or copy this communication. The information herein may also be protected by the Electronic Communications Privacy Act. Anyone who receives this message in error should notify the sender immediately by telephone or by return e-mail and delete it from his or her computer.

| | |
|---|---|
| **From:** | Collin Harris |
| **To:** | jallen@tahoetransportation.org |
| **Subject:** | Include my input for Agenda Item VII-1 |
| **Date:** | Thursday, March 11, 2021 7:58:49 PM |

---

I agree with all of the following and could not have said it better.

Sincerely,
Collin Harris
584 Pinto Ct, Incline Village, NV 89451
775-240-8370

• The OES is an inappropriate use of this prime parcel in the middle of Incline Village
• A local developer has made a higher offer to buy the parcel for a use the community approves
• TTD's application for the FTA grant was based on erroneous information that can be corrected with a revised application to avoid legal repercussions (i.e., the use of the OES by TTD for the East Shore Express was never a legally permitted use. A "categorical exclusion" does not apply so that an Environmental Impact Statement will be required for a new hub on the site).
• More than 1260 Incline residents have signed the change.org petition saying they are against a mobility hub at the OES.

https://www.change.org/co/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school/promote/thank_you

**From:** Yvette Oliver
**To:** jallen@tahoetransportation.org
**Subject:** OES
**Date:** Thursday, March 11, 2021 8:43:35 PM

---

Please don’t purchase the OES for a transportation hub. None of the Incline residents want it there. That is the worst location! There has to be a hundred better options.

Yvette

**From:** Erin Kerrigan
**To:** jallen@tahoetransportation.org
**Subject:** Incline School Site - for the Incline community not tourists!
**Date:** Thursday, March 11, 2021 9:33:27 PM
**Attachments:** image001.png

---

Incline Village is in great need of modernized commercial space. The current developments are highly outdated and have NO competition, prompting no investment in the commercial real estate in Incline. Meanwhile the permanent population of Incline has grown considerably in recent years. If there are commercial interests for this property, and at a higher valuation, the board needs to evaluate highest and best use for this site. There is no lack of "civic space" and underutilized public sector land; we need our precious remaining properties to be **property developed for the residents of Incline Village**. Note, more than 1260 Incline residents have signed the change.org petition saying they are against a mobility hub at the OES. Clearly, there are strong opinions throughout the community on this topic!
Also, as population swells, there is a very clear need for more commercial space that is already not being met. Just go to the grocery stores, the parking lots are now packed, as an explosion of permanent residents utilize our limited commercial areas. It is critical that TTP take this into account. Any major development needs to put the residents first, not tourists!


**Erin Kerrigan | Founder & Managing Director**

erin@kerriganadvisors.com
**c.** (949) 439-6768 **o.** (775) 993-3600
Download vCard

KERRIGAN ADVISORS

www.KerriganAdvisors.com | Download Firm Overview


***Kerrigan Advisors Cited in The Economist***

***Kerrigan Advisors Cited in the Wall Street Journal***

***Automotive News' Women of Influence***

***Kerrigan Advisors' CNBC Interview***

Hello, my name is Jamie Golden, I have been a resident of Incline Village for 49 years and attended Incline Elementary, Middle & High School. I have been selling real estate in Incline for the past 30 years and fortunate to be able to raise my family here, both of my daughters went through the Incline School system as well.

Myself along with countless local residents do not feel the purchase of the old Elementary School site for a mobility hub is the highest and best use for that property. It will only increase traffic congestion coming into Incline and the Tahoe Basin. I'm guessing 90% of summer visitors who are coming up from the surrounding areas (day visitors) are going to the Lake or hiking trails. Once they arrive at the old Elem School site, then what? All three beaches in Incline are private (deed restricted) and they will not be within walking distance to any hiking trails. Visitors will have no choice but to get on a bus in order to get to the East Shore for public access to the Lake and hiking trails, creating a "park & ride" situation. This is not a solution to the current traffic congestion issue.

My colleague who also grew up in Incline and very familiar with the old Elementary School site has submitted an offer to the Washoe County School District to purchase the old Elementary School site. The development plan would create something similar to the Village at NorthStar with underground parking, retail, ice skating rink, public park and residential. This would give Incline Village a town center which it desperately needs and spur re-development of the surrounding areas which has been long overdue.

Incline Village has been a wonderful community to us and we would love the opportunity to be able to give something back to our hometown.

Thank you.

**From:** Pamela Tsigdinos
**To:** jallen@tahoetransportation.org
**Subject:** Please Include my input for Agenda Item VII-1.
**Date:** Thursday, March 11, 2021 10:56:01 PM

---

I am writing to express my objection to the TTD application for the FTA grant.

It was based on erroneous information that can be corrected with a revised application to avoid legal repercussions. For instance, the use of the OES by TTD for the East Shore Express was never a legally permitted use. A "categorical exclusion" does not apply so that an Environmental Impact Statement will be required for a new hub on the site.

Furthermore, I was one of more than 1260 Incline residents who signed the change.org petition saying we are against a mobility hub at the OES. We have provided multiple suggestions for more environmentally sound and more appropriate mobility hub site alternatives in Washoe County.

Please do the right thing for Incline Village community and the Tahoe Basin and prioritize the health, safety and well-being of our residents over expediency and pressure for tourism revenue.

Pamela M. Tsigdinos
Full-time Incline Village Resident

## Public Comment TTD BOD 3.11.2021, Agenda Item VII-1 Re Property Purchase for Proposed Incline Village Transit Hub

*Submitted by Carole Black, Incline Village Resident*

**Joining > 90% of community responders, I oppose OES purchase for possible Incline Village Mobility Hub.** There is no supporting positive rationale and myriad reasons why this is a poor plan:

1) Incline Village does not need a Mobility Hub. The central highway running through the village currently functions as a virtual transit hub with multiple bus stops providing connections to TART buses serving sites around the lake including the East Tahoe Trail. Current gaps in services for residents/overnight visitors include a shuttle service within the Village to connect homes to these bus stops and to the central commercial areas which has now being considered in new TRPA draft and a connection for overnight visitors to the Rte28 corridor areas easily provided by either extending the TART route or via envisioned Incline shuttle service.

2) Providing overflow parking for visitors from other areas to then be shuttled to the Rte 28 corridor is beyond the safe capacity of Incline's small area – this volume must be handled with parking outside the village, either near points of origin with shuttle directly to recreation destination or located at the recreation destination. Accommodating these extra vehicles in Incline will place residents and visitors at safety risk, imperil evacuation capability and, vs. point of origin intercept, increase VMT, VMT/occupant, GHS emission

3) OES is a particularly poor site choice based on its access and safety issues and is opposed by neighbors and the community at large. Further the WCSD needs $ and has a better offer!

4) Despite TTD's failure to release actual documents, info obtained paints a picture of flawed Federal grant application with misrepresentations and documentation error as well as inaccurate statement to Washoe County at time of request for required local seed money.

5) Recent public input effort is appreciated but very late and lacking with access issues, lack of dialog or detail and most recently vague dismissal of overwhelmingly negative 1200+ survey response as "incorrect" by innuendo without rationale or discussion, an unimaginable response from a public agency to constituents!

So to summarize, this proposed property purchase is:
- **Unnecessary,** because the proposed use is not needed in Incline and added traffic/vehicles compared with other options will create untenable & dangerous congestion in the community
- **Unethical,** funded by Federal grant & county fund request supported with inaccurate information
- **Irresponsible,** putting the community particularly adjacent/nearby residents at increased risk
- **Fiscally indefensible,** when TTD $8.5M project makes little practical sense, other options exist, & WCSD which needs the money can obtain better return on the open market
- **Environmentally unsound,** increasing pollutants more than alternative options

Apologies for my harsh words. I believe TTD BOD is well-intentioned but after several months' study, I don't know what else to say – **PLEASE DO NOT MOVE FORWARD WITH THIS PURCHASE!**

| | |
|---|---|
| **From:** | kathie julian |
| **To:** | Judi Allen |
| **Subject:** | IVCB Mobility Hub at OES site - Please Include my input for Agenda Item VII-1 |
| **Date:** | Friday, March 12, 2021 2:25:12 AM |

Hi Judi:

Please Include my input below for Agenda Item VII-1 dealing with the IVCB Mobility Hub.

I am a long-term resident in Incline Village, and a voter. **After the four TTD presentations on the proposed Incline Village "mobility hub", I remain convinced that the Old Elementary School (OES) site is not suitable for a tourist-oriented parking and transit hub.** While I support the concept of mobility hubs to ease visitor traffic in the Tahoe Basin, I do not support the TTD purchase of the OES site for a mobility hub. And once purchased, I do not believe that the TTD will seriously consider other sites for such a hub.

**OES is poor location for transit hub.** The OES site at Southwood and Hwy 28 is too congested with existing community traffic — both vehicle and pedestrian. Adding a parking lot for up to 175 vehicles as TTD has suggested, and a steady stream of visitor cars and buses during the summer season, will adversely impact hundreds of residents in adjacent apartment complexes. Summer tourist traffic parking at the OES site will also impair the larger community's access to our post office and shops.

**High-density residential area is an inappropriate site.** TTD has said locating a hub in a high-density residential area is desirable as it will encourage these apartment dwellers to use public transit. This makes little sense. Bus shelters and stops already exist on Hwy 28 at various places to serve Incline commuters. These apartment dwellers steps away already have transit access along Hwy 28. They do not need a 175 space parking and transit hub catering to East Shore visitors at their doorstep. Let's be real. The proposed mobility hub is targeted at visitors to Sand Harbor and East Shore attractions to help reduce Tahoe Basin vehicle trips by 20%. Given this TTD/TRPA objective, the proposed project is a tourist parking and transit project, not a commuter transport project. **Accordingly, the hub does not need to be located in a high-density residential area.**

**Connect out of basin parking and transit hubs with East Shore attractions directly.** TTD should first consider putting the necessary parking and bus transit hubs just outside the Basin — at Mt Rose Ski resort and Spooner Summit during the summer. Let's encourage Reno and Carson City visitors to leave their vehicles and take public transport to Sand Harbor and East Shore attractions during the summer.

**Specify minimum acreage needed and consider alternative Incline Village sites.** The OES site is more than 6 acres. Parking for some 175 vehicles spaces and transit bays requires far less acreage. **TTD should specify the minimum acreage required for 175 spaces and bays, then look for a smaller site on Hwy 28 that will not adversely impact a high-density, low income residential area.** Sadly,

TTD has from the start has fixated on the OES site, despite considerable community opposition.

I urge the TTD to listen to Incline Village residents, including some **1200+ residents that have signed a petition in opposition to this particular OES site.**

Again, my opposition is to the OES site, not to properly sized and located mobility hub(s) elsewhere within or on the edge of Incline Village.

Regards

Kathie M. Julian
PO Box 5477
Incline Village, NV 89450
Cell: 1 (415) 646 5413
E-mail: kathiejulian@gmail.com

| | |
|---|---|
| **From:** | Katrina Van Gerpen |
| **To:** | rondatycer@aol.com; jallen@tahoetransportation.org |
| **Subject:** | Please do not move forward with the bus hub |
| **Date:** | Friday, March 12, 2021 7:14:31 AM |

Good morning,

It's not in the best interest of our community. As you might consider there are many better uses of government funding to help the Tahoe Basin - parks, recreational space, low income housing, etc.

More than 1260 Incline residents have signed the change.org petition saying they are against a mobility hub at the OES. The OES is an inappropriate use of this prime parcel in the middle of Incline Village.

Thanks,
Katrina Van Gerpen

--
Katrina Van Gerpen
kvangerpen@gmail.com
617-271-7581

**From:** rondatycer@aol.com
**To:** jallen@tahoetransportation.org
**Subject:** Fwd: Please distribute to the TTD Board Members
**Date:** Thursday, March 11, 2021 4:00:26 PM
**Attachments:** [redacted]

---

Sorry Judi,

Please send this. I attached the wrong recap of the Listening Session. Thanks. - Ronda

-----Original Message-----
From: rondatycer@aol.com
To: jallen@tahoetransportation.org <jallen@tahoetransportation.org>
Sent: Thu, Mar 11, 2021 3:55 pm
Subject: Please distribute to the TTD Board Members

To: TTD BOARD

Now that TTD staff have finished their required public input sessions, we would like to reiterate our request that Board members not proceed with the staff's request to approve purchase of the Old Incline Elementary School Property (OES) in Incline for a mobility hub.

I attach the recaps of the Question and Answer sessions of the four Town Halls, as well as the recap of the Listening Session. You can see for yourselves that the number of residents in favor of a mobility hub at the OES is miniscule.

Additionally, I include here the link to the change.org petition that gives you not only a count of the residents against the hub (over 1260), but also their comments. You'll notice once again that the comments are uniformly against the OES site as a hub.

https://www.change.org/co/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school/promote/thank_you

On Tuesday we were informed that another offer had been made for the OES site to the Washoe County School District for use as a mixed-use development and community gathering place. For your edification, I include herewith the chatter on the Incline NextDoor forum. As you can see, the chatter is uniformly positive in favor of that use.

We cannot make ourselves more clear. We are united as a community against the use of the OES as a mobility hub.

Thank you for allowing public input to be officially registered by TTD. And thank you for making a decision based on this evidence that TTD staff should not go forward with plans to use the OES as a mobility hub.

Best regards,

Ronda Tycer
Incline Resident

Sara Schmitz

• 2 days ago
HIGHER offer - Old Elementary School property. https://mailchi.mp/a8cfd222adad/january2021-13359423
Posted in General to Anyone
24 Comments
Share

---

Dan We
•
Mill Creek
So, I thought the school was on a fault line and couldn't be approved for new residential housing? Maybe that's just a story.....
2 days ago

PAMELA MILLER
•
Incline Village/Crystal Bay
FANTASTIC: Take down the old Village Center as well to expand the new village concept!
2 days ago

Benjamin Ehly
•
Incline Village/Crystal Bay
My thoughts exactly!!!
1 day ago

Khal Pluckhan
•
Incline Village/Crystal Bay
Thank you Sara, for keeping everyone in the know!
2 days ago

Kimberly Siegel
•
Incline Village/Crystal Bay
Much better use of space!
2 days ago

Scott Johnson
•
Tyrolian Village
How did we learn about this different offer and how can we confirm the details?
2 days ago

Scott Johnson
•
Tyrolian Village
Sara Schmitz is that how you discovered this? The details in the newsletter are pretty sparse so I just want to make sure this wasn't a rumor of some kind or wasn't based on an off handed comment about something that never had any real chance of success. And from what you know is this an offer that is actively competing with the TTD proposal, or is this something that was considered previously and dismissed?
2 days ago

Sara Schmitz
•

Incline Village/Crystal Bay
Carolyn Kane we share what we know. The details are in the actual offer and it isn't my place to share. I was specifically asked not to provide the contract. … See more
2d

Charlotte Croley
•
Incline Village/Crystal Bay
Please then let the rest of know , Scott! Thanks!
23 hr ago

Add a reply...

Susan Schwerd
•
Incline Village/Crystal Bay
Finally something that is a plus for Incline residents!
2 days ago

Sandy Griffin
•
Incline Village/Crystal Bay
Thank you so much Sara for keeping us posted on this . . .
2 days ago

Karen Ferrell
•
Alpine View
Thanks Sara. Do you know if this "alternative offer" is from TTD? They have federal money that they need to spend before June.
2 days ago

Sara Schmitz
•
Incline Village/Crystal Bay
No it's from a private party.
2 days ago

Yvette Oliver
•
Lakeview
Thank you Sara. That would be so awesome!!! Everyone I have spoken with would love a Northstar like center. We would finally have a Village in Incline Village. It's hard not to… See more
2 days ago

Benjamin Ehly
•
Incline Village/Crystal Bay
I'm so happy to hear the news about retail, ice skating and subterranean parking at that sight. It's just what Incline Village needs. Thank you Sarah for the update.
1 day ago

Sandy Griffin
•
Incline Village/Crystal Bay

Ice skating would be a really fun thing to have here!
1 day ago

Susan Parks
•
Incline Village/Crystal Bay
Or hockey! Thank you to Sara for keepin

**From:** Aaron Vanderpool
**To:** Judi Allen
**Subject:** My comments for Agenda Item VII-1
**Date:** Friday, March 12, 2021 7:48:10 AM

---

Dear Tahoe Transporation District,

Please include these comments as part of your agenda today.

I live right next to the old Incline Elementary School. I urge you not to buy it. I have already seen your use of the property make my neighborhood worse. I have documented evidence of all of the following. Your proposal would increase Litter, Inequality, Confrontations and territorialism over street parking, Parking safety problems, Traffic congestion, Oil spills, Vehicle safety issues, Snow removal problems, Sidewalk problems, 24-hour NOISE pollution, Car alarms going off, Crime, Graffiti, Bass car systems, and Disrespectful tourists. We see increasing traffic (often from noisy vehicles and large trucks) trying to get around busy Tahoe Blvd. We take our lives into our hands pulling in and out of our driveway because of cars racing around. This project further congests a direct route from the fire department. I already live within a growing parking lot, and mark my words, any parking you make will not be enough to accommodate the situation here in a low-income area. There are trade-offs and anything you attempt will have negative consequences. Transient street parking creates more noise next to bedroom windows, same with speed control measures, enforcement is LACKING, and people do anything they can to get around fees. This project is 100% for tourists and not for residents. You need to focus on preventing cars from coming into the basin in the first place! Don't buy the old elementary. You face immense opposition and I too will fight it.

Sincerely,
Aaron Vanderpool
806 Oriole,
Incline Village, NV 89451

| | |
|---|---|
| **From:** | Doug Flaherty |
| **To:** | jallen@tahoetransportation.org; info@tahoetransportation.org; George Fink |
| **Cc:** | Hill, Alexis |
| **Subject:** | Public Comment Agenda Item VII (A) TTD Board Meeting Notice of Improper NEPA Public Noticing - Old Incline Village School - FTA CE |
| **Date:** | Friday, March 12, 2021 7:48:40 AM |

To: TTD Board Members and TTD Staff

Public Comment Agenda Item VII(a), TTD Board Meeting March 12, 2021.

Re: Improper NEPA Required CE Public Noticing and Participation on the Part of the TTD and Nevada DOT.

**Please make this written comment part of the minutes of your March 12, 2021 Board Meeting.**

I believe that the Tahoe Transportation District (TTD) and the Nevada Department of Transportation (NDOT) erred in their National Environmental Policy Act (NEPA) Categorical Exclusion (CE) review, public participation and submitter process prior to and during preparation and submission of the relevant CE request to the FTA.

I hereby reference the July 29, 2020 FTA CE letter of approval to NDOT Mr. Graham Dollarhide, which in turn references the June 26, 2020 NDOT Letter to the US Federal Transit Administration (FTA) requesting an environmental determination for a protective acquisition of real property located at 771 Southwood Blvd. Incline Village, 6+ acres of the Old Incline Village Elementary School (OES).

A review of available documents appears to be void of documentation relating to adequate NEPA required regulatory public noticing and public participation and scoping during the OES purchase process as it relates to CE process environmental determination.

Therefore, with regard to the CE process on the part of the NDOT and TTD, connected with the preparation and submission of the OES NEPA CE process, the TTD and NDOT:

- Failed to provide adequate public notice and comment opportunities relating to and during the OES NEPA CE FTA submission and approval process
- Failed to promote transparency, including the transparency of the analyses and data used in the environmental review which led to the public being denied the opportunity to raise issues and concerns in association with an environmental

review under NEPA

- Failed to identify the role of the public in the creation of possible future tiered environmental analysis
- Failed to engage the public to aid in determining the type of environmental review document required, the scope of the document, the level of analysis, and related environmental requirements

Additionally records indicate that it appears that the FTA determination was made **based on only a single criteria** listed in Section 23 CFR 771.118, that of subsection (c)(6).

The FTA submission and approval process seems to be additionally flawed by not undertaking a NEPA CE public noticing and participation which would have allowed the public to address as to whether or not other potentially applicable CE consideration criteria also listed in 23 CFR 771.118 would be applicable as follows:

(c)(1), (c)(2), (c)(3), (c)(4), (c)(5), (c)(7), (c)(8), (c)(9), (c)(10), (c)(12), (c)(13), (c)(14), (c)(15), (c)(16)

Sincerely,
Doug Flaherty
Resident
Incline Village, NV
TahoeBlue365@gmail.com

TAHOE REGIONAL PLANNING AGENCY
TRANSPORTATION

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

MEMORANDUM

Date: April 5, 2021

To: Tahoe Transportation Commission (TTC)

From: TRPA Staff

Subject: Recommendation of Approval for 2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy to the Tahoe Metropolitan Planning Organization Governing Board

---

Requested Action:
It is requested the TTC recommend approval to Tahoe Metropolitan Planning Organization (TMPO) Governing Board of the 2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy.

Staff Recommendation:
Recommend approval of 2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy.

Project Description/Background:
On September 11, 2020, TRPA/TMPO released the Draft Linking Tahoe: 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), and the associated environmental analysis in accordance with Article VII of the Tahoe Regional Planning Compact, Chapter 3 of the TRPA Code of Ordinances, and the California Environmental Quality Act (CEQA). The Final draft 2020 RTP/SCS is online and all relevant comments have been incorporated. Last month the 2020 RTP/SCS goals and policies were reviewed by the TRPA Regional Plan Implementation Committee (RPIC) and TRPA Advisory Planning Commission (APC). Following the recommendation from this commission staff will be seeking recommendations of approval from APC and RPIC with final action by TRPA/Tahoe Metropolitan Planning Organization Governing Board on April 28, 2021.

The 2020 RTP/SCS sets forth the blueprint for a comprehensive transportation system to serve resident, employee and visitor needs of the Lake Tahoe Region and meet regional goals over the next 25 years. The plan identifies a long-term vision, regional transportation goals and supportive projects, policies and programs designed to meet these goals. The 2020 RTP/SCS is designed to reduce mobile source Greenhouse Gas (GHG) emissions and reduce dependency on the automobile and associated Vehicle Miles Traveled (VMT). This RTP/SCS goes beyond the California Air Resources Board (CARB) GHG reduction target for the Tahoe Region and delivers additional GHG and VMT improvements. The 2020 RTP/SCS strategies are oriented on Transit, Trails, Technology and our Communities.

The 2020 RTP/SCS integrates and satisfies TRPA Compact, State, and Federal transportation planning requirements. The plan implements the TRPA Regional Plan and includes an update to the Transportation

Element of the TRPA Goals and Policies. Acting as the federally recognized Metropolitan Planning Organization (MPO), this plan satisfies federal planning requirements identified in 23 CFR 450. As an MPO in California, the plan also serves as the updated Regional Transportation Plan/Sustainable Communities Strategy aimed at reducing mobile sources of greenhouse gas emissions in accordance with California SB 375. It also satisfies the MPO requirement in Nevada and also responds to and informs emerging Nevada GHG reduction and climate change policy.

The 2020 RTP/SCS continues to refine and improve upon previous RTPs and transportation policies established for the Lake Tahoe Region and builds on the 2012 TRPA Regional Plan that focused on making town centers more transit friendly and walkable/bikeable by enabling higher density, mixed-use development and redevelopment, and adds emphasis on achieving seamless region-wide connectivity between neighborhoods, town centers, and recreation destinations. The plan includes a framework of transportation strategies, financial elements, monitoring and project lists that was developed through several committee meetings, public meetings and webinars, stakeholder meetings and one-on-one meetings with the public.

Public Outreach and Collaboration

Public outreach and partner collaboration is essential for the development of a supported and coordinated plan. Public outreach for the plan started last summer and has continued through March. The plan was formally out for public comment for 45 days, closing on October 25, 2020. To date, over 50 public meetings (both in person and virtual), online webinars drawing 483 participants, and outreach videos reaching 2,383 people all provided valuable input to help shape the final draft plan. The plan was developed to reflect an envisioned regional system that represents the priorities of local and regional implementors, state interests, environmental and NGO groups, and public feedback.

This plan advances project and funding recommendations from the Bi-State Consultation on Transportation convened over the last two years by California and Nevada state leaders. The plan also provides a foundation to establish new sustainable funding for transportation. In addition to the public, several standing and ad hoc committees helped shape the plan including, this Commission; and the Environmental Improvement Program, Transportation, and Public Outreach Committees of the TRPA Governing Board; Transportation Technical Advisory Committee; and Tahoe Transportation Implementation Committee, among others.

Over 55 comments have been received and incorporated into the final draft. A table of all public comments received is included in Attachment A. Several comments received expressed the need for getting projects completed faster, the need for more data and evaluation of day user impacts, support for more bike and pedestrian improvements, support for exploring on-demand transit shuttles, and the need for evacuation planning. The majority of edits to the document were made in the following sections:

- Chapter 3 The Plan, adding details about Day Visitors and expanding details on mobility hubs;
- Chapter 4 Funding the Plan, adding more details about the development of a new transportation funding with the Bi-State Partnership;
- Appendix B: Project List, defining and identifying regionally significant projects and making updates to project costs and implementation timeframes;
- Appendix C: Revenue Narrative, worked with our funding partners to provide the most up to date information on revenues, now including new federal relief funding and recent tax measures;

- Appendix G: Data and Forecasting now includes a more robust section on Trip Reduction Impact Analysis 2.0;
- Appendix I: Performance Measures now includes more details on Federal Performance Measures

The Plan Summary

Lake Tahoe's transportation system serves a variety of users that fall in to three distinct groups: residents, commuters, and visitors. In order to plan for these distinct user groups, it is necessary to know "who" is using the system, when and how they are traveling, the purpose of their trip, and where they are traveling to and from. This informs the design of a transportation system that can respond to diverse needs and can scale with the variability of visitation in different seasons. The strategies for serving all users include managing demand on the system through both traditional and non-traditional mechanisms including changing densities and the mix of land uses; improving transit, trails, and technology; and as a result, creating sustainable walkable, bikeable, and transit-oriented communities.

*Travel Demand Management* to shift travel choices away from the private automobile through enhanced transit access in neighborhoods, employer trip reduction programs, real time travel information, parking management and paid parking, and the marketing of travel options. This also includes TRPA using its unique and complementary regional land use planning role to enable higher densities and mixed uses to reduce the demand for automobile travel.

*Transit* services added strategically over the next 25 years to provide 15-minute service between town centers and popular recreation destinations; 30- to 60-minute service between neighborhoods and town centers; and inter-regional service for commuters and visitors from neighboring regions. Starting with foundational services that meet daily needs, including those of transit-dependent riders and employees, makes it easier for recreational travelers to use transit to travel around the Tahoe Region, and assures visitors to Tahoe that they can do so without their personal automobiles. The Plan also includes the use of technology and expanded partnerships to supply on demand shuttles serving town centers and recreation areas.

*Trail* network enhancements including completion of the Tahoe Trail and filling community gaps in the system. This includes shared-use paths, sidewalks, bicycle lanes, crosswalks, and Americans with Disabilities Act facilities. Completing the network is critical in order to increase trips by foot and bike in the Region by providing a connected system of walking and biking routes. Between 2018 and 2019, bike paths and sidewalks at Tahoe have recorded a 15 percent increase in summertime use. Completing the Tahoe Trail through the tough terrain in Incline and Emerald Bay are included in the plan, as well as adding more local trails connecting neighborhoods like the greenway across the south shore.

*Technology* creates opportunities to better connect people with information about the many ways to travel around the Region, expands the availability of charging facilities for electric vehicles throughout the Region, and provides better data for decision-making by TRPA and its many partners. The plan identifies real-time travel information, parking availability, and other online interactive travel tools aimed at reducing transportation's impact on the environment by helping people make more informed travel decisions.

*Communities* are where elements of transit, trails, and technology converge with land use to improve quality of life and experience. TRPA and partners utilize a corridor planning framework to

focus on specific issues and needs in defined areas around the region and develop a comprehensive and coordinated management plan. This includes enhancing the Region's economic vitality by more efficiently connecting workers to jobs, visitors to recreation hot spots, residents to town centers, and freight to businesses. The SR89 and SR28 Corridor Management Plans have moved into implementation, and new plans recently approved include the Resort Triangle Transportation Plan in North Lake Tahoe, Main Street Management Plan associated with the US 50 South Shore Community Revitalization Project, and US50 East Corridor Management Plan in Nevada are following suit.

Priorities and Funding

The region's transportation challenges, and the solutions needed to address them have been long standing. The plan acknowledges the momentum around establishment of new regional funding sources and provides a unified transportation vision and analysis of the benefits of such revenues. The Bi-State Consultation on Transportation reconvened in 2019, following the adoption of the 2017 RTP/SCS, led by the CA Natural Resources Secretary and NV Department of Conservation and Natural Resources Director. The Sustainable Funding Initiative is looking at new ways of funding RTP projects that will make the biggest difference to reduce VMT and challenges. This renewed collaboration to fund the delivery of key projects identified by the Bi-State includes TRPA, Tahoe Transportation District (TTD), local and regional partners, and non-profits to establish sustainable revenue across a multi-sector partnership. With the Sustainable Funding Initiative, a comprehensive workplan has been activated and is guiding the regional consensus process driving toward a funding proposal in 2021. The proposal will recommend appropriate federal, state, and local legislative and administrative actions. The Sustainable Funding Initiative will identify priority investments from the RTP to demonstrate the sustained funding need, and will evaluate various funding mechanisms, including review of the findings from the TTD 2019 One Tahoe study.

The plan also reflects recent local government and private transportation investments in some areas around Tahoe as transportation continues to be an important priority. This is in response to federal and state grants that are now requiring higher and higher local matching funds. Large federal and state infrastructure grants (BUILD, INFRA, AHSC, SB1, etc.) often require a minimum of 50% or more in matching funds to be competitive. This currently limits the Region in how aggressive it can be in going after the multitude of federal and state transportation grant programs.

The revenue forecasted in the plan is a reasonable estimate from all sectors; local, private, regional, state and federal, of what the region is likely to receive from anticipated funding sources during the life of the plan. The forecast reflects historically available funding levels, a reasonable expectation of success with discretionary grants, and a new regional revenue estimate being actively pursued as part of the Sustainable Funding Initiative.

Environmental Review

On September 10, 2020, TRPA/TMPO issued a Notice of Intent and Notice of Availability (NOI/NOA) and a joint environmental document consisting of an Initial Study/Mitigated Negative Declaration and Initial Environmental Checklist/Finding of No Significant Effect, referred to hereafter as the Initial Study/Initial Environmental Checklist (IS/IEC), for the proposed 2020 RTP/SCS. The IS/IEC was developed in compliance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), CEQA Guidelines, and TRPA Compact, Code of Ordinances and Rules of Procedures. The final draft IS/IEC is available online and copies by request.

The IS/IEC examines updates to the policies and project list from the 2017 RTP/SCS and incorporates mitigation from the 2012 RTP/SCS EIR/EIS and new VMT per capita Threshold Standard. For the majority of impact topic areas, the changes in policy and the project list create no impacts beyond those already disclosed by the 2017 and 2012 environmental review. Environmental impact topic areas where regulations have changed, and therefore, more detailed discussion is included are: Transportation, Greenhouse Gases, Air Quality, and Recreation. The IS/IEC discloses no unmitigated significant impact and TRPA therefore intends to rely on the IS/IEC to support a Negative Declaration/Finding of No Significant Effect.

Document Availability
The final draft 2020 RTP/SCS and all supporting documents (environmental analysis and appendices) are available in the following formats:

- Online at trpa.org/rtp
- CD or USB flash drive available at the TRPA offices by request
- Printed Copy available at TRPA offices by request

Approval Process and Schedule: The 2020 RTP/SCS is scheduled for briefings and then action under three TRPA transportation authorities (MPO, TRPA, and RTPA in CA), via recommendation from Advisory Planning Commission, TTC, and the Regional Plan Implementation Committee of the TRPA Governing Board.

| **Linking Tahoe: 2020 Regional Transportation Plan<br>Final Briefings, Recommendations and Action** | | |
|---|---|---|
| April 9, 2021 | Tahoe Transportation Commission | TMPO Governing Board Recommendation |
| April 14, 2021 | Advisory Planning Commission | TRPA Governing Board Recommendation |
| April 28, 2021 | TRPA/TMPO Governing Board | Action on 2020 RTP/SCS |

Contact Information:
For questions regarding this agenda item, please contact Michelle Glickert, Principal Transportation Planner, at (775) 589-5204 or mglickert@trpa.gov.

Attachment:
A. 2020 RTP/SCS Comment Summary Matrix

AGENDA ITEM: VII.A.

| Draft 2020 Regional Transportation Plan Public Comment Record | | | | | |
|---|---|---|---|---|---|
| **Number** | **Name** | **Organization Type** | **Date Received** | **Summary of Comment** | **Date of Response** |
| 1 | Jacquie Chandler | Sustainable Tahoe | 3/11/2020 | Webinar - 1000% support TRANSIT | 3/17/2020 |
| 2 | Dale Roberts | Resident | 9/14/2020 | more transit - Meyers via Pioneer Trail | 9/21/2020 |
| 3 | Gary Himes | Resident | 9/15/2020 | more transit - to Carson City | 9/21/2020 |
| 4 | Eric C Paine | Resident | 9/14/2020 | more transit - Meyers before 2036 | 9/18/2020 |
| 5 | Carole Black | Resident | 10/25/2020 | Include short term rental data and trends, address impacts of day trippers, only include project specificity if a comprehensive review and process is complete, Evacuation plan needed; apposed Incline mobility hub as TTD proposed | 10/14/2020 |
| 6 | Ed Hancock | Resident | 9/11/2020 | Meyers hub and transit needed | 9/11/2020 |
| 7 | TTD Hearing Comments | Various | | | |
| 8 | Pete Todoroff | Resident | 9/11/2020 | Evacuation plan needed | 9/11/2020 |
| 9 | Andy Chapman | Incline Village/Crystal Bay Visitor's Bureau | 10/21/2020 | Questions about prioritizing Tahoe Trail segment between Kings Beach and Incline Village through Crystal Bay | 10/21/2020 |
| 10 | Jack Hubbard | Resident | 10/19/2020 | opposed Incline mobility hub as proposed by TTD | 10/19/2020 |
| 11 | Niobe Burden | Resident | 10/21/2020 | supports charging at recreation sites, paid parking and reservation systems | 10/21/2020 |
| 12 | Ronda Tycer | Resident | 10/9/2020 | opposed Incline mobility hub as proposed by TTD | 10/9/2020 |
| 13 | Chris McNamara | Resident | 9/12/2020 | supports increasing bike and walk trips | 9/12/2020 |
| 14 | Kathie Julian | Resident | 10/12/2020 | opposed Incline mobility hub as proposed by TTD; work force housing needed there | 10/21/2020 |
| 15 | Jennifer Quashnick | Friends of West Shore | 10/21/2020 | RTP doesn't meet VMT capacity standard; doesn't adequately address visitor traffic (day use); fails to ID adequate funding; Checklist fails to incorporate new significant information | 10/21/2020 |
| 15a | | Friends of West Shore | 10/21/2020 | concerned with elimination of absolute VMT standard | |
| 15b | | Friends of West Shore | 10/21/2020 | IS/IEC is unclear regarding VMT impacts | |
| 15c | | Friends of West Shore | 10/21/2020 | Day visitor VMT is underestimated and no adequate mitigation provided to address this | |
| 15d | | Friends of West Shore | 10/21/2020 | Support GHG metric but this does not replace capacity based standard | |
| 15e | | Friends of West Shore | 10/21/2020 | Uncapped VMT affects water quality, noise, and public safety | |
| 15f | | Friends of West Shore | 10/21/2020 | RTP funding is inadequate | |
| 15g | | Friends of West Shore | 10/21/2020 | residents should not bare cost of visitor induced impacts | |
| 15h | | Friends of West Shore | 10/21/2020 | IEC fails to consider new relevant info re: climate change, visitation, gps app based travel, increased demand for recreation, short term rentals. Should not rely on previous analysis. | |
| 15i | | Friends of West Shore | 10/21/2020 | Peak congestion should be used instead of averages | |
| 16 | Jay Buelton | Resident | 10/12/2020 | supports Incline mobility hub as proposed by TTD | 10/21/2020 |
| 17 | Doug Flaherty | Resident | 10/12/2020 | opposed Incline mobility hub as proposed by TTD; work force housing needed there | 10/21/2020 |
| 18 | Karen Johnson | Resident | 10/15/2020 | opposed Incline mobility hub as proposed by TTD | 10/15/2020 |
| 19 | Patricia Moser Morris | Resident | 10/12/2020 | opposed Incline mobility hub as proposed by TTD | 10/12/2020 |
| 20 | Carina Cutler | Resident | 10/15/2020 | supports water transit sooner, supports toll stations, prioritize safety | 10/15/2020 |
| 21 | Emily Setzer | Resident | 10/15/2020 | Kings Beach Brockway Trail to be built by 2025; North Tahoe Regional Trail pushed up to be built by 2035 | 10/15/2020 |
| 22 | Tobi Tyler | Resident | 10/23/2020 | concerned about development increases conflicting with transportation challenges | 10/15/2020 |
| 23 | Sarah Miller | Resident | 10/19/2020 | opposed to: charging resident fees, new parking lots along shoreline for tourists, Incline mobility hub | 10/23/2020 |
| 24 | Ian Gover | Resident | 10/20/2020 | favors trail connections and bike paths, more crossings on SR28 near Cedar Flats are needed | 10/22/2020 |
| 25 | Kathryn Kelly | Resident | 10/20/2020 | Supports: free and frequent transit, ferry, bikeshare, trail connections, Incline hub as proposed by TTD, charging fees at rec sites and for cars entering the region | 10/22/2020 |
| 26 | Teri Thuma | Resident | 10/21/2020 | evacuation plan needed w/ associated corridor parking management; programs needed for responsible tourism | 10/22/2020 |
| 27 | Jerry Winters | Resident | 10/22/2020 | concerned with VMT standard and proposed change; RTP does not adequately address visitors and day use (FOWS Form letter) | 10/22/2020 |
| 28 | Alex Padilla | Caltrans | 10/22/2020 | Make sure performance measures section references MPO requirements (23 CFR Parts 450 and 771 and 49 CFR Part 613). Needs a system performance report evaluating performance targets | 10/22/2020 |
| 28a | | Caltrans | | Include description of TRPA coordination efforts with Caltrans and NDOT in Chapter 5 | |
| 28b | | Caltrans | | Include summary of requirements for PM1, PM2, and PM3 - Look at Amendment 1 to Caltrans/NDOT/TRPA MOU. Include descriptions and explanation of all 18 of the PMs listed in the MOU | |
| 28c | | Caltrans | | Need discussion on how TRPA will plan and program projects to achieve CA performance targets. Should be done for each PM | |
| 28d | | Caltrans | | Need discussion on Transit Asset Management in Chapter 5. TRPA TAM requirements, local/state targets for TAM, discussion on how TRPA incorporates TAM into planning | |
| 28e | | Caltrans | | Chapter 5 needs section summarizing PTASP PM requirements including timeline, links to investment priorities, etc. | |
| 28f | | Caltrans | | Clarify **new** local/regional funding sources in financial section and how they are reasonably foreseeable | |

| Draft 2020 Regional Transportation Plan Public Comment Record | | | | | |
|---|---|---|---|---|---|
| **Number** | **Name** | **Organization Type** | **Date Received** | **Summary of Comment** | **Date of Response** |
| 28g | | Caltrans | | Need more clarity on what the regional revenue source will be - One Tahoe or something else (i.e. user fee, basin entry fee, etc.). Also concerned these are listed as "constrained" | |
| 28h | | Caltrans | | List which projects are "regionally significant" based on p. 136 in Regional Transportation Plan guidelines | |
| 28i | | Caltrans | | Explain how federal land management agencies participated in development of RTP | |
| 28j | | Caltrans | | Checklist should be updated to capture full discussion on highways and interregional connectivity | |
| 28k | | Caltrans | | Add RTP checklist as new appendix J in RTP. Appendix I should also be included in RTP checklist | |
| 28l | | Caltrans | | Cite new CA Freight Mobility Plan on page 194 | |
| 28m | | Caltrans | | Provide model files to Caltrans for review | |
| 28n | | Caltrans | | Double check page numbers on RTP w/ and w/o appendices to make sure they match | |
| 28o | | Caltrans | | Add list of Caltrans projects to the project list (US 50 safety project, SR89/Fanny Bridge, SR 28 RSA at Grove Street, SR28 Gateway to Kings Beach) | |
| 29 | Alex Padilla | Caltrans | 10/22/2020 | Add US 50 and Fanny Bridge projects to list and financial plan appendices | 10/22/2020 |
| 30 | Lori Cress | Resident | 10/23/2020 | concerned with VMT standard and proposed change; RTP does not adequately address visitors and day use (FOWS Form letter) | 10/22/2020 |
| 31 | Sue Gaskill | NV Dept. of Water Resources | 10/23/2020 | Comply with all NV water laws; water used for construction shall be provided by a utility or under permit | 10/23/2020 |
| 32 | Dana Schneider | Resident | 10/23/2020 | concerned with VMT standard and proposed change; RTP does not adequately address visitors and day use (FOWS Form letter) | 10/23/2020 |
| 33 | Ellie Waller | Resident | 10/23/2020 | Opposed to Elimination of VMT cap; plan gives up on controlling visitor traffic; need real solutions for parking and transit; outcomes and goals must be practical; day use analysis needed; carrying capacity is an issue; need to revisit RPU and correlation to Goals and Policies; recreation can be a double-edged sword | 10/23/2020 |
| 34 | Tom Mooers | Sierra Watch | 10/23/2020 | Adopt an RTP that complies with the absolute VMT standard | 10/23/2020 |
| 35 | Mark Costa | NDOT | 10/23/2020 | Specific comments on NV projects and revenue assumptions. Asking for clarification on certain goals, policies, projects, and funding assumptions. | 10/23/2020 |
| 36 | Nicole Rinke | Cal AG | 10/23/2020 | AG claims the RTP has separated VMT generated by visitor/population growth | Several Mtgs |
| 36a | | Cal AG | 10/24/2020 | the RTP/SCS does not meet or achieve TRPA's existing environmental threshold for VMT | |
| 36b | | Cal AG | 10/25/2020 | IS/IEC does not appropriately analyze the RTP/SCS's VMT impacts | |
| 36c | | Cal AG | 10/26/2020 | IS/IEC inappropriately tiers off of the 2012 RTP/SCS Regional Plan Update EIR/EIS | |
| 36d | | Cal AG | 10/27/2020 | IS/IEC fails to conclude that VMT is a significant impact that requires mitigation | |
| 36e | | Cal AG | 10/28/2020 | IS/IEC fails to substantiate the RTP/SCS's compliance with CARB's required GHG reductions | |
| 36f | | Cal AG | 10/29/2020 | IS/IEC's VMT analysis relies on reductions calculated through the Trip Reduction Impact Analysis (TRIA) tool,3 but these reductions are not adequately explained, quantified, or substantiated. | |
| 37 | Steve Teshera | Tahoe Chamber | 10/23/2020 | Recognize substantial funding shortfall and need for regional revenue work plan. Would like to see transit improvements accelerated beyond incremental timeline outlined in RTP. Need clarity on travel behavior and a call out on day-visitors. | 10/23/2020 & 2/21/21 |
| 38 | Kelly Beede | Town of Truckee | 10/23/2020 | transit distinction between Truckee and Tart, clarification on mobility hubs and intercept lots, clarification on 267/28 managed lane project | 10/23/2020 |
| 39 | Doug & Valerie Welch | Resident | 10/23/2020 | concerned w/VMT standard and day visitor impacts | 10/23/2020 |
| 40 | Mimi Morris | Resident | 10/23/2020 | VMT Standard (FOWS Form Letter) | 10/26/2020 |
| 41 | Ron Grassi | Resident | 10/24/2020 | VMT Standard | 10/26/2020 |
| 42 | Gavin Feiger | Bicycle Coalition | 10/25/2020 | Add Caltrans SHOPP project 4210 to project list (https://www.laketahoeinfo.org/Project/Detail/4210) | 10/21/2020 |
| 42a | | Bicycle Coalition | 10/25/2020 | Enhance discussion on SRTS projects and planning. Need more focus on this beyond South Shore | |
| 42b | | Bicycle Coalition | 10/25/2020 | Would like to see more bicycle and pedestrian counters proposed for pre and post project monitoring | |
| 43 | Gavin Feiger | League to Save Lake Tahoe | 10/25/2020 | Constrained vs Unconstrained project lists hard to follow in RTP App. B | Several Mtgs |
| 43a | | League to Save Lake Tahoe | 10/25/2020 | would like to see schedule, work plan, and progress reports for Commute Tahoe | |
| 43b | | League to Save Lake Tahoe | 10/25/2020 | Would like to see specific parking management strategies, including code changes for parking maximums | |
| 43c | | League to Save Lake Tahoe | 10/25/2020 | Plan should contain flexibility/adaptive management to prioritize transit projects based on performance based measures using TDA authority | |
| 43d | | League to Save Lake Tahoe | 10/25/2020 | micro-transit should be priority. Recommends Camp Rich/Emerald Bay pilot be implemented as part of SR 89 or stand alone project as it is not in the RTP | |

| Draft 2020 Regional Transportation Plan Public Comment Record | | | | | |
|---|---|---|---|---|---|
| **Number** | **Name** | **Organization Type** | **Date Received** | **Summary of Comment** | **Date of Response** |
| 43e | | League to Save Lake Tahoe | 10/25/2020 | Wants to add project to move bus stop near new housing project-Sugar Pine Village in CSLT | |
| 43f | | League to Save Lake Tahoe | 10/25/2020 | TRPA should play regional role to promote implementation of trails projects | |
| 43g | | League to Save Lake Tahoe | 10/25/2020 | TRPA should play lead role and prioritize developing technology such as trip planning tools | |
| 43h | | League to Save Lake Tahoe | 10/25/2020 | smaller mobility hubs may be better approach to ensure implementation and funding | |
| 43i | | League to Save Lake Tahoe | 10/25/2020 | strongly support community priority zones concept. Would like to see how unmet transit needs are reflected and overlap with town centers. Update maps to show community priority zones more closely | |
| 43j | | League to Save Lake Tahoe | 10/25/2020 | Wants clarification on funding sources (local, regional); prioritize unconstrained projects based on VMT cost-effectiveness and mode share goals; include flexibility on phasing/timing based on performance measures | |
| 43k | | League to Save Lake Tahoe | 10/25/2020 | focus fundraising to address $3M deficit for active transportation projects | |
| 43l | | League to Save Lake Tahoe | 10/25/2020 | clarify farebox revenue is from ferries and regional transit, not in Basin transit | |
| 43m | | League to Save Lake Tahoe | 10/25/2020 | clarify revenue generated from rental car mitigation fee and if fees are collected from rideshare services | |
| 43n | | League to Save Lake Tahoe | 10/25/2020 | clarify TIP update schedule and how it incorporates bi-state consultation or other priorities | |
| 43o | | League to Save Lake Tahoe | 10/25/2020 | TRPA should enhance monitoring protocols (provides specific suggestions) | |
| 43p | | League to Save Lake Tahoe | 10/25/2020 | League wants to be involved in developing schedule and integrating performance measures for tracking VMT generation by user type | |
| 43q | | League to Save Lake Tahoe | 10/25/2020 | Would like to see more of App. D recommendations in plan | |
| 43r | | League to Save Lake Tahoe | 10/25/2020 | Emphasize environmental justice more in plan. Supportive of adopting definition for DAC specific to Tahoe | |
| 43s | | League to Save Lake Tahoe | 10/25/2020 | Stateline Community Priority Zone missing from Table 23 | |
| 43t | | League to Save Lake Tahoe | 10/25/2020 | Clarify how TRIA RTP trip rates compare to Placer County and interim project level guidance | |
| 43u | | League to Save Lake Tahoe | 10/25/2020 | Clarify TRIA GHG benefits, how intercept lots/parking mgmt. applies; conduct sensitivity analysis | |
| 43v | IS/IEC Comments | League to Save Lake Tahoe | 10/25/2020 | Need to acknowledge if degree of water quality benefits will be reduced due to road maintenance being deferred in 2020 plan vs 2017. Additional mitigation may be required | |
| 43w | | League to Save Lake Tahoe | 10/25/2020 | Impacts of displacement of housing units from US 50 project should be disclosed | |
| 43x | | League to Save Lake Tahoe | 10/25/2020 | Additional mitigation needed to offset VMT impacts | |
| 43y | | League to Save Lake Tahoe | 10/25/2020 | VMT threshold is pre-determined and has not been adequately vetted | |
| 43z | | League to Save Lake Tahoe | 10/25/2020 | Concerned that allocations are not withheld when VMT exceeded - propose early triggers and gradual responses | |
| 44 | Sierra Club | Organization | 10/25/2020 | VMT Standard; Support GHG standard only if doesn't increase VMT; support AG & FOWS position | 10/26/2020 |
| 45 | Christine Maley-Grubl | Truckee North Tahoe Transportation Management Association (TNT/TMA) | 10/26/2020 | Supports regional revenue momentum, including One Tahoe for funding shortfall and inclusion of Truckee and out of basin ski resorts; suggestion to use resident, commuter and visitor for user groups; need more intercity transit improvements; supports one-stop communication tool; emphasized importance of collaboration with Placer Co., Town of Truckee, Placer Co. Transportation Planning Agency and Nevada Co. Transportation Commission | 10/26/2020 |
| 46 | Julie Hutchinson | Resident | 10/25/2020 | VMT threshold standard should not be based on per capita | 10/26/2020 |
| 47 | Steve Teshera | Fire Chiefs | 10/26/2020 | Emergency Evacuation enhanced in RTP and future | 2/26/2021 |
| 48 | Stephanie Holloway | Placer PW | 10/24/2020 | Update mobility hub map, regional transit service, add parking management to map @ Kings Beach and Tahoe City; updates needed to project list | 10/15/2020 |
| 49 | Ann Nichols | North Tahoe Preservation Alliance | 10/24/2020 | concerned with new funding proposal that includes "one Tahoe" and connections with "2020 Prosperity Center Report" tax increases; ineffectively addresses visitor travel and day only users; safety concerns with unrestricted VMT; | 10/28/2020 |
| 50 | Layne McAvoy | Resident | 10/25/2020 | opposed to Incline bus hub as proposed by TTD; make better plans for the old elementary school than a bus hub | 10/28/2020 |
| 51 | Carl Hasty | Tahoe Transportation District | 10/28/2020 | Policies need to include importance of technology to emergency management; suggests prioritizing policies and developing crosswalk that connects projects to policies | Several Mtgs |
| 51a | | Tahoe Transportation District | 10/28/2020 | project list missing TTD technology projects, specifically broadband and emergency management/evacuation projects | |
| 51b | | Tahoe Transportation District | 10/28/2020 | Technology needs to reflect TTD goals and projects | |
| 51c | | Tahoe Transportation District | 10/28/2020 | RTP should include entirety of Long Range Transit Master Plan to achieve transit goals | |
| 51d | | Tahoe Transportation District | 10/28/2020 | Need better explanation of Microtransit services - how will they be funded so that they are free? What are performance measures for Microtransit? How can TRPA encourage private investment in transportation? | |
| 51e | | Tahoe Transportation District | 10/28/2020 | Crosslake ferry should be public/private partnership - could not operate with private funding alone | |

| Draft 2020 Regional Transportation Plan Public Comment Record | | | | | |
|---|---|---|---|---|---|
| **Number** | **Name** | **Organization Type** | **Date Received** | **Summary of Comment** | **Date of Response** |
| 51f | | Tahoe Transportation District | 10/28/2020 | Enhance discussion on transit capital investments. Need to build transit capital before increasing transit service | |
| 51g | | Tahoe Transportation District | 10/28/2020 | Correct US 50 SSCRP cost from $100 million to $156 million | |
| 51h | | Tahoe Transportation District | 10/28/2020 | Want regional revenue included in first five years of plan | |
| 51i | | Tahoe Transportation District | 10/28/2020 | Want clear association of fund source to specific projects and services. Need more robust discussion on required match funds for discretionary sources | |
| 51j | | Tahoe Transportation District | 10/28/2020 | Enhance explanation of farebox revenue - distinguish free local services from regional services that will collect fares | |
| 51k | | Tahoe Transportation District | 10/28/2020 | Enhance revenue section: explain assumptions on expected discretionary sources (Nevada, FLAP, USFS, BUILD, ARB, CA Energy Commission). Discuss these assumptions more broadly with TTIC partners | |
| 51l | | Tahoe Transportation District | 10/28/2020 | Environmental Justice appendix: include Tahoe Verde stops, clarify driving limits due to age | |
| 51m | | Tahoe Transportation District | 10/28/2020 | Reconcile shifts in Everyday, Discover, Visit Tahoe trips from 2017 plan to 2020 plan (discuss updated data source, refined/more accurate data) | |
| 51n | | Tahoe Transportation District | 10/28/2020 | Want explanation of population growth assumptions as they do not link up with AirSage assumptions on growth | |
| 51o | | Tahoe Transportation District | 10/28/2020 | Provide clear link between goals and objectives in RTP with VMT threshold update. Concerned the VMT mitigation for SB375 and SB743 will not capture visitor impacts. Also concerned that VMT update is focused on new development, rather than redevelopment. Suggests developing VMT fee structure and data system through Smart Cities approach | |
| 51p | | Tahoe Transportation District | 10/28/2020 | Expand congestion management section to reflect shrinking shoulder system and typical seasonal congestion in winter and summer | |
| 51q | | Tahoe Transportation District | 10/28/2020 | Suggest future RTP development include chapter review by TTIC partners prior to public release of draft | |
| 52 | Joe Shaefer | Resident | 10/25/2020 | opposed to bus hub as proposed by TTD | 10/28/2020 |
| 53 | Denise Davis | Resident | 10/25/2020 | Get the visitor authorities involved to help promote transportation options; important that buses are frequent and reliable, wont' work otherwise; commuters from Reno/Carson need transit options; evacuation concerns; opposed Incline mobility hub as proposed by TTD | 2/5/2020 |
| 54 | Jon Davidson | Resident | 10/25/2020 | opposed to bus hub as proposed by TTD; including using the site for Sr28 Corridor staging | 10/28/2020 |
| 55 | Indra S. Winquest | IVGID GM | 10/25/2020 | opposed to transit ferry stop in Incline | 10/28/2020 |
| 56 | Michele Koch | Resident | | opposed to bus hub as proposed by TTD | 10/26/2020 |

## Kira Smith

**From:** Devin Middlebrook
**Sent:** Tuesday, March 17, 2020 10:59 AM
**To:** Kira Smith; Michelle Glickert
**Subject:** FW: SR-89 April 2 Webinar RSVP

Transit comment for RTP

Devin Middlebrook
Sustainability Program Manager
Long Range and Transportation Planning
775-589-5230
dmiddlebrook@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org

trpa.org|facebook|twitter |instagram

Take care

takecaretahoe.org

**From:** jacquie chandler <sustaintahoe@gmail.com>
**Sent:** Wednesday, March 11, 2020 12:04 PM
**To:** Devin Middlebrook <dmiddlebrook@trpa.org>
**Subject:** SR-89 April 2 Webinar RSVP

hey Devin,
I would like to RSVP for Digital Webinar and also apologize for my response at the IV Friday Community meeting.

I think you know my support for transit is 1000%. Just have *meeting fatigue* from going over the *same issues for 20 years* with minimal results, esp given the clarity of the lake.

*of the few I attended in reverence:*
Incline Village Vision
TRPA Pathways 2007
2010 Prosperity Plan

... consensus was always 100% for: "***Free Frequent and Fun Chicken train buses"*** (public words) Transit, paid for by not only Property, Business tax, but also the Tourism industry driving the people into the basin, without taking responsibility for the cost of that 30M annual visitor carbon footprint!

And what happened to the $7M in funding for a Solar Ferry ($8M with interest)? Ask Hasty, as it seemed to go to studying the ability to park and dock, vs just buy 1 or 2 ferries that *land in sand*.

OK, so ***it is surely beyond obvious that transit is #1 key for increasing clarity*** and now that buses are FREE, we only have a few route gaps to fill:
1. Sand Harbor to Chimney beach and Kingsbury Transit Center
2. SLT to Homewood (bring Trolley back)

3. Frequency: 10 to 15 min stops for transit circling the Lake

Ridership increases? responsibility of tourism industry to promote.
basically...
Step 1. Circle the Lake
Step 2. Rec Transit that carries bikes, SUP, strollers, etc
Step 3. Water transit connected to road transit

Since public feedback has supported, blessed and requested this since before 2000, what could possibly be missing except Political Will?

Please use the funds you have for more public meetings to fund the Sand Harbor to Stateline/Kingsbury Transit Center route before summer, as that would do so much to alleviate what is coming, (if we survive the Pandemic)

*with gratitude,*
*Jacquie*

Jacquie Chandler
Executive Director
Sustainable Tahoe

PO 3206, Incline Village, NV 89450
775 413-9211
www.sustaintahoe.org

…***Walk Softly...Respect Wildlife...Share Gratitude***

## Michelle Glickert

**From:** Dale Roberts <worldcycle@yahoo.com>
**Sent:** Monday, September 14, 2020 11:21 AM
**To:** Michelle Glickert
**Subject:** TRPA Transportation Master Plan

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Hi, a comment on the plan. There is a glaring lack of transportation along Pioneer Trail to Meyers and the North Upper Truckee area. For the life of me I cannot figure out why. People live there, people have VHR's there not affected by city rules (county). They also complete a natural ready made transit loop which would put more people within a 1/4 mile walking access area of a transit stop. Think about it. Stateline to Meyers via Pioneer Trail. Meyers to the "Y" via North Upper Truckee. The "Y" to Stateline via Highway 50. Buses run both directions. More access from Ski Run, Al Tahoe and Black Bart along Pioneer. There is very little residential other than Elks Club on Highway 50. Seems to me you are neglecting what could be a very efficient use of existing roadways to service the entire South Tahoe, Meyers and Stateline area.

Thanks
Dale Roberts

## Kira Smith

**From:** Gary Himes <himesgary@yahoo.com>
**Sent:** Tuesday, September 15, 2020 5:44 AM
**To:** Michelle Glickert
**Subject:** busses

**Follow Up Flag:** FollowUp
**Flag Status:** Flagged

I used to ride from carson city to Stateline/Southlake Tahoe but, it was discontinued for a lack of funds... now, I would like to see it re-started once again- there are quite a number of people who use the bus and who either live there or work there. I, for one, used the bus to conduct business in both Stateline and Southlake and have not been able to do so since it was discontinued...there are a number of residents who live in Carson City and work in one of the two cities and vice-versa.

Please consider re-establishing a bus system between the above mentioned towns. Thank you.

## Kira Smith

**From:** Michelle Glickert
**Sent:** Friday, September 18, 2020 4:06 PM
**To:** Eric C Paine
**Subject:** RE: Transit Plan

Thank you Eric for the comment. It is identified to start in 2036 although I know that feels just as far away as 2045. The thing about the project list is that if funds and desire come sooner, the project can certainly move ahead. The identification of the project in the RTP makes it eligible for funding. I am going to forward your comment, if this is o.k. with you, to the Tahoe Transportation District. They are likely going to be updating their short range transit plan soon so this feedback is just what they need.

Thank you again,
Michelle
p.s. love your tag line.

-----Original Message-----
From: Eric C Paine <epaine72@yahoo.com>
Sent: Monday, September 14, 2020 10:15 AM
To: Michelle Glickert <mglickert@trpa.org>
Subject: Transit Plan

Good Morning,

Is there any way for Meyers community to get busing into City of South Lake and Stateline immediately? Wait for a plan for 2045 completion is crazy. We have young men and women eager to enter the work force that are paying as much as $40 each time they Uber home on the weekend evenings. Let's start with transit from Meyers ASAP!

Thank you,

Eric C Paine
You must be the change you wish to see in the world.

Written Public Comment TRPA Governing Board 9/30/2020 Agenda Item # VII B, VIII A
Cc: TRPA: Joanne Marchetta, GB Chair, Co-chair; WC Commissioners, Eric Brown

My comments below are focused on Incline Village/Washoe County Tahoe Area. TRPA addresses a broader geography, yet there may be comparable questions and concerns elsewhere. I recently read a scary article about a near miss escape from wildfire in a vacation community in Oregon where residents and firefighters trapped by a rapidly advancing wildfire near a reservoir mounted what was called a "last stand, hoping for a miracle".* It is a smaller lake than Tahoe. But, the evacuating crowd with roads blocked was also much smaller than we could see with our limited escape roads. I thus plead with you to:

**1. Address/limit total area occupancy during busy seasons as you develop TRPA/TTD's Transportation proposals & consider revised WC proposed STR Regs & Tahoe Area Plan**. Even ignoring direct STR safety risks and neighborhood compatibility concerns (fires on decks, hot tubs over-heating, noise, trash, etc.), STRs contribute to a significant seasonal occupancy increase in IV. Evacuation capacity was viewed as marginal several years ago & the situation is not likely to have improved. Tax revenue is nice & I think you all may be lobbied by realtors, property managers, etc. with rationales I suspect mostly related to revenue. (Interestingly IV business owners that I have spoken to or heard second hand about haven't been as supportive.) Nonetheless, public safety has a value, & the current situation potentially places residents/visitors & thus WC & TRPA at increased risk.

**2. Sponsor comprehensive tourism management regulations in addition to added STR Neighborhood Compatibility regs to limit adverse area occupancy impacts.** IV's adverse parking/traffic situation has multiplied with day visit influx for SLTT/Sand Harbor creating more risk. Despite efforts, failure to successfully manage traffic/parking on Rte 28 & nearby IV has worsened an already difficult situation. TRPA/TTD have some proposals but as best I can tell, like some of the recent adverse collateral experience along Rte 28, they may not be not founded on comprehensive scenario planning which is essential to developing successful plans for complex problems. The proposed 2020 Transportation Plan appears based on assumptions which I believe may underestimate the current actual traffic volumes/issues & thus may not reliably deliver air quality or public safety results. I have listed some examples of data questions in the addendum below. Also wondering about the recently news article re potential TRPA vehicle fees which failed to address multiple components – for example, were the reported fee plan to be enacted as described, where would occasional owner visitor vehicle or more critically the STR vehicle avalanche fit in the fee mix? Will the proposal sufficiently and effectively impact the current situation?

Personally, I have spent >1 hr to go 3 mi. Kings Beach to IV. Others report similarly in feedback to WC recently re the STR Ordinance draft. **If a major wildfire erupts with urgent evacuation requirement, what is the potential public safety impact?** Please help your constituents & the tourism industry (which also won't benefit from a catastrophe) with responsible, data-based regs to manage area occupancy & tourists/vehicles to safe overall levels & safe performance attributes for everyone's benefit.

**3. Get Public Input to proposals** in open presentation/discussion meetings before formal hearings. Input was obtained earlier and the plan development process has been extensive, but no open public discussion of the several current massive proposals has occurred via TRPA or WC. Interestingly the focused WC zoning changes for Emergency Communication Tower siting in remote areas and for abutting Industrial/Residential uses have had more public discussion than the sweeping implications of the massive zoning change embedded in the proposed STR regs or the substantive, potentially adverse IV impacts of proposed TRPA/TTD Transportation plans, particularly the apparently envisioned substantive IV "Mobility Hub." Consider an evacuation situation – urgent exit required from Sand Harbor/ELTT area >> traffic jam of vehicles leaving those parking lots and nearby on street parking, plus bus loads of people to be moved to many, many vehicles parked at a transportation bus hub in IV with connecting buses incoming … that plus residents, folks at local beaches all trying to leave on a very few roads …!!!

Please provide comprehensive constituent input discussion opportunities. Perhaps we are misunderstanding the data/planning models or the recommendations? Current proposals appear based on potentially incomplete data/possibly insufficient assessment of current reality thus potentially leading to problematic conclusions. Good faith next steps should include public information sessions at both TRPA and Washoe County:

- TRPA should provide an education session on the Transportation data models, threshold estimates and evacuation plan impacts followed by presentation/open discussion of the Transportation plan with adjustment for any needed data updates/community input;
and
- WC should offer information/open discussion sessions re the updated STR ordinance and Zoning elements as well as the proposed Tahoe Area Plan which will also impact area occupancy.

Thank you, Carole Black, MD (retired), Incline Village resident

* https://www.nytimes.com/2020/09/17/us/fires-oregon-detroit.html?campaign_id=9&emc=edit_nn_20200917&instance_id=22266&nl=the-morning&regi_id=138285706&section_index=2&section_name=three_more_big_stories&segment_id=38344&te=1&user_id=f7ff7e3cf7124e0bca531ed98ff5904e

## Addendum: Sample TRPA Data/Assumption Questions

I. **The Transportation Volume Measurement model** aims to understand travel behavior patterns. This is a terrific concept and a foundation essential to future model development. There are, however some important questions:

**A. "Everyday Travel"** - this section appears designed to capture and address travel volumes related to commutes and trips for errands, groceries, entertainment, etc and focuses on residents. It appears to rely on Population estimates based on census alone and focuses on local in area trips – mostly around town and allegedly mostly ≤2 miles.

What's missing? This element may (or may not?) omit visitor/tourist trips for groceries, gas, ATM, restaurants, shopping, visiting friends, a park, taking a sight-seeing drive, etc - i.e., any trip, and there are many, that isn't to/from home/work or considered elsewhere (e.g., to a designated recreation destination or to/from the Basin). This gap is particularly important with the recent locally documented significant increases in STRs/2019 STR occupancy! Interestingly the TRPA model, while including some factors related to STRs, does not seem to consider the significant increases that have been felt in Incline Village. Also where are trips by residents around/near the basin or Truckee for errands, shopping, medical/lab/pharmacy visits, etc captured?

And the plan? Unless I am misunderstanding the parameters of the planned "micro-transit" concept, the proposed program map in the report can't possibly be correct if there is any interest in decreasing auto trips in town. The majority of the town area isn't touched by other transit options and the transport service doesn't touch entrance areas to several major stores. For example, if I understand this correctly, as an elder resident needing groceries in winter from my condo using this program, I would need to drag a cart down a long driveway, across a busy road, and then up or down a hill on an often poorly plowed icy, but paved, path to a bus stop, ride for a short distance, then drag my cart up another hill, this time either along a road or through a busy parking lot to the grocery store. After shopping, I would then repeat this process in reverse with the added challenge of maneuvering a loaded, now heavy cart and needing to travel down the hill often on an icy surface to the bus. Somehow, this sounds like a hip fracture or worse waiting to happen. Were getting me and others like me to

forego this short two-way car trip to be a serious goal within the village what might be helpful would be frequent shuttles/micro-transit around town or, even better, sponsoring grocery delivery services!

Similarly, for most STR visitors/residents going to a playground or beach or library or hairdresser or post office or bank, this plan offers no service. There are also 2 "dead end" spurs which travel along residential streets, don't connect to any stores/businesses and ends in spots where there is no turnaround space for a bus – not clear what the plan for these is?? And the shading for ¼ mile to transit stops is pure fantasy at least currently; what's more, ¼ mile on icy paths/streets in winter is overly optimistic and potentially unsafe!

Further organizing bus stops to the ELTT terminus and/or Sand Harbor along Rt 28 in IV so far has seemed to encourage visitor parking at commercial areas and further preclude resident access.

**B. "Discover Tahoe"** - this section intends to capture trips by residents and visitors who are "making longer trips to recreation areas around the region." I am confused – how exactly were these trips counted? Were trips from IV residence/STR/Hotel/Motel/Timeshares to IV beach, golf, tennis, rec center, ELTT start or Diamond Peak parking counted? What about trips to the sledding areas in IV or along Mt Rose? What about a trip to an informal sledding or cross country skiing site along Rte 28 or Mt Rose Highway, etc, etc? How was IV winter ski shuttle addressed? Also in summer, if on the map from Kings beach to IV is red and from IV to rte 28 ELTT is red, yet the connecting IV segment is not, the IV beaches are private so where did the traffic go in the IV segment?

**C. "Visit Tahoe":** Linking Tahoe segment intends to capture volumes entering and leaving the Basin, residents and tourists. Yet, this appears to be incomplete data on which to base a plan. What are the actual numbers vs % ages? Where did visitors go by arrival route? And how long were their Tahoe basin trips? Where else did they stop? And then there's those all important evacuation plan considerations???

**II. Examples of questions in other sections include:**

**A. Land Use and Transportation Connection:** Though the concept is mentioned, there is no adjustment that I can see for the use of residential properties as STRs, eroding actual residential availability. IV has >2000 STRs per an online website and about 7000 residences. If these properties are offered for rental an average of 50% of the year (and many are offered much more), then the equivalent of 1000/7000 residences evaporate as potentially available. Was this considered? The report mentions actual STR occupancy estimates (which seem low) but not offered for rental % ages – and on daysiswhen units are offered for rental, they cannot be available as residences.

The residential density map, while difficult to read is confusing. My condo building and adjacent building alone have a total of 6 units and I don't think occupy an acre yet this map appears yellow in that area possibly reflecting an incorrect density??

**B. Greenhouse Gas Emissions Planning Approach:**

> With growth capped and development metered in the Tahoe Region, population growth within the Region is not anticipated to significantly increase its portion of GHG emissions.

This statement seems incorrect – tourism impact on residential property occupancy ("population equivalent") is addressed particularly by STR growth which brings more vehicles and people to the area independent of "development growth caps/metered development" and the appendix includes some estimates of impacts. The

growth in tourism de facto adds significant population to the area – people and vehicles – adding to GHG emissions and other environmental pollution. In addition, the conclusions about actual pollutant data are confusing in that I have been unable to identify many permanent EPA certified sensors – where is the data obtained and how representative is it of "what actually is" around the lake?

I also question the VMT numbers reported in the plan document and have been unable to reconcile with the numbers in previous reports even considering methodology changes. Perhaps they, and the conclusions they drive, are all correct – however, this is another area where a data/methodology session to clarify tracking/results trajectory over time would be helpful. One very basic question: if VMT has increased from 1981, not great … but what has been the trajectory curve over the last 5 and 10 years? i.e., did it improve and then worsen, and if so, have all contributing factors been fully considered and addressed?? Another: Shuttling day visitors from Reno for ELTT/Sand Harbor starting at Mt Rose Ski Area would result in a 3-4 fold greater reduction in total vehicle miles traveled > lower emissions in the Basin in addition to reduced impact on IV & Rte 28 parking/ traffic! This concept is minimally considered with a bus service trial concept for Rte 431 but not at all that I see for Rte 50 access. And, though the concept of an intercept hub on Mt Rose is mentioned in one earlier TTD document, I have not seeing anything recently???

**C. Transportation Demand Management**

The whole concept of an apparently significant transportation hub for Incline Village is most worrisome. The area is already congested and doesn't have sites/access comparable to the areas used in SLT or Tahoe City for larger transport hubs. There appear to be off-Basin transportation Hubs planned for the Truckee and Meyers area presumably to potentially capture some arriving vehicles for off-Basin parking when destination parking capacity is full. Yet I don't see such arrangements on the east side of the lake for traffic coming over Mt Rose Highway, Rte 50 or Kingsbury Grade?? These routes account for a significant % of arrivals and likely contribute significantly to the current Rte 28 challenges. There is mention of a planned bus service from Reno but no details which could help. However, careful detailed planning with local off-Basin "intercept lots/options" also should be considered and robust community input obtained.

Discover Tahoe section omits some of the most useful options used elsewhere, e.g.: No entry to area when legal parking in Basin full for cars headed to popular recreation sites with requirement to pre-book off Basin parking and shuttle as the only entry option. Need officers to move offenders along and block entry to area and address illegal parking with tow, boot and/or huge fines. Need off basin parking option with shuttles for day visitors. For example, on busy days, once legal parking at bus hub is full, stop all cars entering IV at rotaries on Rte 431/28 and Rte 50/28 > if they are going to Sand Harbor or ELTT, no entry unless they can show pre- paid bus pass with allocated parking spot once the venue legal parking lots have filled. Otherwise direct to off basin option. Actively patrol Rte 28 and tow/boot any illegally parked cars.

A plan is also needed for IV resident parking overflow, resident visitors and transient renters - there is likely a need for designated overflow resident/resident visitors/renter parking (cars, trucks, RV's, boats, etc) in or near IV in order to eliminate illegal and sometimes dangerous parking – was this considered?

**D. Protecting Natural Resources**: description raises an interesting thought: Should we be considering IV permanent residents an endangered species? The section states:

> Protecting the environmental health of Lake Tahoe and the surrounding natural resources includes discouraging development in open space, flood zones, and natural habitats where rare, threatened, or endangered species live. This is a fundamental responsibility for TRPA and many of the Region's other public agencies.

**E. EIC:** Given that this is a multiple decade planning document, I was surprised with the report indicating that a simple checklist qualitative assessment was felt to be sufficient. Can we assume that there will be detailed environmental assessments of interventions as they are comprehensively planned, executed and monitored under the guidance of this broad planning document? Sadly the example which comes to mind for me is the lovely ELTT which I bicycled once when it first opened – truly beautiful …. However, the adverse impacts to date on the local community, the environment (including vehicle emissions and evacuation challenges) and unfortunately recently potentially on the visiting public during this admittedly unanticipated pandemic (with over-crowding, poor distancing/masking and some unsanitary situations) were not effectively anticipated and mitigated.

**Written Public Comment Draft TRPA Regional Transportation Plan (RTP)**
**Submitted 10/25/2020 to TRPA Administration/Governing Board via Michelle Glickert**

My comments below are focused on Incline Village/Washoe County Tahoe Area. TRPA addresses a broader geography, yet there may be comparable questions and concerns elsewhere. I have previously provided public comment related to the RTP document and programs it describes at August and September, 2020 TRPA Governing Board and in separate emails to Ms Glickert/staff during October, 2020. I have also appreciated the opportunity to discuss my questions and concerns wih Ms. Glickert and members of the involved TRPA staff team. In this process I have clarified several concerns and received answers to some specific questions.

From an over-arching perspective, my biggest concern regarding the Draft RTP is that, though I understand this is fundamentally a transportation plan, **I believe that there is a significant conceptual planning gap as follows:**
**Multiple inextricably interwoven elements impact transportation planning and associated environmental threats/mitigations including: Total Area Occupancy – Residents, Visitors, Vehicles – and Safe Area Capacity; Visitor types/ and their Usage & Travel Patterns; Parking, Traffic Patterns and Available/Projected Capacity; Transportation Options; and Evacuation Capability. And planning, including this Transportation Plan, must comprehensively consider and address the impacts, interactions and interfaces among these elements to deliver a sustainable, effective program.**

**At a minimum, the RTP document should recognize and mandate the need for comprehensive, integrated planning across all of the dimensions listed above.** However, unfortunately the current approaches to transportation planning, even in this extensive draft RTP, appear to share elements with the childhood arcade game of "whack-a-mole" - where as soon as one mole is put ("whacked") into place, another pops up. So, for example, the RTP is developed to comprehensively address transportation but the issues of what to do about parking (resident and visitors) related to transportation initiatives are not comprehensively considered. History has shown us that the result is predictable > often the vehicles simply "pop up" in new, unacceptable, and sometimes dangerous spots!

**In addition, the following list represents specific, substantive concerns which I also plead with you to address within the RTP and going forward as implementation proceeds:**

**1. Formally address total area occupancy with limitations during busy seasons to ensure community safety and as you develop/review detailed TRPA/TTD Transportation proposals & consider revised WC proposed STR Regs & Tahoe Area Plan**. I have previously submitted data showing significant growth in the Washoe County Tahoe Area area occupancy related to growth in Short Term Rental volumes over the time period from approximately 2012 though 2019. I have attached examples below along with a new graph adding Washoe County RSCVA Vacation Rental data from 2019 and 2020 ytd.

During the listed time period resident occupancy has apparently tracked as noted in the draft RTP plan based on best currently available (census) data. In addition, the RTP includes a somewhat bluntly projected "guess-timate" of STR impacts. However, dramatic STR number and usage increases seen in 2019 and apparently maintained in 2020 despite transient drop-offs in late spring re Covid have not been considered. In addition, how comprehensively the usage rise from 2012-2018 was assessed is unclear. **At a minimum, the RTP should acknowledge this data and trends and commit to frequent (every 1-2 years) measurement and reassessment of actual area occupancy estimates/impacts with adjustment as indicated of projections and interventions.**

Even ignoring direct STR safety risks and neighborhood compatibility concerns (fires on decks, hot tubs over-heating, noise, trash, etc.), **STRs contribute to a significant seasonal occupancy increase in IV with dramatic impacts on population safety from traffic congestion, illegal and dangerous parking, beach/waterfront**

**over-crowding and inadequate evacuation capability.** I understand that there has been some thinking that in years past (pre-2010), overall Tahoe area occupancy was actually higher than is seen currently – however, I also understand that the **tourist demographic historically was apparently much different than today with higher concentration of casino/gaming tourists compared with the more recent shift toward recreation venue users. The resulting usage shift between these two groupings ("gamers" vs. "recreators") has been palpably felt in day-to-day community life with different environmental/venue demands and stressors which should be explicitly considered in the RTP and future program developmen**t.

**2. Sponsor comprehensive tourism management regulations (in addition to added STR Neighborhood Compatibility regs) to limit adverse area occupancy impacts. This includes addressing not only impacts of overnight visitors but also "day trippers" from outside of the Basin and from around the lake to various "tourist hot spots."** In addition, as noted above, multiple dimensions must be considered and addressed simultaneously in order to achieve sustainable impacts – specifically in this case area occupancy, parking, traffic and transportation programs.

For example, Incline Village has inadequate local parking currently for resident/local business vehicles which clog local street-sides creating visibility, cross-walk safety and snow clearance challenges – this needs to be addressed before plans are made for how many/where added STR overnight and/or day visitor vehicles can be accommodated. STR visitors dramatically compound the parking situation which has been further multiplied in recent years with day visit influx for SLTT/Sand Harbor creating more risk. Even the well-intentioned Sand Harbor Express created issues with folks appearing to clog retail parking lots along Rte 28 to catch the buses. Despite efforts, failure to successfully manage traffic/parking on Rte 28 & nearby IV has worsened an already difficult situation. And there really is no clear plan for accompanying RVs, campers or boat, sea-doo, snowmobile trailers or business vehicles which need to be restricted throughout the village from on street parking and from all non-permitted, unsafe parking locations in residential areas.

I provided staff with an example of a comprehensive parking, traffic, transportation plan for a similarly located mountain/lake/tourist destination town Hallstatt, Austria (Addendum 2 below) which includes some added interesting concepts that could be extremely helpful if applied in Incline Village and possibly elsewhere in the Tahoe Basin.

**3. Do not assume as a "given' but rather formally review and address current TTD proposals: In particular, the current TTD proposal for a transport hub at the old Incline Village Elementary School property has not been openly processed; appears based on flawed assumptions and incomplete site assessment; is actively opposed by many Incline Village residents as inappropriate for the site; and is being considered by an agency whose staff apparently failed to meet previous commitments re site contamination mitigation and permitting for a prior temporary use.** (See Addendum 3 below)

**It is my understanding that the RTP took this proposal as a "given" and I respectfully submit that instead a comprehensive review and planning process is indicated** – including careful planning re overall traffic, parking and transit needs for the community/visitors fitting size and impact of solution/solutions to the local environment. I respectfully suggest that the proposed site might be better used for overflow resident and some STR parking with perhaps a small transfer hub elsewhere along Rte 28 for commuters to/from Incline Village and locals wishing to visit the ELTT or Sand Harbor. And the RTP process should also consider a variety of intercept/transit options for out of Incline Village arrivals from different directions including multiple parking/shuttle options located outside of the village.

**I am also wondering about the recently news article re potential TDD managed vehicle fees which failed to address multiple components.** For example, were the reported fee plan to be enacted as described, where would occasional owner visitor vehicles or more critically the STR vehicle avalanche fit in the fee mix? Will the proposal sufficiently and effectively impact the current situation or make it worse?

**4. Please actively coordinate RTP and Area Occupancy controls with Evacuation Planning for the area: If a major wildfire erupts with urgent evacuation requirement, what is the potential public safety impact?** Personally, I have spent >1 hr to go 3 mi. Kings Beach to IV. Others report similarly in feedback to WC recently re the STR Ordinance draft. Consider an evacuation situation – urgent exit required from Sand Harbor/ELTT area >> traffic jam of vehicles leaving those parking lots and nearby on street parking, plus bus loads of people to be moved to many, many vehicles parked at a transportation bus hub/other bus stops in Incline Village with connecting buses incoming …. And all this is occurring while residents, visitors in town, folks at local beaches are all trying to leave on a very few roads …!!!

Please help your constituents & the tourism industry (which also won't benefit from a catastrophe) with responsible, data-based regs to manage area occupancy & tourists/vehicles to safe overall levels & safe performance attributes for everyone's benefit. Evacuation capacity was viewed as marginal several years ago & the situation is not likely to have improved. Tax revenue is nice & I think there may be lobbying by realtors, property managers, etc. with rationales I suspect mostly related to revenue. (Interestingly IV business owners that I have spoken to or heard second hand about haven't been as supportive.) Nonetheless, public safety has a value, & the existing and projected situation potentially places residents/visitors & thus WC & TRPA at ever increasing risk.

**5. Get On-going Public Input to proposals in open presentation/discussion meetings before formal hearings.** The recent webinar was a start, initial input was obtained previously, and the plan development process has been extensive, but no extensive open public discussion of the several current massive proposals has occurred via TRPA or WC. Interestingly the focused WC zoning changes for Emergency Communication Tower siting in remote areas and for abutting Industrial/Residential uses have had more public discussion than the sweeping implications of the massive zoning change embedded in the proposed STR regs or the substantive, potentially adverse Incline Village impacts of proposed Transportation plans/programs, particularly the apparently envisioned substantive IV "hub."

**Please provide/facilitate/require at TRPA and of TRPA participating entities on-going comprehensive constituent input discussion opportunities.** Current proposals which appear based on "best available" but potentially incomplete data and/or possibly insufficient assessment of current reality can potentially lead to problematic conclusions. On-going updating and reassessment is indicated over time as data is refined, trends emerge and particularly as specific program proposals develop.

**6. Please review and consider the additional list of data concerns in Attachment 4 below including the specific concern that, for a 25 year planning document. a simple checklist environmental review with little actual listed data measurement seems completely inadequate.**

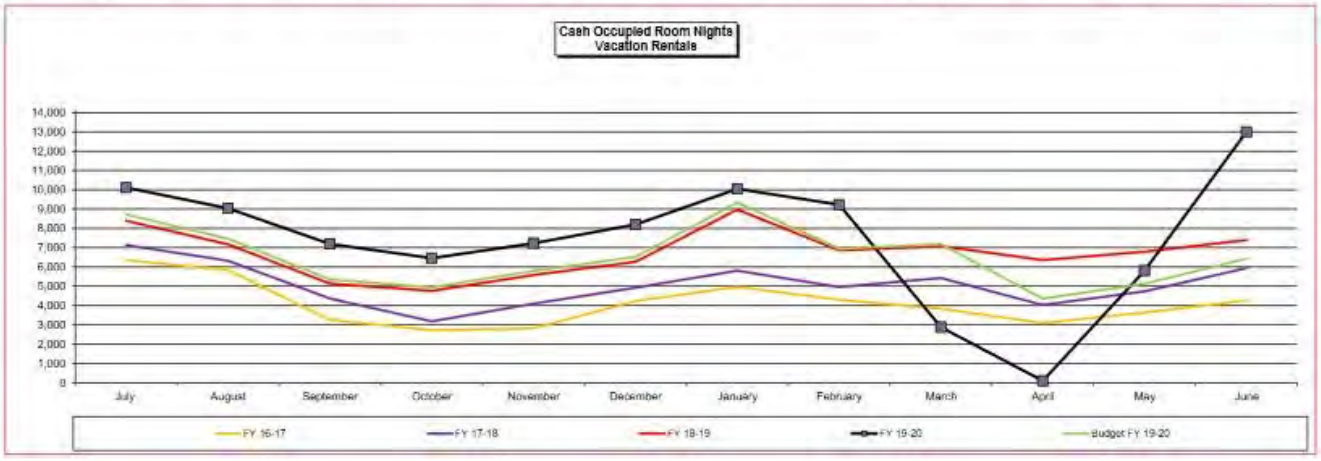
Thank you for your consideration, Carole Black, MD (retired), Incline Village resident

**Addendum 1: Examples of available occupancy data which apparently hasn't been comprehensively reflected in the RTP** *(Please note that, with the exception of item 1a, all of the examples in this section were also submitted separately to Ms. Glickert)***:**

**1a. Recent Washoe County RSCVA Vacation Rental Data:**
90% of Washoe county volume is Incline Village/Crystal Bay; see steady increase year over year and dramatic increases 2018 > 2019 and even 2019 >2020 (despite Covid impact) which is **not** included in RTP modeling.

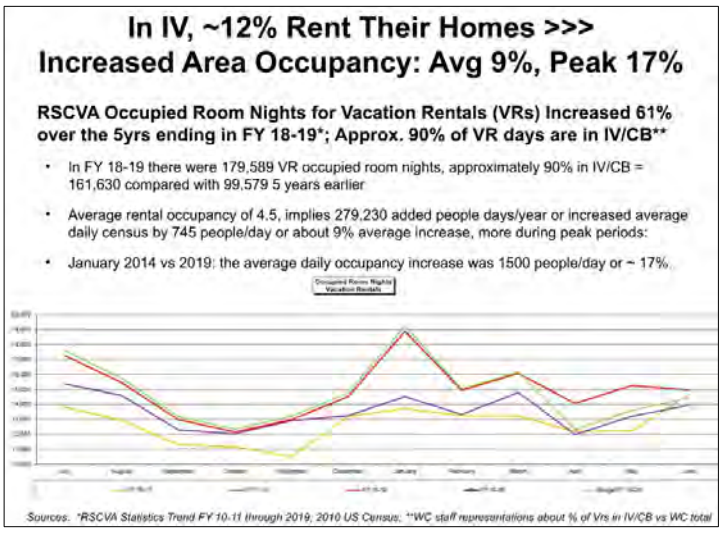
**Reno-Sparks Convention and Visitors Authority**
**Cash Occupied Rooms-Vacation Rentals**
**Trend**

| Month | Actual | | | | | | | Budget | Variance from Budget | | Variance from FY 18-19 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FY 13-14 | FY 14-15 | FY 15-16 | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 | FY 19-20 | Amount | % | Amount | % |
| July | 4,787 | 4,261 | 3,999 | 6,351 | 7,135 | 8,383 | 10,105 | 8,718 | 1,387 | 15.9% | 1,722 | 20.5% |
| August | 4,338 | 4,322 | 4,024 | 5,844 | 6,325 | 7,174 | 9,037 | 7,461 | 1,576 | 21.1% | 1,863 | 26.0% |
| September | 1,311 | 992 | 1,418 | 3,257 | 4,385 | 5,141 | 7,197 | 5,347 | 1,850 | 34.6% | 2,056 | 40.0% |
| October | 427 | 467 | 530 | 2,720 | 3,181 | 4,761 | 6,455 | 4,951 | 1,504 | 30.4% | 1,694 | 35.6% |
| November | 406 | 401 | 613 | 2,824 | 4,093 | 5,578 | 7,227 | 5,801 | 1,426 | 24.6% | 1,649 | 29.6% |
| December | 1,643 | 1,770 | 1,885 | 4,236 | 4,929 | 6,266 | 8,202 | 6,517 | 1,685 | 25.9% | 1,936 | 30.9% |
| January | 1,113 | 1,301 | 1,522 | 4,969 | 5,803 | 8,972 | 10,040 | 9,331 | 709 | 7.6% | 1,068 | 11.9% |
| February | 935 | 1,100 | 1,812 | 4,304 | 4,960 | 6,861 | 9,223 | 6,946 | 2,277 | 32.8% | 2,362 | 34.4% |
| March | 512 | 465 | 2,632 | 3,839 | 5,431 | 7,086 | 2,881 | 7,187 | (4,306) | -59.9% | (4,205) | -59.3% |
| April | 351 | 506 | 2,201 | 3,094 | 4,031 | 6,352 | 101 | 4,360 | (4,259) | -97.7% | (6,251) | -98.4% |
| May | 625 | 498 | 3,288 | 3,641 | 4,734 | 6,796 | 5,803 | 5,120 | 683 | 13.3% | (992) | -14.6% |
| June | 1,332 | 1,429 | 4,477 | 4,268 | 5,944 | 7,396 | 12,996 | 6,429 | 6,567 | 102.1% | 5,600 | 75.7% |
| Totals | 17,780 | 17,512 | 28,401 | 49,347 | 60,931 | 80,765 | 89,267 | 78,168 | 11,099 | 14.2% | 8,502 | 10.5% |




**1b. And Prior Incline Village STR Impact Estimates using RSCVA and IVGID data:**

**2012 – 2018 data:**

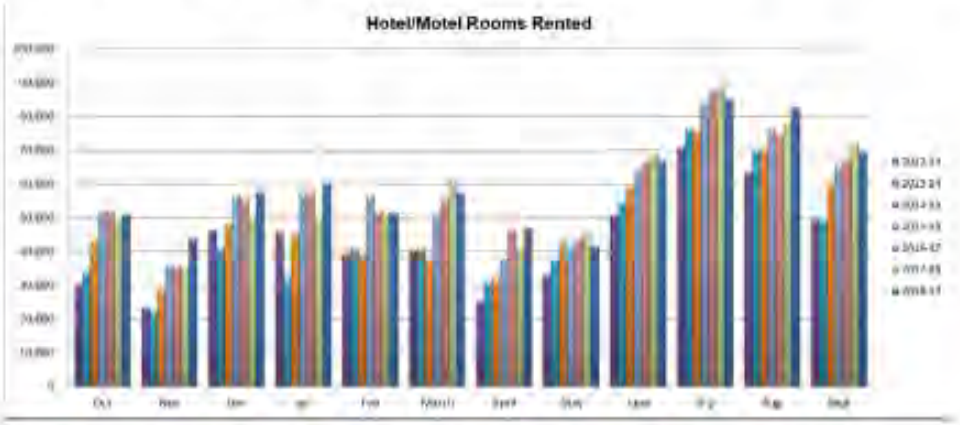



**Add in some early 2019 info:**

**1c: Analysis of some SLT data found on line:**

**Example 1: South Lake Tahoe** > Is the growth in Hotel Room Rentals included in 'Population" for Transportation Plan projections – e.g., VMT trips, evacuation? Impact of STR decrease from STR ordinance change has not yet been fully realized yet increases in rentals are significant and well above earlier Plan predictions – each rental includes several people, likely > average resident occupancy of property (which might otherwise be vacant) and often >1 vehicle – has this increment been fully considered in addition to resident population in current projections?
*(Data Source: online monthly SLT TOT reports)*

**2a. Growth in SLT Hotel/Motel Room Occupancy:** In every month 2018-19 rooms rented were at least 17% higher in compared with 2012-13; only 3 months showed < 25% increase; the largest increase was > 90% with several months showing > 40% increase




**2b) SLT Vacation Home Rentals:** Detailed month by month TOT data is available on line. For purposes of this document, comparison was made between July, Dec 2012, July, Dec 2018 and July, Dec 2019:

| | VHR Total Revenue & Estimated Rentals* | | | VHR Subset Managed by Rental Agents: | | |
|---|---|---|---|---|---|---|
| | Total Revenue | % Change $ vs 2012 | Est. % Change Total # Rented vs 2012** | Number Available | Rented | % Change # Rented vs 2012 |
| July 2012 | $225,906 | | | 25854 | 12088 | |
| July 2018 | $474,963 | 110% | | 29450 | 18638 | 54% |
| July 2019 | $416,794 | 85% | 61% | 27249 | 16722 | 38% |
| Dec 2012 | $305,160 | | | 25761 | 6519 | |
| Dec 2018 | $661,846 | 117% | | 27933 | 8851 | 36% |
| Dec 2019 | $634,346 | 108% | 76% | 27342 | 9076 | 39% |

* Sum of VHR by Rental Agents, Individual property owners and Shared VHR;
** Pro-rated by % change in avg rental rate >> Avg Rental Rate for Rental Agent Managed increased: July 2012 = $316 >> July 2019 = $440 ; Dec 2012 = $356 >> Dec 2019 = $509.

## Addendum 2: Hallstatt Austria Example:

Hallstatt, Austria is a small, hilly town, popular tourist destination on the shore of a lake with adjacent mountains so somewhat similar to Incline Village which has developed a comprehensive traffic, parking, transport approach. The area has put in place significant traffic, transportation and tourism management interventions to manage tourist volume and impacts. Some of the interventions are similar to those proposed for Tahoe in the RTP. However, some of the apparently more successful interventions used there are more comprehensive and utilize more intensive intervention coordinating parking, traffic and transportation approaches.

Some key components that I noticed include:
- No visitor vehicles or parking in the central area of town, only residents; and no traffic during daytime hours in some areas. Visitor parking/vehicle restrictions include overnight visitors (e.g., hotels/STRs) except for a few, very limited parking spots at certain hotels. Visitors park in lots on the outskirts with van shuttles for people and luggage. [I believe that the comparable section of Incline Village could be the currently designated Town Center and Tourist areas plus the entire Northwood/Southwood loop area, plus the congested sections between Rte 28 and the lake from the Rte 431 intersection to the southern edge of town.]
- Direct across the lake water shuttle to the town with timing linked to train arrivals from adjacent cities (Salzburg, Vienna) and parking at the water shuttle terminal across the lake
- Limited tourist shuttle/bus arrival parking slots and carefully staggered arrival times with booking, ticketing requirement
- It appears that RV type parking is limited to one camping area. I couldn't find anything about boats/boat trailers

Useful web sites:
https://www.hallstatt.net/about-hallstatt/?source=nav
https://www.hallstatt.net/parking-in-hallstatt/?source=nav

## Addendum 3: List of some concerns re apparent TTD Property Purchase/Plan for Transport Hub in Incline Village

- No direct access for buses from Rte 28; requires transit on small local, busy road with adjacent apartments/kids
- Site is apparently significantly contaminated – mentioned list includes asbestos and potential fuel contamination from nearby service station
- My opinion is that the site might be better used for resident/visitor overflow parking/STR parking (see Hallstat Austria example)
- Some have advocated for workforce housing and like this site near shops
- Nowhere in Incline Village is there enough space for a large transit hub like Tahoe City or SLT – planned size for this ste is not clear
- Better (small) transit hub alternatives exist with other for sale property along Rte 28 and other sites for intercept lots for ELTT/Sand Harbor outside of Incline Village would be preferable
- Promised mitigation and permitting appears not to have occurred with prior temporary use
- Earthquake impact is reportedly visible on the property – may make parking structure/bus ramp construction concerning
- Buses may exceed allowable weight on adjacent residential streets

## Addendum 4: Sample TRPA Data/Assumption Questions, Some Discussed with Staff in calls last week:

**I. The RTP appears to approach modeling with significant reliance on serially building upon prior reviews with a relative dearth of actual data measurements/trends presented.** Unfortunately this type of approach can result in compounding of any prior inaccurate or erroneous assumptions/projections. I am particularly worried about listed "results" which are at variance with our actual on the ground experience. For example, using population estimates rather than total area occupancy in other projections (e.g., evacuation capability) without addressing tourism capacity management could significantly underestimate requirements and overestimate capability. Plans may thus insufficiently address actual root causes and therefore risk being

incomplete, misdirected and sometimes potentially dangerous. As an aside VMT projections are incorrectly represented as data in one table.

**II. The Transportation Volume Measurement model** aims to understand travel behavior patterns. This is a terrific concept and a foundation essential to future model development. There are, however some important questions:

I understand that every effort has been made to capture estimates for travel by residents and visitors. However, efforts are on-going to refine the models. What's missing? Including visitor trips is particularly important re the massive growth impact of STRs and the added day visitors to popular spots (e.g., ELTT). Interestingly the TRPA model, while including some factors related to STRs, does not seem to fully reflect the significant increases that have been felt in Incline Village, particularly in the last couple of years.

And the plan? While understanding that every trip won't be addressed, I do note some potential significant gaps:

Though the future "micro-transit" program may help, the majority of the Incline Village area isn't touched by other transit options and the transport service doesn't obviously reach entrance areas to several major stores. For example, an elderly resident needing groceries in winter from my condo using this program would need to drag a cart down a long driveway, across a busy road, and then up or down a hill on an often poorly plowed icy path to a bus stop, ride for a short distance, then drag cart up another hill, this time either along a road or through a busy parking lot to the grocery store. After shopping, then repeat this process in reverse with the added challenge of maneuvering a loaded, now heavy cart and needing to travel downhill on an icy surface to/from bus. Somehow, this sounds like a hip fracture or worse waiting to happen. If getting me and others like me to forego this short two-way car trip is a serious, safe goal, sponsoring a grocery delivery service might be a better plan!

Similarly, for most STR visitors/residents going to a playground or beach or library or hairdresser or post office or bank, this plan offers little or no service. There are also 2 "dead end" spurs which travel along residential streets, don't connect to any stores/businesses and ends in spots where there is no turnaround space for a bus – not clear what the plan for these is?? The map shading for ¼ mile to transit stops appears inaccurate at least currently; and for "old folks" ¼ mile on icy paths/streets in winter seems overly optimistic, potentially unsafe!

**III. Examples of questions in other sections include:**

**A. Land Use and Transportation Connection:** Though the concept is mentioned, there is no adjustment that I can see for the use of residential properties as STRs, eroding actual residential availability. If properties are offered for rental an average of 50% of the year (and many are offered much more), then the equivalent of 500-1000/7000 residences evaporate as potentially available residences. Was this considered? The report mentions actual STR occupancy estimates (which seem low) but not "offered for rental" % ages.

The residential density map was confusing. My condo building and adjacent building alone have a total of 6 units and I don't think occupy an acre yet there this map appears yellow possibly reflecting incorrect density??

**B. Greenhouse Gas Emissions Planning Approach:**

The summary statement in this section seems incorrect – tourism impact on residential property occupancy is driven particularly by STR growth which brings more vehicles and people to the area independent of "development growth caps/metered development." The growth in STR tourism de facto adds significant population to the area – people and vehicles – adding to GHG emissions and other environmental pollution.

I also question the VMT numbers reported in the plan document and have been unable to reconcile with the numbers in previous reports even considering methodology changes. One very basic question: if VMT has increased from 1981, not great … but what has been the trajectory curve over the last 5 and 10 years? i.e., did it improve and then worsen, and if so, why?? How are alternative intervention proposals factored into VMT projections?

**C. Transportation Demand Management:** As noted above the whole concept of an apparently significant transportation hub for Incline Village is worrisome and alternative approaches are requested. Similarly the transportation plan creates parking considerations but a clear, comprehensive overall parking approach is lacking – it this planned as a next step?

**D. Protecting Natural Resources**: The description raises an interesting thought: Should we be considering IV permanent residents an endangered species in need of protection? I am reassured that there are apparently more air quality measuring sensors scattered around the lake than is apparent on public web sites (e.g. Airnow.gov) and that an effort is in process to make this date more contemporaneously available.

**E. EIC:** Given that this is a multiple decade planning document, I was surprised with the report indicating that a simple checklist qualitative assessment was felt to be sufficient. Actual study based on data collection and modeling is needed for such a complicated and long-range plan which should not rely on complex layering of estimates one upon the other which have not apparently been validated by recent available actual data as appears to be the situation in the RTP. Can we at least assume that there will be detailed environmental assessments of interventions with measurement/data as they are comprehensively planned, executed and monitored under the guidance of this broad planning document?

Sadly the example which comes to mind for me is the lovely ELTT which I bicycled once when it first opened – truly beautiful …. However, the adverse impacts to date on the local community, the environment (including vehicle emissions and evacuation challenges) and unfortunately recently potentially on the visiting public during this admittedly unanticipated pandemic (with over-crowding, poor distancing/masking and some unsanitary situations) were not effectively anticipated and mitigated.

# Public Comment RPIC 3.24.2021 Agenda Item Re TRPA RTP Goals and Policies

*Submitted by Carole Black, Incline Village resident*

The following comments are submitted as Public Comment based on review of RTP Goals and Policies. In general the themes focus on:
- Safety and neighborhood compatibility re transit in communities
- Balancing/optimizing Quality of Life in communities and neighborhoods with business objectives
- Maintaining flexibility in planned interventions, e.g., mobility hubs, to match the community situation
- Managing development to meet community/neighborhood needs within the context of preserving the environment
- Maximizing access to all potentially available recreational areas to distribute demand

1. RTP Projects diagram: Water Shuttle route did not match the diagram shown in APC Policies and Goals Presentation last week (copy attached at the end of this document). The service and stops shown in the latter diagram would provide a valuable service for the north shore and should be added to these sections and diagrams as well.

2. Goals: Suggest two edits:
- Safety > Goal: Increase safety and security for all users of Tahoe's transportation system and maintain or enhance transit related safety elements in the communities served.

- Economic vitality and Quality of Life > Goal: Support the ~~economic vitality~~ success of the Tahoe Region ~~to~~ enabling economic vitality with a diverse workforce; a sustainable environment; and a quality experience for both residents and visitors.

3. Policies: Suggest edits as follows:

- Policy 2.8 Ensure all transportation projects, programs, and policies meet the transportation needs and minimize negative impacts for communities served and their residents including disadvantaged communities and people with special needs

- Policy 2.22 Coordinate and include in area plans, intermodal transportation facilities ("Mobility Hubs") that serve major activity centers in and outside of the basin connecting applicable transportation modalities including transit, pedestrian/bicycle trails/facilities, car/ride shares and, where appropriate and feasible, providing park and ride facilities

- Policy 4.12 (also pg 297): Maintain monitoring programs for all modes that assess the effectiveness of the long-term implementation of local and regional mobility strategies on a publicly accessible reporting platform. Require a congestion impact/management assessment and plan for all transit program proposals

- Policy 5.1 Encourage community revitalization and transit-oriented development projects that comprehensively support regional and local transportation, housing, land use, environment, neighborhood compatibility and other local priority community goals. Note: significant concern re development proposals and how it will relate to Incline Village – maps seem to expose much of the Village to significant Town Center - like development which will be inconsistent with the area character

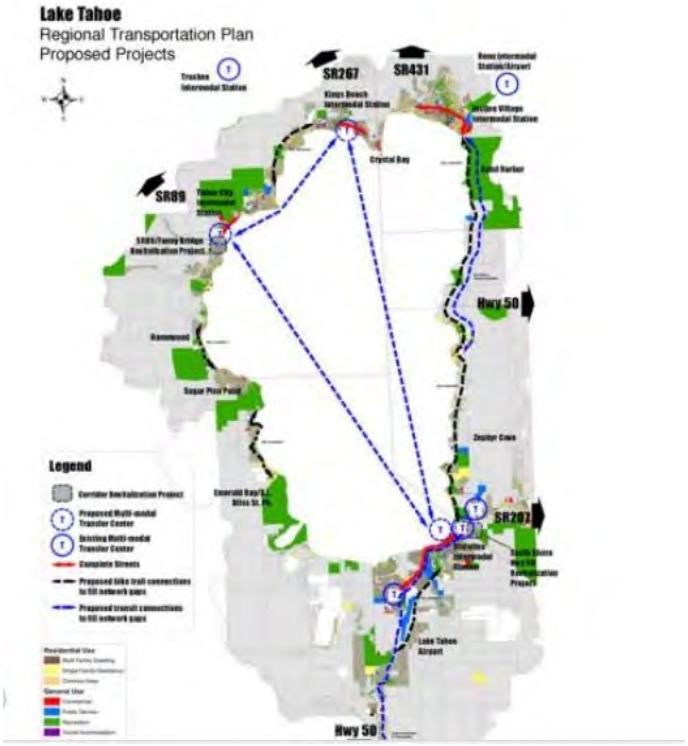
- Policy 5.2 (Policy Highlight Policy 5.2: Ensure access to public transit in

identified Community Priority Zones) and diagram showing transit service every 15 min 20 hr/day for the highlighted area in Incline Village. **Suggest adding wording to address residential neighborhood impact,** maybe something like "… matching type and size of vehicles used on local streets during off-hours (10 pm – 7am) to meet anticipated demand and to minimize adverse neighborhood intrusion".
*Rationale: No concern about the overarching concept. However, the concern is the thought for practical implementation – the flagged area and adjacent small streets are very densely populated, narrow and congested. Currently TART buses wander through/near these areas which is already a challenge – extending service frequency and hours with these vehicles will potentially create a huge disturbance for all residents during what should be "calm, dark, peaceful & quiet hours". See also modified wording recommended in Policy #2.8 above.*

Projects list:
- 03.02.01.0017 SR 28 Central Corridor Improvements – Sand Harbor to Spooner State Park; Est cost $68M: Recommend review of planned added parking to ensure maximal possible capacity is included

---

Diagram referenced in item #1 from APC Policies and Goals Staff Report to TRPA APC 3.10.2021:



**Kira Smith**

**From:** Hancock, Ed@Waterboards <Ed.Hancock@waterboards.ca.gov>
**Sent:** Friday, September 11, 2020 2:47 PM
**To:** Michelle Glickert
**Subject:** Meyers bus service in the Transportation Plan

Good afternoon,

I was reviewing the Regional Transportation Plan and I notice that a mobility hub is planned for Meyers, with a ~30 min bus service to town. Great! What I could not immediately see is the schedule for implementing such a service – perhaps you could help me answer that question? Apologies if that info is in the document, I did a quick skim and could not find it.

Kind regards,

-Ed

Ed Hancock, M.S.
Environmental Scientist | Planning and Assessment Unit
Lahontan Regional Water Quality Control Board
2501 Lake Tahoe Blvd, South Lake Tahoe, CA 96150
**T**:530.542.5574/**F**:530.544.2271
Ed.Hancock@waterboards.ca.gov

*"Water is a precious resource in California, and maintaining its quality is of the utmost importance to safeguard the health of the public and the environment."*

TTD/TTC Hearing 10/9/20, staff notes.

Sue: high level plan, see in the long run, specific plans,

Lucia: a lot to be worked through, fed regs say it is ' reasonably foreseeable ' ; a lot more to do

Cody: look at 2045, 4% …. Really have to think about **rail** – how do projects get brought forward; doesn't show what you get

Andy: 2045 project horizon, Incline bike path moved up; uncertainty in federal funds – optimistic but not unreasonable

Clarifying questions now – Capital Corridor bus now with local transit, Cody; dif creative things could be done.

Tracking chat: Sondra - I think assuming a long term regional fund source in general terms for a long range plan is not quite the same as specific funding assumptions for a project. We are working on how to be as flexible as possible, but on the project basis there is a specific financial risk involved if the rest of the funding does not come to fruition.

11:01 AM: Sorry all - that was in response to a specific question from Carl and I meant to reply to him

**VISION – isn't quite there,**

**Data sources: lots out there**

**PUBLIC: none at this time**

**Steve T. – three things converging, reasonably expected funds, then reg rev**

**How long does it take to get there?**

**VMT and data and big business in data**

**3 – restructuring the plan, what is in – second part of the plan to get to day visitor**

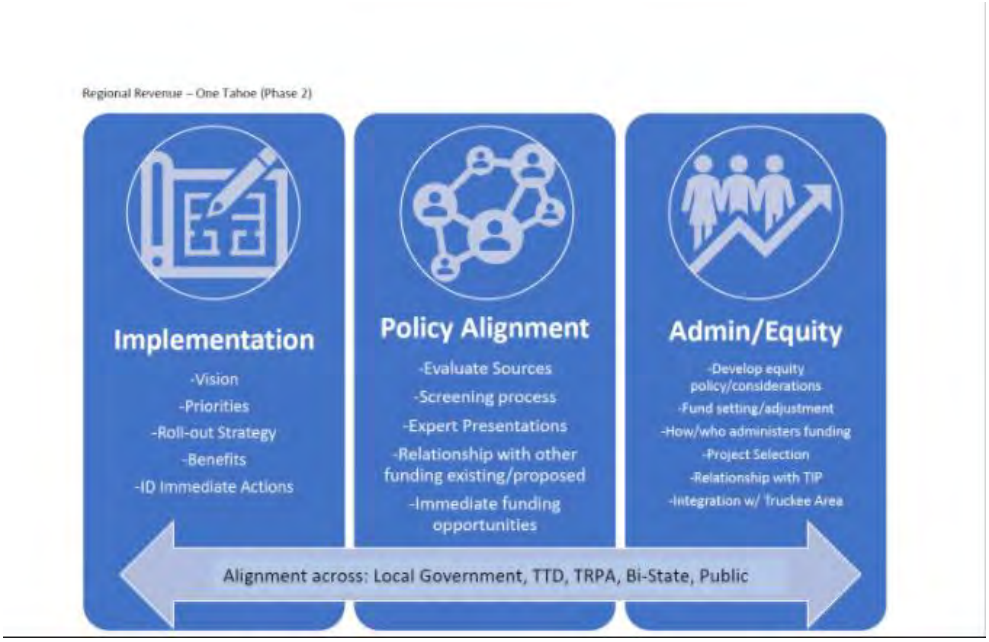
**More revenue is needed to get to B, Analysis if we had an entry fee, how much could that reduce VMT and GHG – regional approach could be an entry fee**

**Day use – needs to be identified**

**Cody, gain the confidence of our community now, with our transit service**

**ONE TAHOE Item:**

**Revenue program should be more developed**




**Steve T – what we do need to is get to how the questions will be answered, each local jurisdiction gets with the RTP with these funds, infrastructure is critical too – no operations and maintenance facility**

**Bill: alignment and agreement is needed – we do need timelines, we have a year, we need to move forward**

**Cody: not ready**

**Sue: strongly before prez. Come to Co. , we need to know exactly where we can, cannot go.**

**Kyle: clear to me that there is NOT support right now, what is this going to be spent on, no trust for TTD – polling data sounds good but haven't seen it. Public support, political support is still needed, appropriate conversations – business groups, non profits. B4 legislature**

## Kira Smith

**From:** Devin Middlebrook
**Sent:** Friday, September 11, 2020 3:40 PM
**To:** ptodoroff1@sbcglobal.net
**Cc:** Jeff Cowen; Michelle Glickert
**Subject:** RE: Draft 2020 Regional Transportation Plan Available Now

Pete, you have valuable insights in the needs of Incline Village and we look forward to incorporating your input in a final version of the RTP. Emergency evacuation is a critical component of transportation planning and we will be sure to better highlight those aspects as we continue developing the plan.

Devin Middlebrook
Sustainability Program Manager
Long Range and Transportation Planning
775-589-5230
dmiddlebrook@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

trpa.org|facebook|twitter |instagram

---

**From:** Pete Todoroff <ptodoroff1@sbcglobal.net>
**Sent:** Friday, September 11, 2020 3:28 PM
**To:** Devin Middlebrook <dmiddlebrook@trpa.org>
**Subject:** Re: Draft 2020 Regional Transportation Plan Available Now

That is Great. I guess this leaves TRPA off the Hook for some people but when it comes to SAFETY THAT IS MY PRIORITY PERIOD. !!!!!!!!!! Pete Todoroff

iMac 2.5 GHz
Pete Todoroff
ptodoroff1@sbcglobal.net

> On Sep 11, 2020, at 3:25 PM, Devin Middlebrook <dmiddlebrook@trpa.org> wrote:
>
> Sorry Pete. I didn't think you were referring to the webinar.
>
> During the webinar we received more questions than we had time for and multiple questions on the same topic that I summarized to get more questions answered in our short time period.
>
> Devin Middlebrook
> Sustainability Program Manager

Long Range and Transportation Planning
775-589-5230
dmiddlebrook@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

trpa.org|facebook|twitter |instagram

---

**From:** Pete Todoroff <ptodoroff1@sbcglobal.net>
**Sent:** Friday, September 11, 2020 3:23 PM
**To:** Devin Middlebrook <dmiddlebrook@trpa.org>
**Subject:** Re: Draft 2020 Regional Transportation Plan Available Now

Mr. Middlebrook:
The last meeting I attended on line was put on by the TRPA and it was about Transpertation.
TTD has to go through the TRPA and that is the one I attended which was a waste of time because I didn't see any updates or my question about safety to the Community or Visitors evacuation plan from TRPA OR TDD. My question wasn't even announced. Pete Todoroff

iMac 2.5 GHz
Pete Todoroff
ptodoroff1@sbcglobal.net

> On Sep 11, 2020, at 3:15 PM, Devin Middlebrook <dmiddlebrook@trpa.org> wrote:
>
> Thank you for the email Pete.
>
> At the last community meeting we heard a need for a transit route connecting to Reno over Mount Rose. TRPA and Washoe RTC partnered to make that happen and it is included in the plan.
>
> For wildfire and evacuation, Tahoe Living With Fire is a great resource https://www.tahoelivingwithfire.com/. Evacuation planning and emergency response is at the forefront of everyone's minds right now.
>
> On the TTD comment, I can't speak for them. Marsha Berkbigler is the Washoe County Representative on their board.
>
> For TRPA Tim Callicrate is the Washoe County Lay Member on our Advisory Planning Commission.
>
> Thank you,

Devin Middlebrook
Sustainability Program Manager
Long Range and Transportation Planning
775-589-5230
dmiddlebrook@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

trpa.org | facebook | twitter | instagram

---

**From:** Pete Todoroff <ptodoroff1@sbcglobal.net>
**Sent:** Friday, September 11, 2020 3:07 PM
**To:** Devin Middlebrook <dmiddlebrook@trpa.org>
**Subject:** Re: Draft 2020 Regional Transportation Plan Available Now

Mr. Middlebrook:
The last time I attended you presentation it was a waste of time. I knew what you had to say in your presentation over 5 Years ago. There were NO UPDATES, NOTHING WAS SAID ABOUT EVACUATION IF THERE WAS A FIRE COMING FROM WEST SHORE. I WASN'T EVEN GIVEN THE OPPORTUNITY TO BE RECOGNIZED of my concerns about that subject. The very least you could of done was mention my concerns. TO ME THE MOST IMPORTANT THING A GOVERNMENT Agency is to PROTECT THEIR CITIZENS!!!!!!!!!!!!! I did not hear anything about this today in this TTD Meeting. I would of thought that someone who is a Government Agency would of mentioned it but it did not happen. I was the only one and no one responded to my concerns. I feel that all of the people you have on what is going on with the TTD the Community that has a BIG IMPACT on their Community should have a say about what the TTD in their Community. Do you have anyone from Incline Village? Not that I am aware of. So if you think you really want to know what the Community of Incline Village and Crystal Bay that Community Needs to have a Representative or Representatives from Incline Village and Crystal Bay. Pete Todoroff

iMac 2.5 GHz
Pete Todoroff
ptodoroff1@sbcglobal.net

> On Sep 11, 2020, at 2:39 PM, Devin Middlebrook <dmiddlebrook@trpa.org> wrote:

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Wednesday, October 21, 2020 4:47 PM
**To:** Andy Chapman
**Subject:** FW: Andy Chapman Q - TTD Hearing Follow Up

Andy, my apologies for the incorrect link; our software developer made upgrades and all EIP #s changed, the timing couldn't be worse for us and others. Here you go, 03.02.02.0062.

Yes, the proposal for that segment is completely separated Class 1 bike path. It will be a challenging segment like Incline to Sand Harbor, but the goal will be to build a separated Class 1 path from Crystal Bay to Incline. Depending on issues with property acquisition, the path may need to be routed behind the homes through the forest, rather than along the lake. The language from page 59 of the plan refers primarily to proposals by Washoe County to expand bike and ped infrastructure within Incline Village.

Please let me know if you have any other questions,

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

**From:** Andy Chapman <andy@gotahoe.com>
**Sent:** Wednesday, October 21, 2020 1:54 PM
**To:** Michelle Glickert <mglickert@trpa.org>
**Subject:** RE: TTD Hearing Follow Up

Hi Michelle
The EIP number linked below goes to the Kahle Complete Street project. Can you send me the Crystal Bay to Incline Bikeway project link.
On page 59 of the plan there is this comment
*By 2035, bike lanes will be in place along the new Main Street in the South Lake Tahoe - Stateline corridor and Washoe County will significantly expand their on-street bike infrastructure with new bike lanes and bike routes in Incline Village*
Does this refer specifically to the CB to IV bike path? Do you know if the plan for that segment is a Class 1 or other class.
Thanks much
andy

**From:** Michelle Glickert <mglickert@trpa.org>
**Sent:** Friday, October 09, 2020 1:34 PM

**To:** Andy Chapman <andy@gotahoe.com>
**Subject:** TTD Hearing Follow Up

Andy, wanted to make sure I understand the comment received at the TTD Board hearing.

| | |
|---|---|
| 03.01.02.0055 | Nevada Stateline to Stateline Bikeway<br>- Crystal Bay to Incline |

Is this the correct project? If so, we do have it in the 2026-2035 bucket, I did however notice I have the wrong EIP number listed in the Draft. The project does not currently show any secured funding which is why it is in the midrange. It was a strong performer when it came to ridership, so rather than pushing out to 2036-2045, seeing it doesn't have funding right now, I did want to keep it in the mid-range. I hope that helps.

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Monday, October 19, 2020 4:10 PM
**To:** Jack Hubbard
**Cc:** schmitz61@gmail.com; mberkbigler@washoecounty.us
**Subject:** RE: Public Input on the Regional Transportation Plan

Thank you Jack for taking time to comment on the Regional Transportation Plan. Your comment will be noted in the comment log. All comments will be summarized and the formal log will be shared at future meetings. Please stay up to date with the plan at trpa.org/rtp.

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

---

**From:** Jack Hubbard <jhubbard@pacbell.net>
**Sent:** Monday, October 19, 2020 3:39 PM
**To:** Michelle Glickert <mglickert@trpa.org>
**Cc:** schmitz61@gmail.com; mberkbigler@washoecounty.us
**Subject:** Public Input on the Regional Transportation Plan

Incline Village is a terrible idea for a transportation hub. The street is too narrow and frequented by small children playin

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Wednesday, October 21, 2020 9:06 AM
**To:** niobe.burden@gmail.com
**Subject:** RE: RTP Input - Funding source

**Follow Up Flag:** Follow up
**Flag Status:** Completed

Thank you for taking the time to share your thoughts on the RTP. I will save your comments to the record.

As for charging fees, that is absolutely in the RTP. We just completed a full plan for the SR89 Corridor that details how to better manage the corridor with paid parking and transit options.
State Parks does control collecting a fee at the park, that is not up to us however they were on the steering committee for the 89 Plan to ensure they had ample input and agreed with the recommendations for charging variable rates based on occupancy and consideration of a reservation system for Emerald Bay. The plan is for the entire Tahoe region which means it includes everything from regulatory items like airports to how we want to manage daily commuters and our recreations sites, making it challenging to find everything.

Thanks again,

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

---

**From:** Niobe Burden Austere <niobe.burden@gmail.com>
**Sent:** Wednesday, October 21, 2020 5:10 AM
**To:** Michelle Glickert <mglickert@trpa.org>
**Subject:** RTP Input - Funding source

Great Plan but Need to Identify Funding sources - " shortfall of approximately $1 billion to fully fund the plan. With time, strategies will be identified to close the funding shortfall. "

Isn't this always the case? The one **key funding stream** that doesn't seem to be identified anywhere is the ability to charge an **entrance fee to Emerald Bay.** Why is this??

Living in Europe and having lived and traveled in a multitude of places (including resort communities) throughout the world....it baffles me that Emerald Bay **"one of the most beautiful destinations in the world"** as quoted in the TRPA

Draft report**, free for all to come and go as they please** without any regard for supporting the build and maintain necessary infrastructure for it to be available to the public.
What other iconic tourist attraction is totally free for all? **The income stream collected from visitation could not only be a viable sustainable source of funds but also sustainable directly related to usage on a maintenance point.**

I really would like to know the reasoning **why this is not a viable consideration** ?
Is it that it is a multiple jurisdiction issue?
California State Parks?
Is it a California Highway issue - apparently an archaic thinking agency to deal with?

**Fund the Vision.** *These fees can also be one sustainable funding source to* build, operate, maintain, and renew the transportation system as well as *fund parking management and enforcement. A $15-20 fee per vehicle by reservation system isn't unreasonable for entering a gem of a sight as Emerald Bay is.* ***Public entrance fees for entering high usage areas in most of Europe range between 10€ and 30€ per person and include the public transport.***
If TRPA can take the lead and put this great transportation plan together across so many agencies, why can't this very vital issue be addressed with the same fortitude?

***Other Corridor wide Tools and Strategies in the study met and simplified***
• Leverage paid parking to fund transit and the operations and maintenance of new trail and parking facilities
• Utilize strategies such as reservations, congestion-based pricing, time limits, & progressive pricing - ***seems complicated*****??**

* **Create a sense of entry to the corridor -** ***with an entry gate where reservation confirmed and entry granted during high season***

A suggested Mobile app developer for parking reservation system -
https://bluestoneapps.com/

I hope this is helpful. Thanks for your consideration and I would really value a response if possible.

*Niobe Burden Austere*
---
*Homeowner in Tahoe community*
*Fine Art Photographer - Instructor*
*Former board member TCDA*
*Committed to contributing from afar with ideas from other resort communities worldwide*
*Instagram: @niobesphotos*
*+33 662094968*

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Wednesday, October 21, 2020 9:14 AM
**To:** niobe.burden@gmail.com
**Subject:** RE: RTP Input - Completion of the Tahoe Trail along west shore

Thanks again Niobe for providing valued feedback on the plan. You will be interested to know that we are kicking off an update to the Active Transportation Plan early next year. This is where you can find those fine details about trails widths and approach to managing demand. For the first time we will also be including dirt paths to ensure we can connect our other bikeway networks and transit to these places. Please if you have not already sign up for our e-news so you can stay up to date on this plan as well as other transportation projects including transportation funding. On the RTP site under "Get Involved" at the bottom of the page is the sign up link.

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

---

**From:** Niobe Burden Austere <niobe.burden@gmail.com>
**Sent:** Wednesday, October 21, 2020 5:10 AM
**To:** Michelle Glickert <mglickert@trpa.org>
**Subject:** RTP Input - Completion of the Tahoe Trail along west shore

Completion of the Tahoe Trail along West shore
"Overall, participants expressed support for a more car-free experience for recreation access and desire for completion of the Tahoe Trail."

*** Create a separated, shared use path to promote active transportation**
*** Encourage active transportation**
*** Note this path will also become very busy, as it already is in areas such as the bike bath between Squaw and Tahoe City and on the East shore between Incline and Sand Harbor as I'm sure it must be in south shore as well? Consult with Tahoe Bicycle Coalition*
***Those areas of the trail which may become congested with bikes and pedestrians need to be identified NOW for planning and construction and two separate paths should be considered - one for bicyclists (each direction) and the other a footpath. If one of the main objectives is to promote active transport, then future increased usage issues***

***should be planned for to avoid obvious growth issues.*** *Perhaps they are the same areas already identified for the Recreation Zone Speed Limit During Peak Season*

• Provide a coordinated transit system that includes both regional and corridor park once strategies.
• Plan for emerging e-bike technology and shared mobility services.
***** At Transit Center (north and south lake) - provide free parking IF public transit system is used, develop concessionaires providing bike and e-bike rentals***

*Where I have lived in Europe, bike lanes have been made a priority and in Munich, for instance, people ride to work on even in winter before considering gridlock auto traffic through the city.*
*It's made convenient for them, pedestrians have a separate lane - and it is safe! Car lanes have been overtaken by wider bike lanes. Granted, road edges are much narrower here in Europe than in the US....road shoulders are pretty much non existent.*

Hope some of these ideas help. Thanks for the consideration

*Niobe Burden Austere*
---
*Homeowner in Tahoe community*
*Fine Art Photographer - Instructor*
*Former board member TCDA*
*Committed to contributing from afar with ideas from other resort communities worldwide*
*Instagram: @niobesphotos*
*+33 662094968*

## Kira Smith

**From:** rondatycer@aol.com
**Sent:** Sunday, October 25, 2020 4:24 PM
**To:** Michelle Glickert
**Cc:** lisa.krasner@asm.state.nv.us; ben.kieckhefer@sen.state.nv.us
**Subject:** Tahoe Transportation Solutions Should Not Become Incline's Problems
**Attachments:** 2007VisionSummaryFinalReport.pdf; CornerProperty.pdf

**Follow Up Flag:** FollowUp
**Flag Status:** Flagged

Dear Michelle,

We Incline Village residents understand that TRPA Regional Transportation Seminar spokespeople Melanie Sloan and Sara Schmidt were unable to address Incline's most important transportation concern during your recent webinar because "Specific projects aren't part of the Plan." However, we are hopeful you will forward all our correspondence to whoever at TRPA will be responsible for giving approval to Tahoe Transportation District's plans to build a bus hub at the Old Incline Elementary School property (OES).

**PROBLEMS WITH LOCATING A HUB AT THE SCHOOL PROPERTY**
For years we citizens have expressed our concerns about TTD's use of the OES property as a bus hub and suggested numerous other locations (see attached), TRPA already knows the reasons Incline residents are against the hub in that location.

1. The hub will snarl traffic even while it's being built. Buses/trolleys will—as in the past—create traffic jams on our main thoroughfare of Southwood Boulevard.
2. The hub will bring more tourists to central Incline. The town is already suffering from overtourism. Until TRPA and TTD limit the number of cars in the Basin, tourists will continue to drive to and park in Incline Village to access all East Shore recreation attractions. Bikers will not bike to Spooner, ride a bus, and get off in Incline to ride to the Flume Trail, the East Shore Path, the Tahoe Rim Trail or the Tyrolean trail. They will bring their bikes on their cars and park near the bike trails.
3. It will increase parking problems throughout Incline neighborhoods. As seen before, "build it and they will come." The East Shore Path is full by 8am and tourist cars park throughout Incline's residential areas, especially in the Mill Creek area. Once the new bus hub parking lot is full, parking will overflow into other neighborhoods. Incline has one of the most severe parking problems around the lake because of our narrow sloped streets.
4. The hope for a Village Center comprising the OES property will be dashed. Incline will forever remain a town without a center.

**PUBLIC SUPPORT IS AT STAKE**
Your mandate for public support is repeated throughout your publications:

"No transportation plan, regardless of how well conceived, can be successfully implemented without broad public support. **Public support will be crucial** to provide the financial resources necessary for implementation, as well as enactment of critical legislative and regulatory tools."

"The TMPO's public participation process aims to give the public ample opportunities for early, meaningful, and continued involvement. Collecting diverse public input is important for determining t**he types of projects that meet public desire**, and ensures that public funds are directed to the areas of highest need. Transparency increases levels of participation, ensuring well-prepared and publicly supported planning documents."
p. 10 - Stakeholder Meetings –
p. 11 - "The only meeting involving Incline Village and Crystal Bay is an "Ad Hoc" IVCB Visitors Bureau Meeting." [FYI - The IVCB Visitor's Bureau is a Washoe County tourist facility located in Incline. It does not in any way represent Incline Village residents.]

"Description: There is broad consensus that the Tahoe Region needs a transportation system transformation. Improvements are needed to help people travel to, from, and around the Region more efficiently. But they are also needed to strengthen initiatives underway to conserve and restore Tahoe's environment; **revitalize communities**;

**improve quality of life for residents** and quality of experience for visitors; improve mobility and safety for people walking and biking; improve recreation access and sustainability; and reduce emissions of greenhouse gases and build a resilient system in response to climate change."

I believe I can speak for most of our residents when I say this project will never have "broad public support." If such support is a criterion for consideration of project approval, TRPA should never approve this project. The project directly conflicts with the goals set out in Incline's community vision seminars and resulting publications of 2007 and 2012 (see attached), and it still conflicts with our vision of a town center today. We have no other place for a center. It will in no way improve—and will in fact deteriorate—the quality of life of Incline residents.

This project will, in fact, be one more example we cite when we request our legislators to permit Incline Village to become our own township so we can control what happens in our town. Washoe County, TTD, and TRPA continue to use our village for their own purposes no matter what Incline Village residents want. We do not elect anyone at TTD or TRPA, and we're a minority 20% of Washoe's District One, which elects 1 member on a 5-member commission. Basically, we have government regulation without representation. People who do not live here and whom we do not elect govern us, and we have no influence over their decisions.

If TRPA wants Incline Village residents' future support, it must act in our best interests, not at our expense. TTD's contention that Incline's reaction to the proposed bus hub "is mixed" is patently false. TRPA must understand we residents are united against this project. We will heartily support a mobility hub in a different Incline location to satisfy TRPA's and TTD's mandates.

Sincerely,

Ronda Tycer
Incline Village Resident of 29 years

-->

## Devin Middlebrook

**From:** Chris McNamara <chrismcn7@gmail.com>
**Sent:** Saturday, September 12, 2020 8:50 AM
**To:** Devin Middlebrook
**Subject:** Re: Draft 2020 Regional Transportation Plan Available Now

- Trails: Increasing trips by foot and bike by providing walking and biking routes.

love it!!

- Chris McNamara

On Fri, Sep 11, 2020 at 2:39 PM Devin Middlebrook <dmiddlebrook@trpa.org> wrote:

View this email in your browser

# Linking Tahoe: Draft Regional Transportation Plan Update Released

The Regional Transportation Plan will improve water quality, air quality, scenic resources, noise levels, and recreation resources across the Tahoe Region. According to TRPA, Tahoe's transportation system should meet the daily needs of transit-dependent riders and employees, make it easier for recreational travelers to use transit, and assure visitors they can get around without their cars.

## Michelle Glickert

**From:** kathie julian <kathiejulian@gmail.com>
**Sent:** Monday, October 12, 2020 10:18 AM
**To:** Michelle Glickert
**Subject:** Comment from Incline Village Resident on use of IES for Transport Hub

Hi Michelle

I am writing to express my opposition to the use of this site, the old Incline Elementary School (IES), as a transport hub.

This would be a poor location for a number of reasons. Fundamentally, it does not serve the purposes of our broader community. It appears to be a larger part of regional tourist infrastructure that would be more appropriately sited along Hwy 28. The project appears to serve tourism to Lake Tahoe, not the people who live, work and vote here.

The proposed location is in an extremely congested area as is as it is a main access point from Hwy 28 to our Post Office, small commercial complex, and apartments where many of our lower income/immigrant families reside. There is a lot of foot traffic between 786 Southwood apartments and the small commercial area that houses two "Tiendas" and two thrift shops, among others. The bus hub would adversely impact this already challenged community of workers, so necessary for Incline Village. There is also considerable on street parking along Southwood across from the old IES, and this community of workers needs that parking. During the winter, issues of congestion worsen as the road becomes narrower with snow. The street is sloped, so icy conditions are also an issue in the winter.

This site would be more appropriately used for workforce housing (with parking) and some green space for the immediate community families.

Please consider to put this transport hub at another location—perhaps further down Hwy 28 closer to Sand Harbor or by the round about where the Sheriff's Dept has a facility.

Thanks

Kathie M. Julian
PO Box 5477
Incline Village, NV 89450
Cell: 1 (415) 646 5413
E-mail: kathiejulian@gmail.com

FRIENDS OF THE WEST SHORE
• Protecting Our Watersheds • Wildlife • Rural Quality of Life

Tahoe Regional Planning Agency
PO Box 5310
Stateline, NV 89449

October 21, 2020

**Subject: Draft 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy**

Dear Ms. Cremeen:

The Friends of the West Shore appreciates this opportunity to provide comments on the draft **2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy** (RTP). The Friends of the West Shore (FOWS) works toward the preservation, protection, and conservation of the West Shore, our watersheds, wildlife, and rural quality of life, for today and future generations. FOWS represents community interests from Emerald Bay to Tahoe City.

FOWS believes the RTP contains many projects and plans that have the potential to provide transportation benefits, if funded and implemented appropriately, however we are extremely concerned with many elements of the plan and associated environmental documentation. Our detailed comments are attached, however concerns include:

- The RTP does not meet the existing capacity-based TRPA standard for VMT.
    - In fact, the RTP relies on the adoption of a new VMT standard that focuses only on GHG-based per-capita *literally minutes before* the adoption of the RTP in order to remedy this.
- The proposed GHG-based VMT standard would allow traffic in the Basin to increase *without any capacity limits.*
    - Uncapped VMT growth would result in negative impacts to other thresholds, including water quality.
    - Uncapped VMT growth also poses threats to public health and safety (i.e. in the event of an emergency evacuation).
- The RTP does not adequately address traffic associated with visitors, especially day-only visitors.
- The RTP fails to identify adequate funding and continues to place the heaviest burden on residents despite the greatest impacts coming from visitors.
- The environmental checklist fails to incorporate new significant information, as required by CEQA.
- It is unclear how standards of significance are being judged for VMT impacts.
- Use of “Annual Averages” fails to account for significant impacts of traffic during peak periods, resulting in potentially fatal consequences associated with emergency evacuation and access.

We are also concerned with the lack of adequate public disclosure regarding the significance of the proposal to remove the existing “absolute” VMT standard, which places a maximum cap on total daily VMT, with a standard that includes no such limit. This is a significant change affecting the environment, public health and safety, and reflecting a major shift in how TRPA views its responsibilities. As noted in our 8/27/2020 comments to the Tahoe Transportation Advisory Committee (TTAC), elimination of the capacity-based VMT standard runs contrary to the TRPA Compact’s directive that TRPA establish environmental threshold *carrying capacities* for the basin. The ongoing trend to move away from

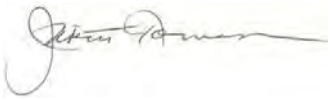
regional, Tahoe-specific regulation to relying on local and state regulations that are not tailored to Tahoe's unique conditions flies in the face of the very reason the TRPA was created. These larger issues have not been disclosed nor discussed in the many public webinars/workshops, committee meetings, APC and GB hearings, and so on, and often are only talked about when members of the public raise questions (even then, these issues are given little 'air time' or not answered directly, as occurred during the recent 10/12/2020 webinar).

We also find it discouraging that significant efforts have been put into emphasizing collaboration with public stakeholders regarding the VMT standard update, while at the same time, TRPA is already planning to adopt the staff-recommended GHG-based VMT standard and eliminate the existing "absolute"/capacity-based VMT standard at the December 2020 GB hearing, as noted in the Initial Environmental Checklist. This sends a message to stakeholders that TRPA's decision has already been made, creating a disincentive for stakeholders to continue to put significant time and energy into participating in these "collaborative" discussions.

**We recommend against adoption of the proposed 2020 RTP until and unless these issues have been addressed. We also request TRPA clearly disclose the significance of the proposed changes to VMT, the relationship to the proposed 2020 RTP, and to engage stakeholders and decision-makers in a transparent discussion of the agency's role and what these changes will mean.**

Please feel free to contact Jennifer Quashnick at jqtahoe@sbcglobal.net if you have any questions about these comments.

Sincerely,



Judith Tornese,
*President*

# Contents

Existing capacity-based VMT standard and TRPA's Role ..... 3
Day-visitor impacts ..... 4
Proposed VMT standard allows uncapped VMT growth ..... 5
Uncapped VMT growth: Other Environmental Impacts ..... 5
Uncapped VMT growth: Public Health and Safety ..... 6
Inadequate funding sources: ..... 7
Failure to consider new relevant information in IEC: ..... 8
Peak visitation and "Annual Averages": ..... 9
Impacts to beneficial redevelopment projects: ..... 10

## Existing capacity-based VMT standard and TRPA's Role

As noted in our attached 8/27/2020 comments to the Transportation Technical Advisory Committee (TTAC), FOWS is extremely concerned with the proposal to eliminate the existing capacity-based or "absolute" regional VMT standard. Further, while we appreciate the extensive work of staff and other stakeholders with regards to the TTAC, the last two meetings have barely addressed this issue. References to "regional VMT" have generally been related to whether to include all regional *per-capita* VMT in the baseline and targets for the new GHG-based standard. The response to our 8/27 comments appeared to be a brief acknowledgement that the TTAC was not the appropriate venue to discuss TRPA's role, yet there was no acknowledgement of how the elimination of the absolute VMT standard conflicts with the agency's Compact-mandated role.

At the same time, the Initial Study/Initial Environmental Checklist (IS/IEC) for the 2020 RTP has already assumed the absolute VMT standard will be eliminated – literally minutes before the 2020 RTP is considered for adoption. In fact, the TRPA would not be able to make the findings necessary to adopt the RTP *unless* it eliminates the existing absolute VMT standard because current absolute VMT violates the existing standard and the 2020 RTP will increase absolute VMT:

> "The threshold standard established a VMT target in the Plan Area of 10 percent less than 1981 VMT levels. TRPA currently estimates this to be a daily VMT for the modelled day below 1,298,987. The existing (2018) VMT in the Plan Area for the modelled day is 1,393,994, exceeding the VMT threshold by 95,007 miles travelled. As discussed below, VMT in the Plan Area will continue to exceed the 1981 threshold but will increase only 1.2 percent by 2045 over current levels. Because the 1982 nitrate objectives of the standard have not only been accomplished but also radically exceeded and the principal drivers of absolute VMT growth are outside TRPA's effective control, TRPA has commenced a process to update the VMT threshold. The update will align the standard with current concerns including GHG reduction, increased mobility, and reduced reliance on the automobile. Under direction of the Regional Plan Implementation Committee, TRPA is developing a metric promoting VMT reduction per capita to meet the GHG objectives of both California and Nevada that will also increase mobility options and decrease reliance on autos. TRPA anticipates updating the VMT threshold at the same meeting it adopts the 2020 RTP/SCS. Nevertheless, this document analyzes any VMT related impacts as set forth in TRPA's 2019 Interim Guidance for assessing the impact of development projects and plans. Under the Interim Guidance, a project or plan would not cause a significant impact if the

> action does not produce any unmitigated VMT. VMT was evaluated for the 2020 RTP/SCS as included in the methods and guidance for assessing VMT for residents, employees, and visitors (Appendix G)." (IEC, p. 197) [Emphasis added]

This approach to adoption of the 2020 RTP also raises legal and public policy questions. TRPA has prepared an environmental review document that clearly states a plan does not meet the existing TRPA standards but prefaces a Mitigated Finding of No Significant Effect on a new future VMT standard. The document has been circulated for public review with this disparity. It is also unclear how standards of significance are being judged for VMT impacts. Further, as it appears impacts are not being judged based on the existing TRPA VMT threshold (a capacity-based standard), adequate mitigation for the increases in "absolute" VMT have not been analyzed.

In addition, the lack of public disclosure regarding what this means, as noted previously, is concerning. We have seen no clear attempt to reach out to the general public regarding the proposal to eliminate a VMT standard which places a regional cap on VMT and replace it with one which does not, and as mentioned, very little discussion with the TTAC.

## Day-visitor impacts

The RTP does not adequately address traffic associated with day-only visitors (e.g. those who drive into the Basin and drive back out on the same day), although they make up a significant amount of the visitor impacts.

> "Consistent with the AirSage analysis, the findings of the North Lake Tahoe Resort Association (NLTRA) visitation study estimated that 42% of visitors to the region were day visitors (NLTRA 2018). Importantly, this does not mean that on an individual day that 42% of visitors in the region are day trippers (DRA 2017). The report also calculated the total number of visitor days, defined as, "The total number of days of all adult visitors who stayed in the North Lake Tahoe Area during the calendar year." When looking at total visitor days, the report found only 14% of visitors days were day visitors (DRA 2017). The 14% of all visitor days is also consistent with the AirSage data presented in Corridor Connection Plan, which suggested that day visitors were responsible for about 15% of all visitor days in the Region." (TTAC 10/5 packet, p. 245). [Emphasis added]

This statement appears to minimize the VMT impacts of day-only visitors by aggregating them as relative to total "visitor days." According to the RTP, the average daily VMT a visitor drives is 7.9 VMT/day per day.[1] This appears to be based on an average of 'all' visitors, including those who stay in the basin overnight (and therefore are more likely to park once and drive less while here). However, day-only visitors generate substantial VMT driving in/out and around the Basin in just one day; 7.9 VMT/day is far less than the in-Basin distance that would be driven from most basin entry points to typical destinations around the Basin. Therefore, treating the VMT impacts of day-only visitors based on their proportion of visitor days or applying the 'average' daily VMT from this aggregated group of "total visitors" is comparing apples to oranges.

The RTP also suggests that if day visitors increased by 10%, there would be a 1.8% increase in regional VMT.[2] However, this is based on the 7.9 VMT/day average of all visitors, and does not account for the longer distances traveled in one day by day-only visitors. If overnight visitor populations remained the

[1] RTP, p. 245
[2] RTP, p. 245

same, but day-visitor populations increased, the increase in VMT would not be linear as the RTP suggests.

The overall fact is that 42% of the visitors to the North Tahoe region were day-only visitors. This impact is not reflected by the RTP, nor do the RTP programs illustrate how the impacts of day-only visitors will be adequately reduced. Contrary to TRPA's belief that the agency has no ability to control visitor traffic,[3] we believe there are measures available that can be employed to further disincentivize passenger vehicle travel into the basin (especially day-only use) and to provide adequate funding for necessary transportation projects and transit, including but not limited to a basin entry fee (if developed and implemented appropriately and fairly), Congestion-Management Pricing[4], and significant improvements in transit access to recreation in the Basin. This would also allow roadways users to pay their fair share toward mitigating vehicle impacts in the Basin, a burden which is now borne primarily by the basin's 55,000 residents (see additional discussion of funding below).

## Proposed VMT standard allows uncapped VMT growth

The proposed GHG-based VMT standard would allow traffic in the Basin to increase *without any capacity limits.* For example, even if the per-capita VMT reductions were achieved by reducing the distance driven by each driver, the total number of vehicles driving in the basin could increase, resulting in a net increase in absolute VMT, congestion issues, and the associated environmental and public health and safety impacts that increase.

While we support the adoption of a GHG-based metric, this should be *in addition to, not in lieu of*, a capacity-based standard. Further, if there is no maximum capacity on VMT in the region, then there will be little political will to address absolute VMT – a fact already evident by the statements made by the agency in the 8/27/2020 TTAC packet.[5]

## Uncapped VMT growth: Other Environmental Impacts

**Water Quality:**

We understand the original absolute VMT standard was based primarily on reducing NOx emissions, which have significantly declined due to improvements in technology. However, VMT also results in other environmental impacts, including water quality and clarity and noise:

> **"Water Quality**
> Policies and strategies to support attainment of water quality thresholds that are relevant to the SR 89 Corridor include the following:
> Reducing private automobile use through improvements to public transit and alternative transportation modes with the goal of reducing air pollution and the subsequent deposition of nitrogen and fine sediment.
> Ongoing allocation of water quality mitigation funds to support erosion control and stormwater pollution control projects.
> Ensuring road conditions are consistent with the road operations plan and road operations scenarios for reduction of pollutants." (SR 89 Corridor Management Plan; Appendices, p. 109). [Emphasis added]

[3] See 8/27/2020 FOWS comments to TTAC.
[4] Seattle Congestion Pricing Study. Phase 1 Summary Report. Seattle Department of Transportation. May 2019.
[5] See attached FOWS comment letter dated 8/27/2020.

It does not makes sense to spend over a billion dollars to improve water quality, only to then allow uncapped growth of VMT, thereby creating additional water pollution. While the Tahoe Maximum Daily Load (TMDL) program will help to reduce pollutant loading from roadways, it cannot not eliminate 100% of the pollution associated with VMT (including resuspended roadway dust, particulates from wear and tear of vehicles and asphalt,[6] etc.). Further, even if the NOx from vehicles contributed minimal nitrogen loading to the lake, the particulate pollution remains a factor.

**Noise:**
Vehicle use is one of the predominant noise sources in the basin.

> **"Noise**
> Vehicular travel is one of the predominant noise sources in the basin…Reducing private automobile use and improving public transit and access to bike trails will further reduce noise impacts from personal vehicles." (SR 89 Corridor Management Plan; Appendices, p. 109). [Emphasis added]

A net increase in overall absolute VMT will increase vehicle-related noise. The impacts of VMT on TRPA's noise thresholds are also neglected by a per-capita VMT standard that would allow for uncapped increases in absolute VMT.

## Uncapped VMT growth: Public Health and Safety

The elimination of a maximum VMT capacity-based standard also poses threats to public health and safety in multiple ways, which runs contrary to mandates of the TRPA Compact to adopt environmental threshold carrying capacities "**that maintain public health and safety within the region**."[7]

**Emergency Evacuations:**

More vehicles on the roadway will create problems for emergency evacuations. The likelihood of catastrophic wildfires increases each year as the impacts of climate change and unhealthy forests result in more wildfire events. As was unfortunately seen with the Camp Fire in Paradise, CA in 2018, even roadways that aren't already full of vehicles will quickly become gridlocked, preventing evacuations and subjecting people to the threat of dying in a wildfire they can't outrun. In the Basin, roadways are often already at capacity, especially during peak days. If a wildfire were to break out, especially during these times, there is a significant threat to the lives of residents and visitors in the Basin. Uncontrolled absolute VMT growth will only make matters worse at a time when TRPA should be focusing on how to address existing traffic levels. In addition, relying on local jurisdictions to address a situation that crosses multiple jurisdictional boundaries, as suggested in the IEC,[8] is not sufficient *regional* land use planning.

---

[6] E.g. Hyun-Min Hwang, Matthew Fiala, Russell Wigart, Raph Townsend, and Veronica Edirveerasingam. Sources of fine sediment particles (< 20 µm) in roadway runoff in the Lake Tahoe Basin. Prepared for Pacific Southwest Research Station United States Department of Agriculture Forest Service. January, 2017.

[7] "(i) Environmental threshold carrying capacity" means an environmental standard necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region." (Article II) [Emphasis added]

[8] "In addition, individual projects would be required to complete project specific environmental review and comply with local jurisdictional standards, which would further reduce impacts." (RTP IEC, p. 135)

The IEC appears to ignore the impact of increasing visitor traffic by focusing only on the increases in residential population for its analysis of significance:

> "The increase in population anticipated under the land use scenario for the 2020 RTP/SCS is within the anticipated growth forecasts for the 2012 RTP/SCS and 2017 RTP/SCS and is therefore accounted for with existing fire and emergency response services. Therefore, the population increase projected under the 2020 RTP/SCS land use scenario would not impair adopted emergency response and emergency evacuation plans, as it is within the growth projections of adopted plans."[9]

As most issues involving significant congestion occur during periods of peak visitation, the environmental analysis must address visitor impacts when evaluating the significance of the hazards from wildfire.

**Emergency Response/Access:**

More vehicles and absolute VMT will impede emergency responses to both aid people, address traffic accidents, etc., as well as to respond to wildfires. For example, the SR 89 Corridor Management Plan notes: *"Traffic congestion seriously impacts emergency response times in the corridor, with an estimated average of 12 minutes of delay for trips through the corridor and a maximum delay of 30 minutes."(*Final SR 89 Appendices, p. 16). This impact must also be adequately analyzed and disclosed along with the inclusion of additional measures to reduce visitor traffic.

## Inadequate funding sources:

**Historic funding levels are inadequate and uncertain:**

The RTP's list of funding sources does not provide confidence that these strategies will be funded; insufficient funding for transportation projects and transit has been an ongoing problem for decades. As more investment in transportation is needed if we are to avoid the chronic budget shortfall that has plagued all previous transportation plans, simply relying on funding that is similar to historic levels, as most projects in Appendix C do, will not suffice. Not only do we need more funding to address current transportation needs, but more funding is also needed to significantly expand transportation programs to address the existing and anticipated future increases in visitor traffic.

The RTP also provides no evidence to suggest that historic funding levels will continue. Political landscapes and changing economic conditions, as well as the current COVID pandemic, have all affected federal, state, and local budgets and are anticipated to continue to do so.

**Funding from fuel taxes will decrease:**

The RTP also relies on funding from sales and fuel tax (California) and fuel tax (Nevada).[10] However, with improved technology and anticipated increases in use of electric vehicles, taxes collected on fuel will decline. We do not believe it is realistic to rely on historic funding levels from these taxes.

[9] P. 223

[10] Appendix C, p. 154

**Excess cost burden placed on residents:**

The greatest transportation impacts are associated with visitors,[11] especially during peak times, yet the current funding system places most of the cost on residents. The RTP's proposed funding strategy does not remedy this situation.

While we understand the Bi-State Transportation Consultation Group has reconvened to examine funding options, unless progressive actions are taken to identify significant increases in funding, the RTP is likely to continue to remain underfunded, as has been the case for decades. In fact, the RTP notes a $1 billion shortfall in funding.[12] Multiple groups have been convened to come up with solutions to fill this shortfall over the last several decades without success, and we are concerned that this cycle will continue.

It is also unclear whether public funding will be required to improve/develop the infrastructure needed to support the anticipated private funding sources. This needs to be clarified in the documentation.

## Failure to consider new relevant information in IEC:

The IEC completed for the project includes the following questions for all resource impacts, per CEQA and TRPA:

> **"Any New Information Resulting in New or Substantially More Severe Significant Impacts? Do IS/IEC Mitigation Measures Address and/or Resolve Impacts?"**

In responses throughout the IEC, the response identifies the impact as having been analyzed in the 2012 RTP/SCS and answers "no." We do not believe this is correct. The RTP/SCS used 2010 as the base year for the impact analysis. There have been substantial changes in the basin since 2010, as well as advances in scientific understanding, therefore there *is* "New Information Resulting in New or Substantially More Severe Significant Impacts." Examples include:

1. **Climate Change – impacts all environmental resource areas and public health and safety**
   Climate change has been increasing at a faster rate than scientists originally predicted.[13] This is leading to warmer lake temperatures (which negatively impacts lake clarity), increased wildfire danger, increase flooding, more rain and rain-on-snow events, a smaller snowpack that melts sooner, changes in water supply, increased incidence of invasive species, and other negative impacts.[14]

---

[11] https://cbf674e7-b8cd-47a2-883f-3f9e0b2e80de.filesusr.com/ugd/4e7b4c_f8a0668d25ac4e2f94f21b3b8a69476a.pptx?dn=ListeningSessionPresentationTier3_Final

[12] "Overall, TRPA has forecasted $2.2 billion in revenues over the course of the 25-year plan. The total transportation project costs included are estimated at $3.2 billion leaving an approximate funding gap of $1 billion." (p. 151).

[13] E.g. https://blogs.scientificamerican.com/observations/scientists-have-been-underestimating-the-pace-of-climate-change/; https://www.nytimes.com/2019/12/04/climate/climate-change-acceleration.html; https://www.climate.gov/news-features/understanding-climate/climate-change-global-temperature

[14] https://tahoe.ucdavis.edu/climate-change; https://www.nationalforests.org/assets/files/Lake-Tahoe-West-Landscape-Resilience-Assessment-V1-FINAL-11Dec2017.pdf

2. **Visitation – impacts all environmental resource areas and public health and safety with emphasis on transportation impacts**
   As has been frequently discussed among decision-makers and stakeholders, visitation has been steadily increasing over the past few years, and even more substantial increases occurred this year as a result of the COVID pandemic. The most recent VMT estimate violates the TRPA standard,[15] whereas the VMT standard was in attainment in the 2012 RTP/SCS based on the 2010 baseline.[16]

3. **Popularity of GPS applications for travel – impacts to transportation, water quality, and public health and safety**
   The popularity of GPS-based Apps has exploded since the 2010 Base Year, resulting in significant impacts to traffic and emergency access during peak periods. Less-known routes once available for residents and emergency responders have become regularly clogged with visitor traffic, creating extensive gridlock and blocking emergency access. This has also placed far more vehicles on non-state or federal roads that were designed primarily for residential use, leading to faster breakdown of roadway materials that contribute to particulate pollution.

4. **Increased demand for recreation – impacts to all resource areas**
   As noted in the recent SR 89 Corridor Management Plan, [17] "the demand for visitation has risen to a level that is not sustainable for the current infrastructure and operational capacity." Although that statement is in reference to the SR CMP plan area, it is common knowledge that in general, all popular areas of the Basin have experienced increased demand for recreation. When visitation demand exceeds existing infrastructure, there is "increased environmental disturbance and stormwater run-off resulting in degraded lake clarity." Increased demand/over-use also leads to resource impacts as the environment is degraded (i.e. when too many visitors use a hiking trail, it will lead to negative environmental impacts).

5. **Increased popularity of short-term rentals and App-based platforms – impacts to transportation and public health and safety**
   The increased popularity of vacation-rental platforms such as VRBO and AirBnB have resulted in significant increases in the use of homes as short-term rentals (STRs) in more recent years.[18] Often, the STRs are not within the town centers where TRPA's Regional Plan (and 2012 RTP) planned to locate them, therefore the transportation strategies that rely on placing tourists in town centers to reduce their driving once they are here do not provide the benefits that were assumed in the 2012 RTP. In addition, STRs often have far more guests/unit than the hotel/motel rooms that used to be the primary tourist units in the Basin.

## Peak visitation and "Annual Averages":

The use of annual averages when examining vehicle impacts fails to account for the impacts of peak periods, therefore we are concerned with the proposed VMT standard that is based on an annual average.

[15] IEC, p. 200
[16] 2011 Threshold Evaluation Report, p. 3-59
[17] SR 89 Corridor Management Plan, p. 18
[18] https://mountainhousingcouncil.files.wordpress.com/2019/03/mhcstrwhitepaper_final.pdf

One of the greatest concerns associated with peak period congestion is related to emergency evacuations and access. As noted previously, the TRPA Compact requires TRPA to protect public health and safety. The RTP must evaluate and identify mitigation measures to reduce peak period congestion and provide for improved emergency access. As proposed, the RTP will allow for *more* traffic during peak periods.

## Impacts to beneficial redevelopment projects:

We understand that restrictions posed by the existing VMT standard may have created barriers to the approval of beneficial redevelopment projects by placing a significant burden on local developers to address VMT from their projects although a significant portion of the absolute VMT comes from visitors, including day visitors. However, as noted elsewhere in these comments, we believe there are actions the agency *can and should* take to address the impacts of visitor traffic, and that doing so would in fact aid in allowing for the approval of beneficial redevelopment projects while still achieving and maintaining TRPA's environmental thresholds and protecting public health and safety.

Tahoe Regional Planning Agency
Attn: Dan Segan
PO Box 5310
Stateline, NV 89449

August 27, 2020

**Subject: Vehicle Miles Traveled Threshold Update Baseline and Project Level Assessment Approach**

Dear Dan:

We appreciate the opportunity to serve on the Transportation Technical Advisory Committee (TTAC) and provide input on such important topics. As we relayed previously, schedule conflicts prevent us from attending today's meeting, however we want to provide you with feedback for consideration. We also ask that you distribute this to other TTAC members.

## VMT "Absolute" vs. "Efficiency" Standard

The staff report states that the TTAC is being asked to provide recommendations related to four threshold update topics and two topics on the project level assessment approach. However, the recommendations appear to make the assumption that the VMT standard will be measured with a per capita (or what the report terms "efficiency") standard, rather than the existing capacity-based regional VMT standard (or "absolute" standard). As we have expressed for years, we do not support the elimination of an 'absolute' VMT standard. While the original standard was tied to NOx emissions that have substantially improved, VMT still affects several air quality standards and other thresholds including but not limited to water quality (i.e. through particulate emissions, resuspension of roadway materials, faster degradation of roads which reduces the efficiency of street sweeping and can lead to more particulates from wear and tear), noise, scenic resources, and recreation. VMT is also a public health and safety issue, even more so given climate change and the anticipated increases in wildfires, flooding, and other events where major evacuations may be required.

The TRPA Compact specifically requires *carrying capacities* be established. The proposed per-capita standard includes no maximum cap on VMT. Even if per-capita VMT decreases, the population could increase, creating a net increase in overall VMT and its accompanying environmental impacts. FOWS supports the inclusion of a per-capita VMT standard, but it should not be in lieu of an "absolute" VMT metric; it should be *in addition to*. Further, the assumed elimination of the absolute VMT metric, combined with other statements in the staff report, suggest a notable change in how TRPA views its role that appears to conflict with the purpose of the TRPA Compact, which requires that TRPA ensure the environmental **carrying capacity** of the Lake Tahoe Basin not be exceeded.

For example, the report states: "*To protect and preserve the national treasure that is Lake Tahoe for future generations, the Regional Plan places strict controls on the pace of and total amount of development allowed in the region (TRPA 2012). <u>It does not, nor does TRPA have the power to, limit the total number of individuals that choose to reside in Tahoe or visit Tahoe</u>*." (p. 11) and "*The proposed use of an efficiency based VMT target for the region is consistent with the California statewide approach to promoting more sustainable development patterns that provide residents with options other than driving, <u>while not limiting</u>*

*population or visitation*." (p. 13) [Emphasis added]. In fact, the Compact requires TRPA to ensure the environmental carrying capacity of the basin is not exceeded. The abrogation of any role in addressing overpopulation when it is damaging the very environmental resources that TRPA was formed to protect is contrary to the intent of the TRPA Compact.

The report also states that TRPA wants to be in alignment with state policy. We support this, **so long as it does not reduce the environmental protection that the Compact requires**. Lake Tahoe is a National Treasure, an Outstanding National Resource Water, and is world-renowned for its beauty. State policies may be appropriate in larger urban centers throughout the state, but they are not focused on protecting the unique environmental sensitivity of the Tahoe Basin. The insufficient protection provided by state laws that are not tailored to the basin is why the TRPA was formed in the first place.

In sum, there is a much larger discussion to be had about this proposed change to the VMT standard. **The TTAC is not the appropriate venue to consider such changes to TRPA's role and responsibilities**. We request any recommendations that assume elimination of the absolute VMT standard be tabled for further discussion until adequate discourse about TRPA's role and responsibilities has occurred.

## Policy Considerations and Recommendations

### *VMT Standard*

1. VMT to be included – We support the staff recommendation. All VMT has an impact to Tahoe's environment and therefore all VMT must be included.
2. Types of travel to be included – We support the staff recommendation for the same reason as number 1.
3. Time period – There are two items here: first, the length of time that will be used to assess the standard, and second, the timeline used for establishing the baseline.
    a. Time period of standard: We do not support the staff recommendation to change the VMT metric to an annual average. The impacts of VMT occur on far shorter time scales (e.g. air quality pollution is regulated on timelines as short as by the hour and/or day, water pollution can have a greater impact depending on the season, and public health and safety impacts may be greater during periods of high fire danger). In fact, as we have suggested in the past, we believe there should be a distinct VMT standard for peak periods in both winter and summer.
    b. Timeline used for establishing baseline: We support the staff recommendation to rely on 2016-2018 data to establish the baseline, however do not support the use of an annual average, as noted above. Also, recognizing that the impacts of 2020 cannot be included, the new trends resulting from the COVID pandemic (e.g. increased full-time residents, increased visitation, etc.) will need to be incorporated into future modeling and adequately accounted for in all future traffic analyses and plans. In addition, establishing the baseline is different from establishing what the target VMT will be in the future, which should be determined based on the environmental carrying capacity of the basin and time period of the impacts, as noted previously.

4. Baseline VMT for standard establishment – The recommendation related to use of the Activity-Based (AB) Tahoe model versus the Streetlight and other data throughout the staff report is unclear. Is staff proposing to rely solely on Streetlight data, and/or NDOT and Caltrans data for the VMT standard? How will this relate to the AB model? We request further clarification.

### *Project-level Transportation Impact Assessment*

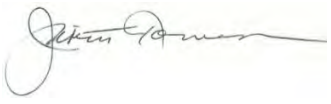
1. Dynamic Testing – It is unclear what the proposed 'case studies' would be. For example, are these approved projects, and/or projects currently being planned? Would this entail some level of model 'calibration,' or would it be more focused on providing future inputs to the model?
2. VMT Metrics – The VMT metrics will need to be directly correlated with the VMT standard(s). As noted, we do not support staff's recommendation to eliminate the absolute VMT standard. We would support metrics that include both absolute and per-capita VMT outputs that can be evaluated in a way that is meaningful and correlates with the VMT standard(s).

## Time for meeting preparation

The TTAC agenda and materials cover an extensive amount of important and very detailed information that needs to be reviewed, digested, and carefully assessed in order to provide informed feedback and recommendations. In addition, there are many committee members who will need to take this information 'up the ladder' before recommendations can be made on behalf of any organization or entity. The materials were emailed out last Wednesday evening, leaving five business days for members to review materials, contemplate proposals, and speak with organizational board members and superiors about the content and recommendations. As noted above, the proposals include significant policy changes that have the potential to affect TRPA's role and responsibilities; these require far more extensive discussion and collaboration. In addition, there are numerous technical details that have a direct effect on the policy questions and therefore require extensive study and review. Five business days is not sufficient time to review and address this information (nor do TTAC members have the entirety of those five days to focus on this one project). We urge TRPA to provide members at least twelve business days to review materials in the future, preferably more (especially when there are larger implications as there are with the current agenda).

We look forward to continued participation in this process. Please contact Jennifer Quashnick at jqtahoe@sbcglobal.net or (530) 573-8929 if you have any questions.

Sincerely,



Judith Tornese,
President

Jennifer Quashnick,
Conservation Consultant

## Michelle Glickert

**From:** jaybuel@usa.com
**Sent:** Monday, October 12, 2020 10:55 AM
**To:** Michelle Glickert
**Subject:** Bus Hub at Incline

Hello
I would like to express my support for a full and fair review of the TTD proposal.
The hysterical NIMBY reaction of a few voices in Incline are premature and prejudge the merits.

Thank you
Jay Buellton
Sent using the mobile mail app

**Michelle Glickert**

**From:** Doug Flaherty <tahoeblue365@gmail.com>
**Sent:** Monday, October 12, 2020 11:41 AM
**To:** Michelle Glickert
**Subject:** Protest Converting Old Incline Village School Property To a Bus Hub

Greetings Michelle,

As a full time resident of Incline Village, NV I would like to protest conversion of the Old Incline Village Elementary School property being converted to a bus transportation hub for the following reasons:

1. Direct and indirect environmental and quality of life impacts on the local Incline Village community have not been adequately identified, discussed or considered including traffic congestion, large vehicle egress and entry life safety hazards, including what is currently a high use child and family pedestrian area, high level noise and dust pollution impacts on close by adjacent businesses and high level noise and dust pollution impacts on close by and adjacent multi family residents. These impacts will have a significant negative impact on daytime and nighttime quality of life in and around the center of Incline Village.
2. With the short construction season window in the Lake Tahoe Basin, direct and indirect environmental and other impacts on the local Incline Village community as described above, during what could surely be **years of grading and construction until the hub is eventually completed** have not been adequately identified, discussed or considered. These impacts will have a significant negative impact on daytime and nighttime quality of life in and around the center of Incline Village.
3. Ample consideration, discussion and identification of alternative land use, including much needed affordable housing has not taken place.

Please move to prevent the use of this property for a bus hub location and what will surely be a significant impact on Incline Village air, noise, daily enjoyment of life as well as increasing winter dust, dirt and mud runoff accumulations/sediment from increased heavy bus traffic, which will eventually find its way into adjacent creeks and Lake Tahoe itself.

Sincerely,
Doug Flaherty
Resident
Incline Village, NV
TahoeBlue365@gmail.com

## Michelle Glickert

**From:** Karen Johnson <karen@BKRgo.com>
**Sent:** Monday, October 12, 2020 1:10 PM
**To:** Michelle Glickert
**Subject:** Bus Hub in Incline Village

**Follow Up Flag:** Follow up
**Flag Status:** Completed

I protest the old elementary school being used for a bus hub.

Regards,

Karen Johnson
707-696-4196

## Michelle Glickert

**From:** pmosermorris@gmail.com
**Sent:** Monday, October 12, 2020 7:02 PM
**To:** Michelle Glickert
**Subject:** I oppose the project being proposed by the Tahoe Transportation District to purchase the old school at 777 Southwood Boulevard in Incline Village, Nevada, demolish the school, and replace it with a regional transportation hub.

**Importance:** High

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

*Patricia Moser Morris*
*330 Ski Way #11*
*Incline Village NV 89451*
*pmosermorris@gmail.com*
*775-434-4155*

October 12, 2020

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
VIA: mglickert@trpa.org

Dear Ms. Glickkert:

I oppose the project being proposed by the Tahoe Transportation District to purchase the old school at 777 Southwood Boulevard in Incline Village, demolish the school, and replace it with a regional transportation hub, for several reasons.

The site proposed for the regional transportation hub – smack-dab in the middle of a residential area -- is spectacularly inappropriate because it is literally across the street from an apartment complex where more than 100 children live.

Furthermore, the process followed in implementing this proposed project seems highly irregular, if not outright illegal. According to our County Commissioner Marsha Berkbigler:

1) The Tahoe Transportation District board did not vote to support this project; and did not vote to obtain the grants that are being used to purchase this property. As a former manager of the federal Community Development Block Grant program in the Fourth Supervisorial District of Riverside County, California, I do not understand how a grant can be applied for by a public agency without the governing board of said agency taking official action to approve the grant application.

2) The decision to apply for these grants was made at a meeting to which County Commissioner Berkbigler was neither invited nor even advised that it was taking place, even though Commissioner Berkbigler is a member of the governing board of the Tahoe Transportation District. In other words, said meeting was not noticed publicly in compliance with applicable law. Thus, it was illegal and could not bind the Tahoe Transportation District.

3) NO public hearings were held regarding this proposed project.

4) Apparently, this proposed regional transportation hub is planned to serve an expanded public transportation system linking the Lake Tahoe area to Reno and Carson City, but funding for such an expanded regional transportation system has not been obtained, or even planned. How does it make sense to build a regional transportation hub when the system it would serve has not been funded?

For all these reasons, I urge you to find another, more appropriate site for the proposed regional transportation hub or, failing that, cancel the proposed project altogether. In any case, you should not proceed with the project unless and until you have obtained funding for the expanded regional transportation system that it would serve.

Sincerely,

*Patricia J. Moser Morris*

## Michelle Glickert

**From:** Carina Cutler <carina@cutlerteam.com>
**Sent:** Tuesday, October 13, 2020 5:12 PM
**To:** Michelle Glickert
**Subject:** Regional Transport Plan Feedback

**Follow Up Flag:** Follow up
**Flag Status:** Completed

Hello M. Glickert,
Thanks for taking Tahoe transportation plan input. Full disclosure: I did not read the entire plan.

Comments:

A. Love the water transit, the micro on-demand zones, the charging stations, the out-of-basin parking zones, and the walking/bike paths!

B. Needed now in 2021, not in 2045 (**for fire safety**):

1- Water ferries that can be diverted in case of wildfire to shuttle people to safety. All public and shared private piers should be used in case of emergency. (Gates on private community piers to open in case of emergency evacuation.)

2- RFID enforced basin limits on traffic during wildfire season. Start with RFID toll stations to reduce traffic counts. Clearly local residents and workers would need some sort of inexpensive summer pass. (Winter regulation is less important due to reduced fire danger.) Day and weekend recreational trips should be relatively expensive and cancellable in the case of extreme fire danger. The proceeds for the tolls should go towards 1) upkeeping the toll system and 2) paying for the emergency ferry evacuation system.

Thanks for prioritizing our safety and our freeway-less way of life.
Kind regards,

**Carina Cutler**
**Realtor®**
**CA #01947108**
carina@cutlerteam.com
**(530) 448-6897**
**Chase International**
**The Leader in Luxury Real Estate**
**www.cutlerteam.com**

**What is your home worth?**
*****CLICK HERE*** to get 3 estimates.**

## Michelle Glickert

**From:** Emily Setzer <setzerem@gmail.com>
**Sent:** Thursday, October 15, 2020 11:47 AM
**To:** Michelle Glickert
**Subject:** Regional Transportation Plan comments

**Follow Up Flag:** Follow up
**Flag Status:** Completed

Hi,

I'd like to provide comments on the Regional Transportation Plan.
- Regarding Appendix B Project List, the Kings Beach/Brockway community would like the Brockway Vista Multi-Use Trail to be built much earlier than the proposed timeline. We would like this timeline pushed to 2021-2025. This is an unsafe section of road with many cars speeding and is a key connection between Kings Beach and the Crystal Bay entertainment core. A local worker just got hit badly by a car while he was on bicycle trying to commute this section of road. Visitors and residents are regularly seen walking along the shoulder. Another option temporarily would be to open up Brockway Road to pedestrians and bicycles. It is currently gated but provides a safer alternative to Hwy 28.
- North Tahoe Regional Bike Trail - I would like to suggest this timeline be pushed up to a 2026-2035 timeframe. This is a key section between Placer's two town centers of Kings Beach and Tahoe City, and would allow many workers in the area to commute safely off the road. Waiting until after 2035 to build this section is really unacceptable and substantially delays benefits to our residents and tourists.

Thank you,
--
Emily Setzer

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Thursday, October 15, 2020 7:38 PM
**To:** Tobi Tyler
**Subject:** FW: TRPA's RTP webinar

Evening Tobi, thanks again for tuning in to the 2045 Regional Transportation Plan (RTP) webinar Monday. Sorry we could not get to your question about development impacts to transportation.

The Lake Tahoe Regional Plan sets growth caps for the Tahoe Basin and is very clear about how much growth can occur and where. Lake Tahoe is unique in the United States in that development is limited and managed at the watershed level across multiple jurisdictions. The Regional Plan also requires all development projects to meet environmental threshold standards in nine categories ranging from water quality to scenic resources. The RTP is the transportation element of the Regional Plan and supports achievement of many environmental thresholds.

I would like to highlight two policies, specifically, one that addresses growth outside the Region and one that focuses on trips within the Region:

**Policy 2.4** - Collaborate with nearby communities that share transportation to and from the Tahoe Basin, including but not limited to; the Town of Truckee, Placer County Resort Triangle, Sacramento, Bay Area, Reno, and the Carson/Minden valley. *This is to address growth outside of the region*

**Policy 1.1 -** Support mixed-use, transit-oriented development, and community revitalization projects that encourages walking, bicycling, and easy access to existing and planned transit stops. *This is to ensure we do not increase trips with development.*

The RTP relied on an updated land use forecast, which included development anticipated within the next 25 years. That forecast provided a baseline for identifying the future transportation system needs. That forecast modeled growth in residents and visitors (Appendix G), transportation projects (Appendix B), and the effectiveness of transportation programs and projects that were not in the modeled forecast (see TRIA 2.0 in Appendix G) to understand how the plan performs with growth.

The RTP is updated every four years, and each update continually improves the data used to forecast, track performance, and align transportation projects to identified needs. For example, we are currently working with members of the Tahoe Science Council, the University of Nevada, Reno, and the University of California, Davis to refine visitation numbers basin-wide including origin and destination data. This will help us plan transportation improvements for the future.

That being said, development and redevelopment is estimated to account for approximately 2 – 3 % of future vehicle miles travelled (VMT) because Lake Tahoe is approaching build out. Roughly 96% of all possible development in the Tahoe basin is already in place and redevelopment will only be responsible for its net increase in VMT.

However, it is still important that development and redevelopment does not negatively impact the transportation system. TRPA is currently developing project level tools to assess and mitigate impacts of development to transportation, in collaboration with Placer County, California. Information on this work has been shared with the Transportation Technical Advisory Committee (TTAC), and can be found in Other Meeting Materials, here: https://www.trpa.org/category/other-meeting-materials/.

In addition to the above, the Communities section of the RTP includes very detailed strategies to ensure that Tahoe's corridors, including those that function as our main streets, like SR 28 in Kings Beach and US 50 in South Lake Tahoe, are

planned in a holistic manner: trails are connected, transit service is robust, and programs to provide incentives to employee to get them to work car free are in place, so that everyone, from visitors to residents and employees have transportation options other than their personal automobile. Additionally, the plan includes parking management strategies that include paid parking, pricing differentials that spread the peak out, and all encourage getting their car free.

Please let me know if you have any further questions.

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

---

**From:** Michelle Glickert
**Sent:** Thursday, October 15, 2020 1:54 PM
**To:** Tobi Tyler <tylertahoe1@gmail.com>
**Subject:** RE: TRPA's RTP webinar

Afternoon Tobi, see if this link works for you. Once open, use the control (CTRL) F function to pull up a search window. Let me know if this doesn't work otherwise I can send pdfs via emails, it will be about 8 or so individual emails due to size. Fingers crossed the first options works. Sorry for the delay on your response, several of my colleagues wanted to chime in and its taking longer than I expected.

Can't thank you enough for taking time to read and comment on the plan,

Michelle

---

**From:** Tobi Tyler <tylertahoe1@gmail.com>
**Sent:** Thursday, October 15, 2020 1:48 PM
**To:** Michelle Glickert <mglickert@trpa.org>
**Subject:** Re: TRPA's RTP webinar

HI Michelle,
Could you provide me with a pdf version that can search for words? The one on the website doesn't appear to be able to do that and this would be extremely helpful in reviewing the document.
Thanks
Tobi

On Mon, Oct 12, 2020 at 4:06 PM Michelle Glickert <mglickert@trpa.org> wrote:

Sure thing Tobi, I am drafting up an email now but want to fold in other colleagues from Long Range and Research and Analysis to make sure we hit everything. Unfortunately today we did not have enough time and some key individuals couldn't make it. I will get right back to you.

Thanks for tuning in today,

Michelle

---

**From:** Tobi Tyler <tylertahoe1@gmail.com>
**Sent:** Monday, October 12, 2020 1:09 PM
**To:** Michelle Glickert <mglickert@trpa.org>
**Subject:** TRPA's RTP webinar

Hello,

During the Q&A, I asked the last question cited about development increases conflicting with transportation challenges. Please send me more information about this as discussed.

Thank you

Tobi

## Michelle Glickert

**From:** Sarah Miller <tryanything3@icloud.com>
**Sent:** Monday, October 19, 2020 3:56 PM
**To:** Michelle Glickert
**Cc:** schmitz61@gmail.com
**Subject:** Public Input on the Regional Transportation Plan

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

I am writing as the wife of a now deceased member of the Tahoe Regional Planning Board. I share his concern for the preservation of Lake Tahoe's unique clarity and the ecology. "Don't it always seem to go, that you don't know what you've got till it's gone.They pave paradise and put up a parking lot." (by the Counting Crows). The lyrics perfectly describe what is happening here.

As a 40 year resident of Incline Village I have seen many things change for the better, but your aggressive plan to force people to use buses to get around goes too far, in my opinion. You are attacking the rural quality of life here, and charging residents to pay another "fee" to use our roads is unconscionable. We already pay the county and state to maintain roads here.

There has always been a distinct difference between South Lake Tahoe and the communities of the North Shore, but with your plan, that distinction will be erased. More of the land around the road will be developed and parking lots built in many places to accommodate tourists. We already see what disruption the East Shore Path has brought to Incline, as beautiful as that path is. I do not want it extended so that the entire East Shore is overused.

If you want visitors to use the service you propose, you have to make the schedule more robust. That will mean a traffic mess around the proposed hub at the old elementary school. It will cause even greater traffic jams on 28 and interruptions to traffic flow on side streets where buses pick up passengers.

You are trying to impose an infrastructure where there is not room! ( or is your next requirement the addition of lanes to our accommodate the tourist economy?) This is a place of limited capacity due to the mountains rimming the lake. Only so much land can be used without damaging the ecosystem. TRPA has always stood against overuse, but the transportation district seems to have a plan to make it more likely

Please reconsider this plan and take into consideration that those who are moving here from the congestion of the cities do not want to see Incline (and Tahoe) citified!

Sarah E. Miller
568 Ponderosa Ave.
Incline Village, NV. 89451
tryanything3@icloud.com

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Thursday, October 22, 2020 8:49 AM
**To:** ian gover
**Subject:** RE: TRPA Transportation Plan

Morning Ian, thanks for taking time to express your support and concerns. There is additional consideration for crossings and intersection improvements along our state routes, which as you know our are "Main Streets" as well. In 2019 we developed a Safety Strategy Plan that identified these needed projects. Placer County has also just completed a focused transportation plan for your area. It is plans like the Safety Strategy and the Resort Triangle Transportation Plan that feed into the RTP. The RTP identified some funds to start implementation of projects identified in the Safety Strategy. It does not however identify secure funding for all locations identified, as you will see in the plan there are numerous locations. The identification of the general project in the RTP will allow implementing agencies like Caltrans and Placer County to move forward on improvements, making them eligible for state and federal dollars. I am going to pass along your email to my colleagues at Placer County to make sure your voice is heard for improvements needed around Cedar Flats.

My apologies for the long winded response. Thanks again for your valued input and time.

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

---

**From:** ian gover <ian.gover@gmail.com>
**Sent:** Monday, October 19, 2020 8:20 PM
**To:** Michelle Glickert <mglickert@trpa.org>
**Subject:** TRPA Transportation Plan

Hi Michelle - Very excited about the trails and bike paths. Quick question - Is there additional consideration for crosswalks and reduced speed limits for major thoroughfares in residential areas. We live in Cedar Flat and crossing route 28 to get to the lake side is absolutely terrifying... It seems like you've done a nice on reducing the speed limit and installing flashing crosswalks on west shore blvd in Tahoe city...

Thanks in advance,
--
Ian Gover
+1 415 819 1944

## Michelle Glickert

**From:** Kathryn Kelly <kkelly@ischools.us>
**Sent:** Monday, October 19, 2020 9:33 PM
**To:** Michelle Glickert
**Subject:** FW: Comments for the transportation plan

**Follow Up Flag:** FollowUp
**Flag Status:** Flagged

As a former member of the federal Lake Tahoe Basin Federal Advisory Commission, here are the briefest of comments I would like to submit on the basin transportation plan:

I am strongly in support of most of these initiatives including in particular anything that improves:

- Mass transit connections from Tahoe to RNO
- Mass transit connections from Tahoe to SMF. Both are long overdue.
- Ferries across and around the lake such as the systems they have in Sydney, Australia, and elsewhere
- Extension of bike paths around and near the lake
- Availability of day-use bikes in flat, congested areas (SLT)
- Extension of walking/hiking trails
- Enhanced forest management to help all these activities, especially trails
- More free-to-rider buses to help encourage people to get out of their cars and integration with an app to tell us when the next bus is coming
- A new bus transit center at the site of the old elementary school in Incline Village, about a block from where I work
- Imposing fees on cars traveling into the basin, just as we do for national parks

I would ask you to de-emphasize the following two distractions to the overall mission:

1. Any discussion of greenhouse gas emissions. You could eliminate every person, car, and bus from Tahoe and we will still have the very same climate change.
2. Discussion of "environmental justice" issues, which is or should be the domain of some entity other than TRPA, such as community health services. Your making the buses free to riders is the best accommodation you could give to environmental justice, period.

Thank you.

Kathryn Kelly

Kathryn E Kelly, DrPH, MEd
Executive Director

889 Alder Ave., Suite 105
Incline Village, NV 89451
O 775.831.2423
C 775.544.5023

*A 501(c)(3) Nevada non-profit educational organization*
*Accredited by the Western Association of Schools and Colleges*

***I·School on Channel 2 News***
***I·School in Flynn's Harp***

## Michelle Glickert

**From:** T Thuma <terithuma@gmail.com>
**Sent:** Wednesday, October 21, 2020 2:41 PM
**To:** Michelle Glickert
**Subject:** Grave Emergency Evacuation Problem in North Tahoe

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Good afternoon-

My name is Teri Thuma and my family of 5 (including 3 children in the public school system) moved to Incline Village 2 years ago full-time. We love living in Nevada and cherish our small community.

This Summer compared to the previous, was an eye opener in our area that brought a huge concern to the forefront - **evacuation congestion** and **traffic safety** on Highway 28 from Incline Village to the 50. Covid contributed as many travelers pursued every available STR to rent, however I think one of the bigger issues is the new bike/walking path that attracts an exorbant amount of visitors now that seem to think they can just park anywhere they'd like along 28 and pull out in front of moving vehicles without any regard.

So the grave concern is how can residents quickly and safely evacuate the area if a massive fire breaks out? Firemen have advised for us not to go Kings Beach way as it is already over congested, so our exits are 28 to 50 or 431/Mt. Rose. Well look at the scene from this summer from July all the way past Labor Day week-end (1st photo attached below). People parking on both sides of the highway with stop and go traffic and many times at a stand still because of Sand Harbor. No one would be able to get out quickly with a fast moving fire. This is a HUGE problem that needs immediate attention. In addition, we saw 3 separate near misses of cars colliding and going down the hillside off the 28, not to mention the hundreds of pedestrians that seem to think it ok to walk actually on the 28 highway as cars are trying to pass. I thought I would include another photo of the obscene amounts of trash that these visitors are leaving at Hidden Beach and beyond. They don't even think to bring their trash with them, they just leave it. This photo was on a Sunday…bears easily were going to tear through this trash because trash pick up I believe at this site was on a Monday. STR renters just really don't have Incline Village and the beaches welfare in mind, they swoop in and take over the area driving fast, leaving trash, being loud and bringing more vehicles to our one lane highways.

I am not writing to discourage visitors from coming to the area, but something has to be done about the capacity of visitors, as the highway patrol is obviously unable to control it or ticket the violators fast enough. It would be an utmost tragedy if our community experienced a Paradise like fire and unable to evacuate or under extreme smoke, because we had to wait in bumper to bumper traffic on the 28 because of all the cars parked on both sides of visitors. Several times this summer we had doctor appointments and had to literally turn off our ignition and wait sitting idol on highway 28 because of the back up traffic waiting to enter Sand Harbor in the morning. Every morning was like this, so eventually we avoided it… but this leads to my point again… what about an emergency? Fire, Medical emergencies? Highway 28 needs to be free flowing and parking limited.

I would appreciate you passing on my concern to anyone who cares about the well being of our community.

My best,

-Teri Thuma

Incline Village (FULL-TIME) Resident

.

## Kira Smith

**From:** wintmobile@aol.com
**Sent:** Thursday, October 22, 2020 1:48 AM
**To:** Rebecca Cremeen
**Subject:** Regional Transportation Plan (RTP) and Vehicle Miles Traveled

**Dear Ms. Rebecca Cremeen & Members of TRPA Board,**

**I am very concerned about TRPA's proposal to eliminate the existing VMT standard, which places a total cap on VMT in the basin, and replace it with a different standard that is based on the VMT driven per person ("per capita"). If this change is approved, VMT could continue to increase in the basin along with the number of vehicles, even if each person drives less such that the per capita standard is met. Not only does increased VMT mean more uncontrolled traffic and additional environmental impacts, but it also further threatens public health and safety.**

**- The proposed replacement of the existing capacity-based VMT standard with only a GHG-based VMT standard would allow traffic in the Basin to increase *without any capacity limits.***

- **o Uncapped VMT growth would result in negative impacts to other thresholds, including water quality.**
- **o Uncapped VMT growth also poses threats to public health and safety (i.e. in the event of an emergency evacuation).**

**- The RTP does not adequately address traffic associated with visitors, especially day-only visitors.**

**- The RTP and its relationship to the existing TRPA VMT standard is confusing and it is unclear how the Initial Study is judging the significance of the VMT impacts.**

**- The RTP policies and TRPA statements indicate that TRPA is "giving up" on controlling visitor traffic in the region, but isn't that what a regional planning agency is supposed to do?**

**Please do not approve the change in the VMT standard and the RTP, as currently proposed.**

**Thank you,**

**Jerry Winters**

**Tahoma, Calif.**

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
TTY 711
www.dot.ca.gov/dist3

*Making Conservation a California Way of Life.*

October 22, 2020

Michelle Glickert
Principle Transportation Planner
Tahoe Regional Planning Agency (TRPA)
P.O. Box 5310
Stateline, NV 89449

**Draft Tahoe 2020 Regional Transportation Plan/Sustainable Community Strategies – Caltrans Comments**

Dear Ms. Glickert:

Thank you for the opportunity to review and comment on the Tahoe Regional Planning Agency's (TRPA) Draft Linking Tahoe 2020 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Our review concluded that the plan will require additional elements and clarifications to meet state and federal requirements. We would like to offer the comments below to assist in the development of the plan.

General Comments:

- Caltrans commends TRPA for providing a vivid description of how the region will change over time when the goals and policies of the RTP are realized.
- TRPA should ensure that the RTP Checklist encompasses all pages and sections of the RTP that meet that specific requirement.
- The maps/figures on pages 10, 20, 21, 29, 72, 81, 83, 85, 87, 89, & 91 (Figures 10-13; 11-14; 22; 54-55; 59-64) are difficult to read and should be enlarged.
- On page 39, figure 33 should identify the names of the highways and routes shown on the map.
- The Trails Results Chain figure on page 103 is not legible.

Metropolitan Transportation Planning Rule – Performance Measures

- TRPA as the designated Metropolitan Planning Organization (MPO) for the Tahoe region is subject to the Metropolitan Transportation Planning rule (23 CFR Parts 450 and 771 and 49 CFR Part 613), jointly released by FHWA and FTA. This rule guides how performance measures will be incorporated into the planning and programming processes.
- The regional transportation planning process "shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. § 150(b) and the general purposes described in 49 U.S.C. § 5301(c)." (23 CFR 450.306)

28

- The Regional Transportation Plan "shall, at a minimum, include: A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d (23 CFR 450.324)
- Chapter 5 and the Executive Summary should include a discussion about the overall required MPO Transportation Performance Management process and Performance Based Planning and Programming in the Final RTP.
- Chapter 5 should include a description of TRPA's coordination efforts with both Caltrans and the Nevada Department of Transportation (NDOT), as well as coordination with local jurisdictions and transit operators in the region to meet or make progress towards achieving targets in the Final RTP. 28a

FHWA's Required Performance Measures – PM 1, PM 2, and PM 3

- Chapter 5 needs to have a section summarizing the FHWA performance rule requirements for PM 1, PM 2, and PM 3. There is a total of 18 performance measures and the list of performance measures is included in Amendment 1 to the Memo of Understanding of Comprehensive Federal and State Transportation Planning and Programming, dated May 23rd, 2018, signed by TRPA, NDOT, and Caltrans. 28b
- In the Draft 2020 RTP, TRPA is missing most of FHWA's required performance measures. These missing performance measures and targets need to be identified and a description and explanation of all 18-performance measure must be provided in Chapter 5 or Appendix I in the Final RTP.
- The Draft RTP is also missing a discussion as to how TRPA will be planning and programing projects to make significant progress in achieving California performance targets in Lake Tahoe Basin region. This needs to be done for each performance measure. The Final RTP should include some analysis as to how TRPA will move the needle on meeting the performance targets in the region. 28c

FTA's Transit Asset Management (TAM) Performance Measures

- Chapter 5 needs to have section summarizing the TAM performance rule requirements for TRPA and the RTP. 28d
- A description and explanation of all the federally required TAM performance measures needs to be included in the Final RTP. These performance measures are listed in Appendix I, but no discussion is provided in the Draft RTP.
- The Draft RTP is missing the local or regional or State performance targets for each federally required TAM performance measure.
- The Draft RTP is also missing a discussion as to how TRPA will be planning and programing projects to make significant progress in achieving TAM performance targets. This needs to be done for each performance measure. The Final RTP needs to include some analysis within their Final RTP as to how TRPA will move the needle on meeting the TAM targets in the region.

FTA's Required Public Transit Agency Safety Plan (PTASP) Performance Measures

- Chapter 5 needs to have section summarizing the PTASP performance rule requirements for TRPA and the RTP.
- The timeline requirements for MPO's to include the PTASP performance measures was recently pushed farther back by the FTA because of COVID-19. MPOs are required to reference the safety performance targets and Agency Safety Plans in their TIPs and RTPs updated or amended after July 20, 2021.
- Is TRPA going to add the PTASP performance measure and performance targets into the Final RTP?
- The PTASP performance measures should also include a description of the anticipated effect towards achieving the performance targets identified in the RTP, linking investment priorities to those performance targets.

28e

Local/Regional Constrained Funding Sources and Revenues:

- The local/regional funding sources in the Draft RTP account for 49% of the total revenues in the Draft RTP as depicted in Page 97/Figure 67. There is confusion on what the local/regional funding sources are and how much revenue they will be generating as part of the RTP Financial Plan.
- There is no explanation in the Draft RTP for the Other Local funding sources and the Regional Revenues. There is also no mention if the local/regional funding sources are new or existing funding sources.
- In Chapter 4 or Appendix C, there needs a thorough discussion and explanation on what all the local and regional revenue funding sources are and how much revenue they will be generating.
- For example, the One Tahoe Initiative has recently recommended prioritizing new regional Transportation User Fees. Chapter 4 or Appendix C does not mention the new transportation user fees and no details are discussed about the new regional revenues. However, listening to TRPA staff presentations on the Draft RTP, they have mentioned the new transportation user fees are included in the Draft RTP Financial Plan and that the new transportation user fees anticipates collecting revenues starting in 2026 in the Draft RTP.
- We are concerned that the "regional revenue sources" in Appendix C are listed as a constrained funding sources but might not be "reasonably expected to be available" since there is no explanation on what these funding sources are and why they are reasonably expected to be available.
- Are there any new Federal, State, local, and regional revenue funding sources in the Draft RTP Financial Plan that have not been collected/received in the past? If so TRPA needs a thorough discussion on what these new funding sources are and why they are "reasonably expected to be available."

28f

28g

Financial

- If applicable, TRPA must clearly identify any regionally significant projects in their project list or include a statement that there are no regionally significant projects during this planning period. More information, including the definition of regionally significant projects, can be found on page 136 of the Regional Transportation Plan Guidelines. 28h

Regionally Significant Projects:

- Please reference the U.S. 50 South Shore Community Revitalization Project-03.01.02.0024 in the Final RTP.
- Section 6.17 of the RTP Guidelines for MPOs has a description/definition of regionally significant projects.

Consultation/Cooperation:

- TRPA includes a brief discussion on the federal land management agencies within its jurisdictional boundary, but it is unclear how these federal agencies participated in the preparation of the Draft RTP, especially US Forest Service-Tahoe and the Bureau of Land Management. Please include an additional discussion. 28i

Modal Discussion

- The Draft RTP includes several discussions around highways and interregional connectivity, however the RTP Checklist does not encompass all these discussions. The RTP Checklist should be updated to ensure it captures the full discussion around highways and interregional connectivity. 28j

RTP Checklist

- Please add the Final RTP Checklist to the Appendices of the Final RTP preferably Appendix J. 28k

Programming/Operations

- Appendix I – Performance Measures should also be identified in the RTP Checklist as meeting the requirement for identifying the objective criteria used for measuring the performance of the transportation system.

Freight Comments

- On page 194 in the references section you have cited the older California Freight Mobility Plan from 2014. Can you please site the newest March 2020 California Freight Mobility Plan (CFMP) in the Final RTP? https://dot.ca.gov/programs/transportation-planning/freight-planning/ca-freight-advisory-committee/cfmp-2020 28l

Travel Demand Model

- Please provide the current TRPA Travel Demand Modeling files to Alex Padilla at District 3 for review. 28m

RTP Page Numbers

- The RTP without appendices and RTP with appendices has differences in the page numbers. This makes reviewing the RTP Plan Checklist challenging since there is not a consistency in the page numbers between the two documents. Please make the page numbers consistent. 28n

Missing Caltrans & State Highway Projects - RTP Project List - Appendix B

Caltrans would like to ensure all the programmed projects in the region are included in the RTP and the RTP's Financial Plan. We have included a list of projects that need to be added into the Final RTP's project list in Appendix B and the Financial Plan. 28o

- Please add the US 50 South Lake Tahoe Safety Project into the Final RTP project list in Appendix B and the Financial Plan. This Caltrans project was approved into the 2020 SHOPP program and approved into the 2019 FTIP amendment #8 in July 2020.
  - US 50 In South Lake Tahoe from SR 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.

- Please add the SR 89/Fanny Bridge Community Revitalization Project Phase 2 into the Final RTP project list in Appendix B and Financial Plan. This project is included in the Interactive Project Map on the RTP website but should also be included in the Final RTP project list and Financial Plan especially with the with issues the Central Federal Lands Division has been having with their current contractor.

- Please add Placer County's SR 28 Roadway Safety Audit-Grove Street Project into the Final RTP project list and Financial Plan. This project is a programmed project undergoing Caltrans review.
  - SR 28 pedestrian and bicycling project at Grove Street in Tahoe City.

- Please add Placer County's SR 28 Gateway to Kings Beach Project into the Final RTP Project list and Financial Plan. This project is a programmed project undergoing Caltrans review.
    - SR 28 in Kings Beach from SR 267 to Chipmunk St. Install curb, gutters, sidewalk, signal and drain.

If you are interested, we can schedule a meeting with District 3 and Headquarters to review and discuss any of our comments. Please contact Alex Padilla for any specific questions regarding these comments or require additional information via email to alex.padilla@dot.ca.gov.

Sincerely,

Alexander Fong

For

Sukhvinder Takhar, Deputy District Director
Division of Planning, Local Assistance, & Sustainability
California Department of Transportation - District 3

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
TTY 711
www.dot.ca.gov/dist3

*Making Conservation a California Way of Life.*

October 22, 2020

Rebecca Cremeen
Acting Senior Planner
Tahoe Regional Planning Agency (TRPA)
P.O. Box 5310
Stateline, NV 89449

**Draft Tahoe 2020 Regional Transportation Plan/Sustainable Community Strategies – Initial Study/Mitigated Negative Declaration Document – Caltrans Comments**

Dear Ms. Cremeen:

Thank you for allowing the California Department of Transportation the opportunity to review and comment on the Draft Tahoe 2020 Initial Study and Mitigated Negative Declaration document. Our review concluded that the document will require additional elements and clarifications to meet state and federal requirements. We would like to offer the comments below to assist in the development of the document.

- Caltrans sent a Comment Letter dated October 22 to TRPA on the Draft Tahoe 2020 RTP/SCS. Caltrans requested TRPA to add 4 new transportation projects into the Final 2040 RTP. These projects are either Caltrans lead agency projects or are local agency projects on the State Highway.

- Please add the following programmed new 2040 RTP Projects in the Final RTP MND document. It is important the RTP environmental document is consistent with the Final 2040 RTP project list in Appendix B.

- Please add the SR 50 South Lake Tahoe Safety Project into the Final RTP project list in Appendix B and the Financial Plan. This Caltrans project was approved into the 2020 SHOPP program and approved into the 2019 FTIP amendment #8 in July 2020.
    - SR 50 In South Lake Tahoe from SR 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.

- Please add the SR 89/Fanny Bridge Community Revitalization Project Phase 2 into the Final RTP project list in Appendix B and Financial Plan. This project is included in the Interactive Project Map on the RTP website but should also be included in the Final RTP project list and Financial Plan especially with the with issues the Central Federal Lands Division has been having with their current contractor.

- Please add Placer County's SR 28 Roadway Safety Audit-Grove Street Project into the Final RTP project list and Financial Plan. This project is a programmed project undergoing Caltrans review.
    - SR 28 pedestrian and bicycling project at Grove Street in Tahoe City.

- Please add Placer County's SR 28 Gateway to Kings Beach Project into the Final RTP Project list and Financial Plan. This project is a programmed project undergoing Caltrans review.
    - SR 28 in Kings Beach from SR 267 to Chipmunk St. Install curb, gutters, sidewalk, signal and drain.

- Please ensure all the new transportation projects not included in Draft RTP but are added into the Final RTP are also included and analyzed in the Final RTP IS/MND document.

If you have any questions regarding these comments or require additional information, please contact Alex Padilla, via email to alex.padilla@dot.ca.gov.

Sincerely,

Kevin Yount

KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch—East

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

**TO: TRPA - Attention Rebecca Cremeen**

**FROM: Lorie & Paul Cress 5250 West Lake Blvd, Homewood, Ca**

**We are homeowners on the west shore of Lake Tahoe. We have been advised and are very concerned with TRPA's proposal to eliminate the existing VMT standard, which places a total cap on VMT in the basin, and replace it with a different standard that is based on the VMT driven per person ("per capita"). If this change is approved, VMT could continue to increase in the basin as the number of vehicles in the basin increases, even if each person drives less such that the per capita standard is met. Not only does increased VMT mean more uncontrolled traffic and additional environmental impacts, but it also further threatens public health and safety.**

**- The proposed replacement of the existing capacity-based VMT standard with only a GHG-based VMT standard would allow traffic in the Basin to increase *without any capacity limits.***

- **o Uncapped VMT growth would result in negative impacts to other thresholds, including water quality.**
- **o Uncapped VMT growth also poses threats to public health and safety (i.e. in the event of an emergency evacuation).**

**- The RTP does not adequately address traffic associated with visitors, especially day-only visitors.**

**- The RTP fails to identify adequate funding and continues to place the heaviest burden on residents despite the greatest impacts coming from visitors.**

**- The environmental checklist fails to incorporate the most recent information about environmental, economic, and public health and safety conditions, as required by California law (CEQA).**

**- The proposal to rely on "Annual Average" VMT rather than a maximum daily VMT fails to account for significant impacts of traffic during peak periods, resulting in potentially fatal consequences associated with emergency evacuation and access.**

**- Allowing more cars into the basin will result in less evacuation solutions. This past summer with the thousands of more people coming into the basin, the likelihood of all of us escaping a horrific fire, like we have seen throughout California, would be impossible. The forests both state and federal are in terrible condition. Walking behind our homes in Homewood is shocking. One bolt of lightening would explode with all the dead trees, fallen branches and fallen trees that cover the ground. A match from a campfire, cigarette or bolt of lightening would be uncontrollable. We all would perish and you want more people on the roads? What happened to TRPA's vision to Save Lake Tahoe?**

## Scott Carey

**From:** NevadaClearinghouse
**To:** Sue Gaskill
**Subject:** RE: Nevada State Clearinghouse Notice E2021-062 (E2021-062 NOTICE TRPA 2020 Linking Tahoe RTP SCS - Carson City, Washoe, and Douglas Counties)

**From:** Sue Gaskill <sgaskill@water.nv.gov>
**Sent:** Wednesday, September 30, 2020 12:34 PM
**To:** Amanda Brownlee <abrownlee@water.nv.gov>; NevadaClearinghouse <NevadaClearinghouse@lands.nv.gov>
**Cc:** Chris Thorson <cthorson@water.nv.gov>; Thomas Pyeatte <tpyeatte@water.nv.gov>
**Subject:** RE: Nevada State Clearinghouse Notice E2021-062 (E2021-062 NOTICE TRPA 2020 Linking Tahoe RTP SCS - Carson City, Washoe, and Douglas Counties)

**NEVADA STATE CLEARINGHOUSE**
Department of Conservation and Natural Resources, Division of State Lands
901 S. Stewart St., Ste. 5003, Carson City, Nevada 89701-5246
(775) 684-2723 Fax (775) 684-2721

TRANSMISSION DATE: 09/10/2020

Tahoe Regional Planning Agency

**Nevada State Clearinghouse Notice E2021-062**

**Project: E2021-062 NOTICE TRPA 2020 Linking Tahoe RTP SCS - Carson City, Washoe, and Douglas Counties**

The 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS) is the transportation element of the Lake Tahoe Regional Plan. Every four years, TRPA prepares a regional transportation plan that outlines the overall vision for developing, operating, and maintaining the Lake Tahoe Region transportation system. This 2020 RTP/SCS builds from the 2017 RTP/SCS to offer creative strategies that offset transportation impacts, including micro-mobility strategies such as e-bikes and e-scooters and new or enhanced inter-regional transit service.

The 2020 RTP/SCS goals carry over from the 2017 RTP/SCS and are organized around addressing the local community and Tahoe visitor's transportation needs while they meet state and federal planning and reporting requirements. In addition, the 2020 RTP/SCS transportation improvements project list is an update of the 2017 RTP/SCS project list. As such it removes projects completed since 2017, modifies some projects that remain on the list, and adds approximately 45 new minor projects to the list. For additional information and to view project documents please visit https://www.trpa.org/document/projects-plans/. Comments due to the Clearinghouse on October 23, 2020.

Follow the link below to find information concerning the above-mentioned project for your review and comment.

E2021-062 - http://clearinghouse.nv.gov/public/Notice/2021/E2021-062.pdf

- **Please evaluate this project's effects on your agency's plans and programs and any other issues that you are aware of that might be pertinent to applicable laws and regulations.**

- **Please reply directly from this e-mail and attach your comments.**

- **Please submit your comments no later than Friday October 23rd, 2020.**

Clearinghouse project archive

Questions? Scott Carey, Program Manager, (775) 684-2723 or nevadaclearinghouse@state.nv.us

____No comment on this project ____Proposal supported as written

AGENCY COMMENTS:

**Nevada State Clearinghouse**
*Department of Conservation and Natural Resources*
*901 South Stewart Street, Suite 5003*
*Carson City, NV 89701*
*775-684-2723*
***http://clearinghouse.nv.gov***
***www.lands.nv.gov***

DATE: September 30, 2020
Division of Water Resources
**Nevada SAI # E2021-062**
Project: **E2021-062 NOTICE TRPA 2020 Linking Tahoe RTP SCS - Carson City, Washoe, and Douglas Counties**

_____No comment on this project _____X_____Proposal supported as written

AGENCY COMMENTS:
**General:**

All Nevada water laws must receive full compliance.
No use of any water required in support of this project, from any source, is allowed without the benefit of a permit or waiver issued by the Nevada Division of Water Resources.
**Water for Construction Projects**
Ensure that any water used on a project for any use shall be provided by an established utility or under permit or temporary change application or waiver issued by the State Engineer's Office with a manner of use acceptable for suggested projects water needs.

## Kira Smith

**From:** Dana Schneider <danafschneider@gmail.com>
**Sent:** Friday, October 23, 2020 9:05 AM
**To:** Rebecca Cremeen
**Subject:** TRPA - Attn: Rebecca Cremeen

**Dear Ms. Cremeen,**

**I am very concerned with TRPA's proposal to eliminate the existing VMT standard, which places a total cap on VMT in the basin, and replace it with a different standard that is based on the VMT driven per person ("per capita"). If this change is approved, VMT could continue to increase in the basin as the number of vehicles in the basin increases, even if each person drives less such that the per capita standard is met. Not only does increased VMT mean more uncontrolled traffic and additional environmental impacts, but it also further threatens public health and safety.**

**- The proposed replacement of the existing capacity-based VMT standard with only a GHG-based VMT standard would allow traffic in the Basin to increase *without any capacity limits.***
  - **o Uncapped VMT growth would result in negative impacts to other thresholds, including water quality.**
  - **o Uncapped VMT growth also poses threats to public health and safety (i.e. in the event of an emergency evacuation).**

**- The RTP does not adequately address traffic associated with visitors, especially day-only visitors.**

**- The RTP fails to identify adequate funding and continues to place the heaviest burden on residents despite the greatest impacts coming from visitors.**

**- The environmental checklist fails to incorporate the most recent information about environmental, economic, and public health and safety conditions, as required by California law (CEQA).**

**- The proposal to rely on "Annual Average" VMT rather than a maximum daily VMT fails to account for significant impacts of traffic during peak periods, resulting in potentially fatal consequences associated with emergency evacuation and access.**

**It is also important to make the following points to be included in the record:**

**- The RTP and its relationship to the existing TRPA VMT standard is confusing and it is unclear how the Initial Study is judging the significance of the VMT impacts.**

**- The RTP policies and TRPA statements indicate that TRPA is "giving up" on controlling visitor traffic in the region, but isn't that what a regional planning agency is supposed to do?**

**Thank you for your attention to this matter,**

**Dana Schneider**

**482 Sweetwater Drive**

**Tahoma, Ca.**

**707-696-0635**

--

Dana Schneider LMFT
License #M13811
Mailing address
125 South Main Street #194
Sebastopol, CA. 95472

707.566-9303

http://danaschneidermft.com/

This electronic document may contain confidential information and is intended for use by the addressee and/or their intended representatives only. Review by unintended individuals is prohibited. If you are not the intended recipient please do not read, transmit, copy, disclose, or utilize this communication in any manner. If you received this message in error, please notify the sender immediately and permanently delete this message from your computer. Email is not guaranteed to be a secured medium for exchange of information; therefore, confidentiality cannot be assured.

408 Broad Street, Suite 12
Nevada City, CA 95959
530.265.2849
www.sierrawatch.org

October 22, 2020

Rebecca Cremeen
Tahoe Regional Planning Agency
PO Box 5310
Stateline, NV 89449

Subject: Draft 2020 Linking Tahoe: Regional Transportation Plan and Sustainable Communities Strategy

Dear Ms. Cremeen:

Sierra Watch works to protect the natural resources and the timeless values of our mountains. Specifically, we are engaged in long-term commitments to ensure sound planning for places like Martis Valley and Squaw Valley – on the edge of the Tahoe Basin – so that land use decision-making outside of Tahoe does not threaten the Basin itself.

We write today to encourage TRPA to maintain a robust capacity-based "absolute" standard for Vehicle Miles Travelled (VMT) and develop a Regional Transportation Plan that meets the standard. Such a standard can help TRPA protect lake clarity, promote public safety, and acknowledge the real-world impacts of traffic generated outside of the Basin.

As TRPA acknowledges, traffic in the Basin is not the culprit it once was yet is still a threat to lake clarity, mostly due to deposition of nitrogen and fine sediment. And the best way to measure that impact is VMT.

As TRPA acknowledges, traffic in the Basin is not the culprit it once was yet is still a threat to lake clarity, mostly due to fine sediment. And the best way to measure vehicular cause is VMT.

VMT can also be an important tool in measuring the growing threat of wildfire and its challenge to public safety. Because, when it's time to evacuate the Basin, what will matter is the total number of cars that need to get out – not where they came from.

Maintaining a capacity-based standard for VMT can also help TRPA better understand impacts of trips generated outside of the Basin. Although TRPA lacks land-use decision-making authority past the rim of the Basin, traffic knows no such boundaries. The better we can understand how much VMT are being added to the Basin's limited capacity, the better job TRPA can do protect lake clarity and public safety – as well as inform its own land use decisions. Ignoring those trips would be like a restaurant owner planning to feed only the customers who already in the restaurant – without planning for the crowds that will come through the doors.

Sincerely,

Tom Mooers
Executive Director

## Michelle Glickert

**From:** Costa, Mark <mcosta@dot.nv.gov>
**Sent:** Friday, October 23, 2020 3:29 PM
**To:** Michelle Glickert
**Cc:** Rosenberg, Sondra; Verre, Kevin; Story, William; Hobdy, Guinevere
**Subject:** Resent NDOT TRPA RTP Comments
**Attachments:** Draftlist_NDOT_Review_10-15-2020.xlsx

**Importance:** High

**Good Afternoon Michelle,**

**Below are NDOT's comments concerning the TRPA RTP. We would also to like to discuss them with TMPO and TTD as a follow up to our previous discussion of October 12th.**

**Attached is a draft of NDOT's review of the projects and there are concerns about years associated with the funding which should be discussed with TRPA. Specific NDOT comments to the projects are in the far-right column.**

**The SR 28 project financial plan provided by TTD does not align with the TIP. Nor does the construction schedule in either the SR 28 project financial plan or the TIP extend the period to align with expected revenues. This issue was discussed at the October 12th meeting with NDOT, TMPO and TTD. Illustrating the longer construction period, approximately 10 to 20 years beyond the STIP time frame, is needed to get PE funding for this project to be approved. This topic may be included in the follow up meeting mentioned at the top of this email.**

**The RTP has six goals with many policies for each one with various focus areas. It would be helpful for ease of reference and to trace the efforts to reach goals to cross reference the long project list of Appendix B with a column listing the goal(s) being addressed and a second column with the goal policy number. The relationship between the many projects undertaken by different entities and how they complement or detract from each other would be more evident.**

**Revenue projects are generally based on a 2% increase per year or a historical apportionment or distributions. Showing at least some of the calculations on how future revenues would be helpful, instead of just stating the numbers. The intent is not to make the plan narrative overly complicated but show how the projected funding is estimated. Or perhaps, charts showing the slope of the funding by year would make the calculations more transparent.**

**On page 159 the local source of Farebox Bus Revenue is at a much higher increase with $95,583,109 generated during 2036-2045 but only $5,985,310 received during 2026-2035, the prior ten-year period. The increase is more than fifteen-fold and needs an explanation or a correction. The other local sources appear to be much closer to the expected amount. But if the Farebox Bus Revenue is incorrect than the Total Local Sources will also need to be changed.**

**Thank you for the opportunity to comment and NDOT is looking forward to resolving these remaining questions.**

Mark Costa
Multi-modal Program Development Chief
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

Office: 775-888-7120
mcosta@dot.nv.gov
This communication, including any attachments, may contain confidential information and is intended only for the individual or entity to whom it is addressed. Any review, dissemination or copying of this communication by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and delete all copies of the original message.

*XAVIER BECERRA*
*Attorney General*

*State of California*
*DEPARTMENT OF JUSTICE*

1300 I STREET, SUITE 125
P.O. BOX 944255
SACRAMENTO, CA 94244-2550

Public: (916) 445-9555
Telephone: (916) 210-6379
Facsimile: (916) 327-2319
E-Mail: Nicole.Rinke@doj.ca.gov

October 23, 2020

Rebecca Cremeen
Acting Senior Planner
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, Nevada 89449
**(*Via email to rcremeen@trpa.org)***

RE: **Comments on the IS/IEC for the 2020 RTP/SCS**

Dear Rebecca:

The California Attorney Generals' Office, with the assistance of transportation planners at Fehr & Peers, has reviewed the 2020 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS" or "Plan") and the corresponding Initial Study/Mitigated Negative Declaration and Initial Environmental Checklist/Mitigated Finding of No Significant Effect ("IS/IEC") and respectfully submits the following comments. The Attorney General submits these comments pursuant to his independent authority under the California Constitution, common law, and statutes to represent the public interest. Along with other State agencies, the Attorney General has the power to protect the natural resources of the State from pollution, impairment, or destruction. (See CAL. CONST. art. V, § 13; Cal. Gov. Code, §§ 12511, 12600-12; *D'Amico v. Bd. of Medical Examiners*, 11 Cal. 3d 1, 14-15 (1974)). These comments are made on behalf of the Attorney General and not on behalf of any other California agency or office.

The California Attorney General has a longstanding interest in the protection of Lake Tahoe as a state and national treasure. The Attorney General's interest in Lake Tahoe matters dates back over four decades,[1] and is as recent as our involvement in the Tahoe Regional Planning Agency's ("TRPA") shoreline plan amendments, the US 50/South Shore Community Revitalization Project, the Tahoe South Events Center Project, and current planning efforts regarding the region's vehicle miles traveled ("VMT") threshold and updates to TRPA's transportation model.

Here, our comments focus on the adequacy of the VMT and GHG impact analyses in the IS/IEC for the 2020 RTP/SCS (released for public review on September 10, 2020). At the outset,

[1] See, e.g., *People of State of Cal. ex Rel. Younger v. Tahoe Regional Planning Agency*, 516 F.2d 215 (9th Cir. 1975).

and as will be detailed below, it must be underscored that the IS/IEC's analysis of VMT is convoluted, confusing, and internally inconsistent.[2] The IS/IEC provides data indicating that with implementation of the Plan, VMT will increase. (See e.g., IS/IEC, p. 200 [noting that with the Plan VMT increases by 16,208 over existing]). At the same time, the IS/IEC concludes that the 2020 RTP/SCS will generate no new net VMT in the Tahoe Basin and that it will actually decrease VMT. (See e.g., IS/IEC, p. 201). On this basis, the IS/IEC concludes that the RTP/SCS has a less than significant impact on VMT and does not require any mitigation. (IS/IEC, p. 202). This conclusion is inconsistent with the data provided.

At the heart of this inconsistency, appears to be an attempt to distinguish the Plan's impact on VMT from the VMT that will be generated, not by the Plan itself, but by visitor and population growth over the RTP/SCS's planning horizon (2045). (See IS/IEC, p. 200 ["[i]n other words, the beneficial effects of the 2020 RTP would not completely offset VMT generated by anticipated population and visitation growth"]). While this distinction may be meaningful in the context of evaluating a particular project, it is not meaningful in the context of the regional transportation plan. The RTP/SCS is the precise place where TRPA should and must plan for and address the travel behaviors that will impact the region over the course of the planning horizon. The RTP, is the *Regional Transportation Plan* – it is required to account for travel in the region! (See 2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations, CTC, 2017, p. 4). If, with implementation of the Plan, VMT increases in the region, the Plan is not excused from responsibility for that increase.

The IS/IEC's conclusion that the VMT and GHG impacts of the Plan are less than significant is not supported by substantial evidence and flawed in many additional respects. First, the RTP/SCS does not meet or achieve TRPA's existing environmental threshold for VMT. Second, the IS/IEC does not appropriately analyze the RTP/SCS's VMT impacts. Third, the IS/IEC fails to conclude that VMT is a significant impact that requires mitigation. In addition, the IS/IEC fails to substantiate the RTP/SCS's compliance with CARB's required GHG reductions. Last, the IS/IEC's VMT analysis relies on reductions calculated through the Trip Reduction Impact Analysis (TRIA) tool,[3] but these reductions are not adequately explained, quantified, or substantiated. We appreciate your consideration of our comments and respectfully request that TRPA address the issues outlined herein before the RTP/SCS is considered for adoption.

[2] The IS/IEC contains internal inconsistencies that undermine its analytical integrity, such as contradictory statements about the VMT impact of the RTP/SCS and inconsistent values for the basinwide VMT threshold. Some sections of the IS/IEC are so difficult to read and comprehend that the document cannot reasonably be said to satisfy CEQA's public disclosure requirements (see, e.g., pp. 200-202).

[3] The TRIA tool is a spreadsheet tool that calculates vehicle trip and VMT reductions for various transportation policies, projects, and programs that were not fully accounted for in the TRPA travel demand model.

## I. The RTP/SCS does not meet or achieve TRPA's existing environmental threshold for VMT.

The Regional Plan establishes a VMT threshold of 10 percent below 1981 levels. (TRPA Threshold Standards, p. 10; see also TRPA Resolution 82-11, p. B-10). TRPA presently estimates the numeric value of that limit to be 1,298,987 daily VMT. (IS/IEC, p. 200).[4] The RTPS/SCS and the IS/IEC confirm that the basin is currently in exceedance of the threshold limit with daily VMT of 1,393,994 in 2018. (*Ibid*.).[5] The RTP/SCS will not reduce existing basinwide VMT to below the threshold. Rather, with implementation of the RTP, basinwide daily VMT is forecasted to increase by 1.2% by 2045 and to exceed the threshold standard. (IS/IEC, p. 200). Importantly, VMT is forecasted to have a much greater increase absent the reductions that have been modeled using the Trip Reduction Impact Analysis ("TRIA") tool. Without these reductions, daily basinwide VMT would increase 8% above existing levels and 15% above the threshold—to 1,505,533 daily basinwide VMT—in 2045. (IS/IEC, p. 200). As discussed in detail below, the TRIA reductions are unsubstantiated and likely over-stated.

A summary of the relevant VMT values as reported in the IS/IEC is as follows:

| | |
|---|---|
| VMT Threshold: | 1,298,987 |
| Existing VMT: | 1,393,994 |
| VMT forecast for 2035 with RTP: | 1,388,320 |
| VMT forecast for 2045 with RTP and TRIA: | 1,410,202 |
| VMT forecast for 2045 with RTP without TRIA: | 1,505,533 |

Acknowledging that the RTP/SCS will not achieve and maintain the existing VMT threshold and therefore cannot be approved by TRPA because TRPA would not be able to make the required findings, the IS/IEC explains that TRPA intends to amend the existing threshold at the same meeting where it considers approving the RTP/SCS. (IS/IEC, p. 197).[6] In other words,

[4] The Executive Summary of the RTP/SCS sets forth a different threshold value, (RTP/SCS, p. ES-19 [stating the threshold is 1,303,301]), but later uses a figure consistent with the IS/IEC. (RTP/SCS, p. 109 [stating the threshold is 1,298,987]).

[5] The RTP/SCS again sets forth different values for existing VMT in 2018. (RTP/SCS, p. ES-19 and 109 [stating existing (2018) VMT is 1,398,994]).

[6] As the IS/MND explains, "TRPA is developing a metric promoting VMT reductions per capita to meet the GHG objectives of both California and Nevada." (IS/IEC, p. 197). While we appreciate the ongoing effort to update the threshold and support utilization of a VMT per capita standard for GHG purposes, in line with what has been implemented in California, we remain hopeful that TRPA will retain an absolute basinwide VMT limit to address the broader range of

the IS/IEC assumes that TRPA will move the goalposts: the RTP/SCS at present does not meet the requirements for VMT in the region, so TRPA plans to weaken those requirements so that the Plan can be approved. While a threshold amendment may be forthcoming,[7] the proposed RTP/SCS does not meet the environmental objectives for the basin as they exist today. This is particularly concerning given the important nexus between VMT and other environmental impacts (e.g., noise, dust, pedestrian safety, etc.). It is even more concerning, given the reliance on the TRIA reductions, which are unsubstantiated and rely on unfunded projects, for which there is no guarantee of, or requirement for, implementation.

## II. The IS/IEC's VMT impact analysis is flawed.

### *A. The IS/IEC erroneously concludes that the RTP does not have a significant VMT impact.*

The IS/IEC appears to analyze the VMT impact of the RTP/SCS pursuant to a net zero VMT standard. The IS/IEC states that it "analyzes any VMT related impacts as set forth in TRPA's 2019 Interim Guidance for assessing the impact of development projects and plans," and that, "[u]nder the Interim Guidance, a project or plan would not cause a significant impact if the action does not produce any unmitigated VMT." (IS/IEC, p. 197). The document appears to use this standard to evaluate the RTP/SCS's VMT impact for purposes of environmental review under both CEQA and the Compact.

Applying this standard, the IS/IEC mistakenly concludes that the RTP/SCS results in a net reduction in VMT and thus has a less than significant impact. It claims that "strategies included in the 2020 RTP/SCS result in a net reduction in VMT by approximately six percent." (IS/IEC, p. 200). This claim is inconsistent with the data presented in the IS/IEC. According to the IS/IEC, existing VMT in the basin is 1,393,994. The IS/IEC forecasts that VMT in the basin will increase to 1,410,202 by 2045 with the implementation of the RTP (after TRIA reductions).[8] This change constitutes a 1.2 percent increase in VMT from existing levels. This increase in VMT is not mitigated. Given this net increase in VMT, it is plainly false to conclude, as the IS/IEC does, that

---

environmental impacts associated with VMT. Indeed, the Regional Plan Implementation Committee's (RPIC) direction in March, 2020, directed staff to update the threshold so as to define "the level of regional VMT and VMT reductions that TRPA is then committed to managing and planning for at both the regional and project level." (RPIC, VMT Threshold Update Staff Report (March 18, 2020), p. 1 [motion]). A VMT per capita standard alone, particularly if only applied prospectively, would not meet this defined objective.

[7] We note that TRPA has convened a group of stakeholders, the Technical Transportation Advisory Committee (TTAC), to develop recommendations for an amended threshold. The work of the TTAC is not yet complete—there is another TTAC meeting planned for November—so the outcome of that process is not yet known, nor has the Governing Board considered or approved an amended threshold.

[8] As noted, the TRIA reductions are likely overstated in the IS/IEC.

the RTP/SCS does not produce any unmitigated VMT. Under the IS/IEC's own net zero standard, this net increase in VMT constitutes a significant impact that has not been identified or mitigated. The environmental document should be revised to correct this analytical error, identify this significant impact, and add mitigation measures to address this impact. Once this occurs, TRPA will need to recirculate the document for another round of review and comment. (See 14 Cal. Code Regs., § 15073.5 [noting that "[a] lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given"]).[9]

Our analysis of the data presented in the IS/IEC indicates that TRPA likely derived the claimed six percent reduction in VMT by comparing the VMT impact of the RTP/SCS before accounting for TRIA reductions with the VMT impact of the RTP/SCS after accounting for TRIA reductions. Before accounting for TRIA reductions, basinwide VMT is forecasted to be 1,505,533 in 2045 with the implementation of the RTP/SCS. After accounting for TRIA reductions, basinwide VMT is forecasted to be 1,410,202 in 2045 with the implementation of the RTP/SCS. As such, application of the TRIA reductions is expected to lead to approximately a six percent reduction in the VMT forecasted to exist in the basin in 2045 under the RTP/SCS compared to the pre-TRIA level. The reduction achieved under the Plan as a result of TRIA is conceptually distinct from a *net reduction in VMT*, which would describe a circumstance where the VMT forecasted to exist in the basin in 2045 would be *lower than existing conditions*. The fact that the TRIA reductions lessen the severity of the VMT impact does not mean that the RTP/SCS itself results in net zero VMT or has a beneficial impact on VMT. As discussed above, with implementation of the RTP/SCS, there will plainly be unmitigated net positive VMT, which constitutes a significant impact under the IS/IEC's own standard of significance.

*B. The IS/IEC's use of the net zero standard as the standard of significance is inappropriate.*

In addition to the IS/IEC's faulty application of the net zero standard of significance, its use of net zero as a threshold of significance in the first instance likely violates CEQA. While lead agencies have the discretion to select thresholds of significance, "[t]hresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence." (14 Cal. Code Regs., § 15064.7(b)). The net zero standard purportedly set forth in the interim guidance and then used in the IS/IEC does not meet any of these criteria.[10]

[9] We note that other impact analyses in the IS/IEC are premised on the flawed VMT analysis (e.g., the GHG, energy, and air quality sections) and likewise need to be revised.

[10] Thresholds of significance can also be established on a case by case basis, but here it appears the threshold, purportedly established through the interim guidance, is one of general use.

First, the net zero standard has not been adopted by formal action pursuant to a public process. The guidance document that TRPA relies upon to establish the net zero standard was developed solely at a staff level and has not been formally adopted by the Governing Board. TRPA nonetheless relies on this guidance document to generally guide VMT impact analysis for proposed projects while it updates the basin's VMT threshold standard. (TRPA, Guidance for Assessment of Vehicle Miles Traveled (VMT) Impacts of Projects in the Tahoe Basin (April 14, 2020), p.1 ["[t]his guidance is the required methodology for project- and plan-level analysis during the period in which TRPA is updating and validating its transportation model and updating the VMT Threshold Standard"]). Second, the guidance document does not indicate that the net zero standard will be used as a standard of significance for environmental review. As a result, even those who commented on the guidance document, including our office, were not commenting on the propriety of using net zero as the standard of significance for transportation impacts in environmental review. Rather, we understood the interim guidance to be providing direction to project proponents on the appropriate methodologies for quantifying VMT while the model and threshold updates are pending. Third, the guidance document does not clearly establish the net zero standard, let alone indicate that it will be used in lieu of the existing threshold for determining significant impacts for purposes of environmental review. While use of a net zero standard for purposes of determining significant impacts is a rigorous standard, it is not as rigorous as applying the existing VMT threshold, which would result in a significant impact if the Plan failed to *reduce* VMT to meet the threshold. Given the existence of the long-standing basinwide threshold carrying capacity for VMT that was adopted pursuant to a public process, it is unclear why TRPA is using, in lieu of that standard, an unofficial threshold of significance that has not been appropriately adopted, nor established as an adequate substitute for the existing threshold carrying capacity TRPA has adopted for the basin.

*C. The IS/IEC inappropriately tiers off of the 2012 RTP/SCS Regional Plan Update EIR/EIS.*

The 2020 RTP/SCS IS/IEC tiers off of the 2012 RTP/SCS Regional Plan Update EIR/EIS (IS/IEC, p. 5), but that analysis utilized the existing VMT threshold standard as the standard of significance and a different base year for calculating the threshold (2010 versus 2018) (2012 Regional Plan Update Draft EIS, 3.3-19 and 3.3-39).[11] As a result, reliance on that analysis is of limited utility. In addition, the IS/IEC plainly discloses for the first time that the mitigation relied upon in 2012 (and 2017)— limiting the release of new allocations—"would not be enough to reduce VMT below the TRPA threshold." (IS/IEC, p. 201). This is new information that meets CEQA's standard for requiring preparation of a new EIR and accordingly, prevents TRPA from tiering from the prior 2012 EIR/EIS. (See Public Resources Code § 21094(b)(3) and § 21166(c); 14 Cal. Code of Regulations § 15162(a)(3)). Further, the 2020 RTP includes a different project list than was adopted in 2012. In particular, the 2020 RTP removes certain projects that had been on the constrained (meaning funded) project list and includes them on the unconstrained (meaning unfunded) project list. Because of these differences in the actions that will be completed under

[11] The links to the 2012 EIS for the RPU/RTP are disabled on TRPA's 2020 RTP/SCS webpage. (https://www.trpa.org/regional-plan/regional-transportation-plan/).

the Plan, the IS/IEC for the 2020 RTP may not be able to rely on the analysis that was done for the 2012 RTP. (Pub. Res. Code § 21094(b)(1)).

## III. The IS/IEC should conclude that VMT is a significant impact and include appropriate mitigation measures.

Under either the net zero standard or the existing VMT Threshold standard, the RTP/SCS's impact on VMT, based on TRPA's own analysis, is significant. The IS/IEC should identify the impact as such and provide appropriate mitigation.

In 2012 and 2017, TRPA concluded that the RTP's impact on VMT would be significant. The RTP/SCS therefore included mitigation to reduce those impacts to less than significant. The mitigation included in the 2012 and 2017 RTP/SCS— limiting the release of new allocations— has not proven adequate as the threshold standard is still not in attainment. (IS/IEC, p. 201). The IS/IEC also indicates that these measures have only a nominal impact on VMT. (*Ibid*. [explaining that the savings associated with the withholding of residential allocations between now and 2045 would be 40,000-50,000 VMT, and that the withholding of Commercial Floor Area and Tourist Accommodation Units would reduce another 25,000-35,000 VMT]). Because of this, as well as the other challenges TRPA would face in limiting visitors to or population within the basin, the IS/IEC concludes that TRPA "has limited levers to control the exogenous VMT generation that primarily drives the nonattainment status of the threshold." (IS/IEC, p. 201).[12]

The IS/IEC fails, however, to explain why TRPA is not using the levers it does have to influence these exogenous variables. The IS/IEC should discuss the options that TRPA could utilize to influence travel behaviors related to driving in the basin including measures like parking pricing and increased transit. TRPA could also consider the development of a VMT retrofit program akin to its BMP retrofit program or wood strove retrofit program, whereby existing developments would be required to demonstrate some level of contribution to VMT reducing strategies (e.g., enhanced accessibility of non-auto mode options for travel or charges for paid parking). Without a more thorough investigation and disclosure of methods that TRPA could employ to manage VMT in the basin, the IS/IEC's conclusion that increases in VMT are unavoidable should not be accepted.

## IV. The IS/IEC does not substantiate the RTP/SCS's compliance with CARB's required GHG reductions.

The IS/IEC appropriately considers the Plan's compliance with CARB's GHG reduction targets to be achieved from passenger vehicles by 2020 and 2035 in order to meet California's climate goals per SB 375 and AB 32. (IS/IEC, p. 117). The applicable targets for the basin are an

[12] This is a departure from the views TRPA expressed in 2012. (2012 Regional Plan Update Draft EIS, 3.3-19 ["It [VMT] is relatively easy to measure, bears a direct relationship to vehicle emissions, is generally correlated with congestion, and can be influenced by policymakers in a number of different ways"]).

8 percent reduction in GHG emissions from per capita passenger vehicles by 2020 and a 5 percent reduction in GHG emissions from per capita passenger vehicles by 2035, relative to 2005 emission levels (*Ibid*.). The IS/IEC indicates that "the 2020 RTP/SCS would result in an approximately 12 percent reduction in per capita $CO_2$ emissions from passenger vehicles by 2035, which would achieve the mandated five percent reduction under SB 375." (IS/IEC, p. 125).

While we are pleased to see that the GHG reduction targets are anticipated to be met, documentation supporting that conclusion is inconclusive. For example, Table 25 of the RTP/SCS, which sets forth the Plan's conformance with the GHG targets, does not contain any details supporting the 8 percent reduction in 2020, nor does Appendix D, the 2020 Regional Transportation Plan Regional Forecast Report, include information substantiating the VMT and GHG reductions forecasted for SB 375 compliance. This lack of substantiation is particularly concerning given that the analysis required for SB 375 compliance is not coextensive with the analysis required for CEQA's transportation analysis or, historically, for TRPA threshold conformity. For example, SB 375 excludes commercial vehicles and external trips traveling through the basin without stopping. The VMT estimate used for TRPA's VMT threshold is total VMT in the basin inclusive of trucks and external trips while the VMT estimate used for CEQA's air quality, energy, and GHG impacts analysis should include total VMT from all vehicles and not truncate trips at the regional boundary. The IS/IEC does not provide data or evidence to demonstrate that appropriate VMT metrics were used in the analysis of CEQA or TRPA impacts. In addition, to the extent there are issues with the underlying VMT analysis, as described in the other sections of this letter, the conclusions of the GHG analysis, as well as the conclusions in the other sections of the IS/IEC that rely upon the VMT analysis (air quality and energy), would likewise be undermined.

Further, the 2020 Draft RTP/SCS and IS/IEC should also discuss the implications of the *2018 Progress Report, California's Sustainable Communities and Climate Protection Act*, CARB, November 2018, on the VMT/GHG forecasts. This CARB report demonstrates how the RTP/SCS forecasts statewide have consistently overestimated VMT/GHG reductions. We submit that in the context of TRPA's 2020 RTP/SCS, this is evidence that must also be considered in determining the anticipated significance of VMT and GHG impacts under the 2020 RTP/SCS. (14 Cal. Code of Regulations § 15064(b)(2)).

## V. The IS/IEC's TRIA reductions are not appropriately explained, guaranteed, or substantiated.

As explained above, absent the TRIA reductions, the RTP/SCS will have a much greater impact on basinwide VMT—increasing daily VMT by 15% above existing (2018) VMT levels by 2045—than the IS/IEC otherwise predicts. Given the importance of the TRIA reductions to the IS/IEC's conclusions regarding VMT, it is critical that the TRIA reductions are appropriately disclosed, accurately accounted for and substantiated, and associated with projects that are guaranteed to be implemented. At present, the IS/IEC does not adequately fulfil these functions.

First, the VMT analysis and the TRIA reductions are not described with sufficient clarity to satisfy the disclosure requirements of the IS/IEC. TRPA's model is used to forecast the Plan's impact on VMT, while the TRIA tool is used to model reductions associated with aspects of the Plan "that were not directly represented in the model." (IS/IEC, p. 200). Why some aspects of the plan were included in the model and others were not, is not explained. Is it because some aspects of the Plan are considered mitigation? Even if that is the case, the analysis should use the same methodology for evaluating both the impacts of the Plan and the mitigation. (See *Technical Advisory on Evaluating Transportation Impacts in CEQA,* California Governor's Office of Planning and Research (December 2018), p. 16). The IS/IEC could and should run the TRIA reductions through the model to provide an apples to apples comparison of the Plan's impacts with and without the "mitigations" claimed through TRIA. In addition, as a result of the bifurcated analysis, it is unclear what has been addressed via the model versus through the TRIA reductions and it is unclear how specifically the two analyses have been cross walked. For example, in some instances, it appears that 'trip reduction factors' derived from research were applied to the TRPA model outputs, but the exact steps and technical details are not disclosed. By further example, the model produces a total VMT estimate inclusive of autos and trucks,[13] but the TRIA adjustments, in most cases by their nature, would only function to reduce auto VMT. The challenges with understanding how these two analyses fit together is further compounded because the results of the analyses are set forth in disparate parts of the IS/IEC and RTP. For example, Table 15 of the IS/IEC summarizes the Plan's impact on VMT, and reports VMT values that include the TRIA reductions, while the TRIA reductions are only detailed in an appendix to the RTP.

Second, the TRIA reductions appear to be taken across the board regardless of the particular analytical question being asked and answered. As highlighted above, the IS/IEC is required to analyze VMT in several different contexts—for purposes of ensuring compliance with TRPA's threshold, evaluating air quality, energy, GHG, and transportation impacts under CEQA, and informing the GHG analysis required for SB 375 in California. Each of these requires slightly different inputs—i.e., in basin versus full trip lengths, passenger versus commercial vehicles, and different analysis days (typical weekday versus TRPA's model that uses a unique combination of summer/early fall days). It is not clear how these differences are accounted for in the IS/IEC and its blanket application of the TRIA reductions across the various analyses.

Third, several of the TRIA reductions assumed in the IS/IEC appear to be associated with projects that are not listed in the constrained 2020 Draft RTP/SCS project list—meaning they are unfunded—nor are they required as mitigation—meaning there is no guarantee they will be implemented. (See 2020 RTP/SCS, p. 99 ['Unfunded Parts of the Vision'] and Appendix B; 2020

[13] Note that the model does not separate out freight, which means those trips are assigned incorrectly to other categories (e.g., residents, workers, visitors), but are captured in the total volumes.

IS/IEC, p. 18, Table 1 – New Financially Constrained 2020 RTP/SCS Projects). For example, intercept lots are not listed on the constrained project list and are specifically identified as unfunded (see RTP/SCS, p. 99 and Appendix B), yet they are included as TRIA reductions (see RTP/SCS, p. 252). The same is true for transit projects (see RTP/SCS, pp. 251-252). Other examples are listed below. This is a key concern for the IS/IEC's significance conclusions regarding VMT.

Fourth, in addition to in some instances being unfunded or not required, many of the TRIA adjustments do not appear to be accurately accounted for or substantiated. The specific research citations for reductions claimed through TRIA are often not provided. Specific issues include the following [see RTP/SCS, pp. 249-259]:

- E-Bikes – Vehicle trip reductions are taken based on e-bike research indicating that riders travel twice as far using an e-bike than a regular bicycle. What evidence is available to substantiate this statement? Further, the TRIA tool increased the bicycle mode split instead of just increasing the length of bicycle trips. No evidence was provided to establish that mode split increases due to e-bike use.

- Shared Micromobility – Vehicle trip reductions are taken for shared mobility services including shared e-scooters and e-bikes. Did the reductions account for e-bike vehicle trip reductions noted above to avoid double counting? Also, are the vehicle trip reductions limited to only the areas where these shared micromobility services are offered? The 2020 Draft RTP/SCS discussion on page 251 states that "[t]he resulting trip reduction factor… is applied to all trips in the Region."

- 2035 and 2045 Transit Service – Vehicle trip reductions are taken for fixed route transit services that extend outside the basin (2045) and for transit projects not included in the 2020 Draft RTP/SCS constrained project list. Did associated VMT reductions for transit projects extending outside the basin include trip lengths outside the basin?

- Intercept Lots – Vehicle trip reductions are taken for intercept lots that are not directly listed in the 2020 Draft RTP/SCS constrained project list. What evidence substantiates the trip reduction percentages and was the evidence based on a recreational area similar to Tahoe and/or the specific projects contained in the 2020 Draft RTP/SCS?

- Microtransit – Vehicle trip reductions are taken for microtransit service. What evidence substantiates the trip reduction percentages and was the evidence based on a recreational area and the specific projects contained in the 2020 Draft RTP/SCS? Microtransit services are described as being offered in select areas such

as Tahoe City, Kings Beach, and South Lake Tahoe, but the vehicle trip reduction is described on page 252 as "applied to all trips in the Region." Are the vehicle trip reductions applied to all trips in the Region or limited to the service areas?

- ITS – Vehicle trip reductions are taken from ITS strategies related to improved transit information and coordination. What evidence substantiates the trip reduction percentages and was the evidence based on a recreational area and the specific projects contained in the 2020 Draft RTP/SCS? Were these applied so as to avoid double counting with other reductions already claimed for specific transit projects in the basin?

- TDM – Vehicle trip reductions are taken for 'assumed' increases in TDM participation. What evidence was collected about the daily VMT effect of existing TDM strategies? Was it clear that TDM strategies produced a net VMT reduction across the full analysis day? What evidence supports an 'assumed' increase in TDM participation rates up to fifty percent? What specific actions will TRPA take to increase participation? Since TDM effectiveness is based on the behavior of future workers and cannot be guaranteed, is it reasonable to take any VMT reduction beyond what can be supported by current VMT reduction evidence for the analysis day?

- Parking Management – Vehicle trip reductions are taken for parking pricing and parking management strategies that are not included in the constrained 2020 Draft RTP/SCS project list. The only parking related projects in the constrained list (Appendix B of the 2020 Draft RTP/SCS) appear to be focused on wayfinding and information. No strategies are listed that would increase the cost of parking or otherwise discourage vehicle travel. What evidence substantiates the trip reduction percentages and was the evidence based on a recreational area and the specific projects contained in the 2020 Draft RTP/SCS? Are the vehicle trip reductions limited to only the areas where new parking management will occur? The 2020 Draft RTP/SCS discussion on page 252 states that "[t]hese trip reductions were then recalculated as a trip reduction factor that is applied to all regional trips (1.2%)." Why would the trip reduction factor be applied to all regional trips? Parking pricing affects one end of a trip. As such, the effect should be limited to travel choices associated with that particular trip end (i.e., destination).

We appreciate your consideration of our comments and respectfully request that these issues be addressed before the RTP/SCS is considered for adoption.

Sincerely,

NICOLE U. RINKE
SOPHIE A. WENZLAU
Deputy Attorneys General

For XAVIER BECERRA
Attorney General

cc: Bill Yeates, TRPA Governing Board Chair
Joanne Marchetta, TRPA Executive Director
John Marshall, TRPA General Counsel
Arsenio Mataka, Special Assistant to the Attorney General

NUR:ad

SA2001IN1046

October 23, 2020

Mr. Nick Haven, Long Range Planning & Transportation Division Manager
Ms. Michelle Glickert, Principal Transportation Planner
Tahoe Regional Planning Agency
PO Box 5310
Stateline, NV 89449

**Re: 2045 Linking Tahoe: Draft Regional Transportation Plan (RTP)**

Dear Nick and Michelle:

We at Tahoe Chamber hope the release of this draft plan propels a true and meaningful public-private partnership to advance to "*needed funding and funding sources to implement transformative projects at Tahoe*" as stated on page ES-4.

As you prepare a final RTP based on comments received, it would be helpful to include a list of the "*Seventeen agencies committed to collaboratively advocate for funds to implement these catalytic projects, including working together to develop new regional revenue sources that are critical to delivery of the Regional Transportation Plan.*" (Page ES-4)

The RTP Vision (page 8) is laudable: "*Tahoe's transportation system is interconnected, inter-regional, and sustainable, connecting people and places in ways that reduce reliance on the private automobile.*"

**However, the Plan candidly acknowledges there is a significant shortfall in funds available to build and maintain the Vision:**

"*An estimated $2.2 billion in revenue is anticipated to be available over the 25-year planning period. TRPA forecasts needed investments totaling nearly $3.2 billion to implement the*

TAHOE CHAMBER
When Tahoe means business.

*plan's project list (Appendix B). With this funding shortfall, the Region cannot afford to build and maintain all the transportation infrastructure and services that it needs …*" (page 96).

Respectfully, we must add that the project list in Appendix B is missing a number of key projects we believe are fundamental to achieving the stated Vision. We are also concerned that assumptions in the Revenue Narrative (Appendix C) are overly optimistic, particularly with regard to the availability of federal funding.

**That being said, the key point is that the Plan acknowledges that the Plan and Vision are unfunded by an estimated $1 billion.** We believe this is a conservative estimate.

**Can We Afford to Wait 25 Years?**

The Plan states, "There is broad consensus that to meet the growing travel demand the Tahoe Region needs a transportation system transformation." We wholeheartedly agree. However, given the constraints on the "reasonably foreseeable forecast of future revenues:" (page 95) a number of vital projects are scheduled well into the future. Frankly, in our view, some key projects are scheduled too far into the future.

Some examples:

• **TTD Maintenance & Administration Facility 2035 (TTD)**

The TTD's current fleet storage and maintenance facility is "third world." It is wholly inadequate to support the proposed increase in South Shore-based transit services identified in the Plan: "*By 2025, strengthening the existing transportation system to ensure foundational transit services and trails infrastructure are in place for all travelers in Tahoe …*" There can be no strengthening to ensure foundational transit services based on the South Shore are **in place** without a new TTD maintenance facility as soon as possible. There is a critical need for larger maintenance bays, safety and security improvements, proper facilities for employees, and storage for a larger fleet of transit vehicles.

• **Tahoe Valley Greenbelt 2035 (City of South Lake Tahoe)**

TAHOE CHAMBER
When Tahoe means business.

This project is a cornerstone of the City's adopted Tahoe Valley Area Plan (TVAP). It is envisioned to include pedestrian and bicycle improvements, SEZ and stormwater water quality improvements, and new recreation amenities. Why should we wait 15 years?

- **Pope Beach Bike Path 2035 (US Forest Service)**

This project is described as a non-motorized path to beach amenities. The cost estimate is $500,000, yet according to the RTP, is anticipated for construction 15 years from now.

- **Class 1 Bike Trail from City limits to Sawmill Road 2045 (El Dorado County)**

The trail is to be along US Highway 50. This is a vital segment for expanding and connecting the South Shore's Class 1 trail network. Why must we wait 25 years?

- **South Shore Greenway Shared Use Trail Planning and Future Phases (beyond phases 1b and 2) 2045 (CA Tahoe Conservancy)**

This is planning for the segments that connect the Sierra Tract, Van Sickle Bi-State Park in the core of South Lake Tahoe. To be realized 25 years from now?

- **Trail and Intersection Improvements - City Recreation and Swim Center Renovation/Replacement Tahoe) 2045 (City of South Lake**

This project incorporates additional trail improvements as well as a 4th leg at the intersection
of Tallac and US 50, an important safety upgrade. Why wait 25 years?

- **California Multi-Modal Signal Control Optimization 2045 (Caltrans)**

The public has been clamoring for this type of project for many years. Clearly, it is an essential project for managing traffic flow and congestion. We are being asked to wait another 25 years?

These are just South Shore area examples. Based on our conversations with colleagues on the North Shore, we know they have similar concerns.

**Transit Service Improvements/Expansion**

The phasing of transit service improvements and expansions is described in primarily general terms, e.g., Phase 2025, Phase 2035, and Phase 2045. The statement is made: "*Transit services will be added incrementally over the next 25 years to provide 15-minute service between town centers and recreation destinations; 30- to 60-minute service between neighborhoods and town centers; and inter-regional service for commuters and visitors from neighboring regions*."

**Based on what we have heard, we believe the general public, the business community, many local elected officials, along with many Tahoe visitors want transit service improvements accelerated beyond the incremental improvements described in this Plan. For some the word "want" is more properly described as "demand."**

**Note:** A total of six projects listed in the Transit category are on the "Unconstrained List" meaning no funding has been identified to make them a reality. Interestingly, five of the six identify the "Private" sector as the potential source of money. There is no indication or where or how the private sector will fund these projects. There are more unfunded transit projects on the project list than in any other category.

**And yet, transit is repeatedly touted as a cornerstone of the RTP. In published statements describing the RTP, there are TRPA quotes that underscore the importance of transit:**

*"The plan focuses on transit, trails and technology to relieve traffic congestion, better manage parking, and reduce local greenhouse gas emissions to meet or exceed the targets of California and Nevada. "*

*"The plan calls for expanded transit services and a robust network of trails, sidewalks, and bike lanes. TRPA believes every Tahoe resident should have safe, reliable, and convenient ways to get around without having to drive."*

There is no mention in these quotes that the plan is underfunded and that without additional funding sources, the RTP update, as described, will not be fully realized.

**Understanding Travel Behavior Patterns** (Chapter 3, The Plan)
In recognizing Lake Tahoe's transportation system must serve everyone, the draft RTP identifies and builds strategies around three travel groups:

- **Everyday Tahoe – Residential and Workforce Travel**
- **Discover Tahoe - Recreation Travel**
- **Visit Tahoe - Regional Entry and Exit Travel**

**Note:** The percentages attributed to user types on page 36 appear inconsistent with other population and visitation pattern data we have seen.

In our view, these groupings obscure the level of day use, defined as the number of visitors driving in and out of the Tahoe region on a daily basis. Currently, day use data appears blended between Visit Tahoe and Discover Tahoe. Typically, day users contribute little if anything to the Tahoe economy or transportation solutions, yet are responsible for significant transportation and environmental impacts.

**We encourage the final RTP to quantify the current and projected level of day use impacting the Tahoe Region and to support opportunities for day-use visitors to pay their share for the essential transportation solutions necessary to meet the mandates of the Compact and goals of the Regional Transportation Plan.**

**Technology** (pages 63-66)
Yes, "Transportation technologies are rapidly advancing …" Yes, Policy 6.4 to make the "dig once" the basin-wide standard, requiring public and private roadway projects to accommodate the installation of conduit to support community needs (e.g.: broadband fiber optics) is important.

**The question is: Are we doing enough as a region to convince broadband private service providers that the Tahoe Region is a market ripe for their infrastructure and service investments? The RTP should do a better job of helping to make this case.**

**The RTP should adequately address the technology infrastructure required to support a regional traffic operations center** (ITS, fiber, cellular and radio infrastructure). We believe a regional traffic operations center is essential as a management tool to reduce congestion, ensure the coordination and dissemination of information about transit services and other non-auto mobility modes of travel. The operations center would also be critical in providing public information in event of the need for guidance and directions for roadway-based evacuations.

**Funding the Plan** (pages 95-100)
The draft RTP clearly acknowledges the shortfall in funding necessary to fully implement the plan. **TRPA's estimate of the shortfall is $1 billion.**

Text on page 99 (Unfunded Parts of the Vision) states:

- By 2025, $97 million is needed, $3 million for active transportation projects and $94 million in deferred operations and maintenance.
- By 2035, $240 million is needed to address shortfalls of $22 million for transit and $218 million for deferred operations and maintenance.
- By 2045, $674 million is needed, $9 million for technology improvements, $266 for deferred operations and maintenance, and $399 million for transit.

The draft RTP also acknowledges "*Resort destinations like Lake Tahoe, which see high visitation and seasonal travel demand, require funding sources for transportation services that reach beyond the basic needs of residents and nearby commuters*." (page 95)

**One Tahoe Initiative**
Text on page 95 states, "*The Bi-State Consultation on Transportation, TRPA, and its regional partners have agreed to collaborate to identify dedicated regional revenue sources to fill the*

*funding gap. The TTD is advancing regional revenue through the One Tahoe Initiative, which will require bi-state legislative changes. That work has been integrated into the Bi-State funding discussion."*

**To be credible, it is our view that the new RTP must include a work plan that moves the Bi-State Consultation, TRPA, and "its regional partners" to consensus on an approach to "regional revenue" within one year or less.**

**The One Tahoe Executive Summary**
**"Lack of funding keeps the community's transportation vision from becoming reality."**
(This is an excerpt from the One Tahoe Executive Summary)

"Although the solutions to Tahoe's transportation problems have been known for decades, progress towards implementing the planning transportation system has been slow because the existing transportation funding sources have never provided enough money to make the community's vision a reality. After several revenue studies, two attempts were made in the 1980s to gain public approval for a sales tax dedicated to transportation. Under the (TTD) legislative authority in-place at that time, two-thirds of the voters in each of the portions of the five counties having transportation facilities in the Basin were required for approval. This proved to be an insurmountable bar and both attempts failed."

"Tahoe visitation and traffic have continued to increase and create ever worsening conditions and negative impacts on the 'Tahoe Experience.' In 2018, the TTD engaged Morse Associates Consulting, LLC to examine the transportation funding shortfall and make recommendations regarding the most appropriate revenue mechanisms for addressing the Basin's ongoing shortfall in transportation funding. This initiative has been tagged as the "One Tahoe Transportation funding initiative." The major items of work in the ONE TAHOE process were:

- Review and refine the magnitude of the transportation funding shortfall.
- Conduct a robust communication process with the public, stakeholders, public agencies, and

elected decision-makers on the funding shortfall and solicit ideas on funding mechanisms to address it.

- Develop a screening process and evaluation criteria for assessing proposed funding mechanisms.
- Identify next steps for pursuing the proposed mechanisms."

**Fundamental to the next steps is the Regional Revenue Work Plan we referenced above. We respectfully suggest this work plan be developed and be included in the RTP as an Appendix. Without this roadmap forward and timely commitment to secure regional revenue, in our view, the 2045 Linking Tahoe Regional Transportation Plan lacks adequate credibility.**

**Additional RTP and Regional Revenue Synergy**

Currently, TRPA is working with a Transportation Technical Advisory Committee (TTAC) to update its Vehicle Miles Traveled (VMT) Threshold. We understand the purpose of this work is to transition the Agency's VMT threshold from one "rooted in concerns about nitrogen loading to the Lake, to one designed to promote mobility, reduce dependence on the private automobile, and support the attainment of the GHG reductions goals of California and Nevada." (Excerpt from TRPA staff memorandum to members of the TTAC dated September 25, 2020).

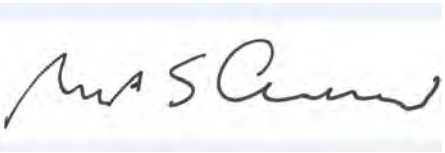
We know TRPA has traditionally applied mitigation fees on new development and redevelopment projects. We understand the Agency intends to continue this practice with the new fee structure developed for the updated VMT Threshold. However, we believe broad agreement on a regional revenue source will not only accelerate implementation of the comprehensive RTP, including the full range of transit services identified in the Plan, but also, by virtue of doing so, significantly accelerate the region's ability to reduce VMT and support the attainment of the GHG reduction goals of California and Nevada. Simply assessing VMT fees on the limited amount of new development and redevelopment projects will not achieve what full RTP implementation will achieve. And Tahoe can't wait for 2045 to do so.

TAHOE CHAMBER
*When Tahoe means business.*

Thank you for the opportunity to submit these comments on the **draft 2045 Linking Tahoe Regional Transportation Plan.** We sincerely hope to see our input reflected in the final version of the Plan.

Let's ensure this RTP update is the one that finally moves us forward in a meaningful way toward not just vision, but implementation and the achievement of our environmental and economic goals.

Respectfully submitted,



Bob Anderson
Chair, Board of Directors

Steve Teshara
Chief Executive Officer

**Michelle Glickert**

**From:** Kelly Beede <KBeede@townoftruckee.com>
**Sent:** Friday, October 23, 2020 3:51 PM
**To:** Michelle Glickert; Kira Smith
**Cc:** Becky Bucar
**Subject:** Truckee Comments-TRPA RTP
**Attachments:** Town of Truckee Comments on TRPA RTP.pdf

Hi Michelle and Kira,

We appreciate you meeting with us today to discuss our comments on the September 2020 Draft TRPA RTP. Attached is the Town of Truckee's comments on the plan. Below are a few additional comments.

- Page 64 mentions that TART has purchased EV/ZE vehicles and are in the process of creating mobility hubs around the region. Truckee TART has not purchased electric vehicles and the Town is not in the process of creating mobility hubs at this time. It's my understanding (based on a recent conversation with Jaime Wright) that Placer TART has not purchased EV/ZE vehicles.
- Page 74 mentions that freight is moved by the Burlington Northern Santa Fe Railway. I'm not sure if this should state Union Pacific Railroad as they are the owners of the rail line through Truckee.
- Page 189 states that the Town of Truckee funds TART services on the North Shore, which is not correct. The Town funds Regional TART operated by Placer County for the portion of service that operates within Truckee.
- The report makes general statements about improvements TART will make and about TART ridership, demographics, etc., but does not differentiate between Placer TART and Truckee TART; operated by two different entities in two different counties. Page 171 also mentions TART on several line items without stating whether it's Placer TART or Truckee TART. To be clear in the document, it would be helpful to distinguish between Truckee TART and Placer TART

Here's the link to the Truckee Transit Center Relocation Feasibility Study project website where you can download the study document and attachments from the front page. https://www.truckeetransitcenter.com/

Again, we appreciate the opportunity to participate in the development of this important regional planning document.

Have a great weekend!

*Kelly Beede*
Administrative Analyst II
Transit | Special Events
Town of Truckee
desk: 530.582.2489
cell: 530.214.7044

*Town Council*

*David Polivy, Mayor*

*Anna Klovstad, Vice Mayor*

*Jessica Abrams, Council Member*
*David Tirman, Council Member*
*Tony Commendatore, Council Member*

*Department Heads*

*Dan Wilkins, Acting Town Manager*
*Andy Morris, Town Attorney*
*Randall Billingsley, Acting Chief of Police*
*Kim Szczurek, Administrative Services Director*
*Judy Price, Communications Director/Town Clerk*
*Daniel Wilkins, Public Works Director/Town Engineer*
*Denyelle Nishimori, Community Development Director*

October 22, 2020

Ms. Michelle Glickert
Principal Transportation Planner
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449

Re: Draft TRPA RTP Comments

Dear Michelle:

The Town of Truckee appreciates the opportunity to review the *September 2020 Draft Tahoe Regional Planning Agency Regional Transportation Plan*. Based on our review, below are the Town's comments.

- Throughout the document, park-and-ride and intercept lots are discussed. For Truckee specifically, the Plan identifies park-and-ride lots on State Routes 89 and 267 within Truckee. The Town is not interested in large areas of land being consumed by surface parking, especially if the sole purpose is to mitigate traffic congestion within the Tahoe Basin. Structured parking that has multiple uses may be more realistic from a land compatibility standpoint. The Town respectfully requests that this be reflected in the TRPA RTP document.

- The Plan makes the following statements related to potential expansion of State Routes 89 and 267:

    - Enhance transit operations on SR 89 and SR 267 corridors by providing a transit-only lane and/or high occupancy vehicle (HOV) lane.
    - Support implementation of adaptive corridor management, including a transit priority lane within the Resort Triangle between Truckee and the North Shore in Placer County, California on State Routes 267 and 89.
    - By 2035, SR-89 and SR-267 on the North Shore will have modified lane configurations that allow for bus only lanes during peak congestion periods to improve transit reliability and boost its competitiveness with the personal automobile.
    - By 2035, Placer County, California will implement transit signal prioritization at intersections along State routes 89 and 267 in the Resort Triangle to provide better travel options during congested travel times and the Nevada Department of Transportation will invest in AV and vehicle to everything communication infrastructure along its state routes in the Region.

**10183 Truckee Airport Road, Truckee, CA 96161-3306**
**www.townoftruckee.com**
530-582-7700 | *email: truckee@townoftruckee.com*
*Printed on recycled paper.*

The Town of Truckee General Plan Circulation Element includes the following policies related to roadway widening beyond two lanes:

- Policy 6.4: Maintain Highway 267 between Interstate 80 and the Brockway Road/Soaring Way intersection at two lanes.
- Policy 6.5: Maintain roadways in Truckee at a maximum of two travel lanes. Exceptions to this policy include Interstate 80, Highway 89 South, Highway 267 from Truckee Airport Road/Shaffer Mill Road to Brockway Road/Soaring Way, and Coldstream Road.
- Policy 9.3: Oppose any development in the Planning Area that would necessitate widening of Highway 267 north of Brockway Road to four lanes.

The Town respectfully requests that this policy information be included in the TRPA RTP document.

As a key regional stakeholder, the Town of Truckee appreciates the opportunity to participate in the development of this important regional planning document. As the TRPA moves forward with developing projects outlined in the RTP, communication and collaboration with the Town is essential to the success of projects that impact the Truckee community.

Should you have any questions or need clarification of Town comments outlined in this letter, please contact Kelly Beede (kbeede@townoftruckee.com; 530-582-2489).

Sincerely,

Daniel P. Wilkins
Acting Town Manager

## Kira Smith

**From:** doug welch <dw7230q@sbcglobal.net>
**Sent:** Friday, October 23, 2020 4:03 PM
**To:** Rebecca Cremeen
**Subject:** 2020 Draft RTP

**Rebecca,**

**My wife and I understand that the 2020 draft RTP proposes an elimination of the existing Vehicle Miles Traveled standard which will then permit a significant increase in the number of vehicles miles traveled in the basin. With no attempt to cap the numbers of visitor vehicles to the basin there will be permitted an accompanying significant increase in the number of vehicle miles traveled in the basin. This new standard would then be used for studies and analyses of future traffic with no thought of reducing the number of vehicles or the total number of vehicle miles traveled in the basin. If there is no cap on the total number of vehicles in the basin there is no cap on the number of total miles traveled in the basin. Even a brief visit to the Emerald Bay area in the summer will demonstrate the need for vehicle reduction not a significant increase of vehicles. In other words under the 2020 draft the total number of miles traveled will continue to increase as the number of vehicles increases even if each vehicle drives fewer miles.**

**We believe that the basin should be studied with regard to a limit of the total number of miles that the basin can accommodate. Once the basin's total capacity is understood then the study can reflect that fact and plan for ways to address those limits in a sensible manner. Instead the proposal disregards the capability of the basin and sets in motion unlimited growth and traffic that will threaten the public health and safety. For example it is well understood that an emergency evacuation of the basin would be difficult at best under present conditions but a significant increase in traffic would greatly complicate matters such that a fire could take the lives of many of the very persons you should be attempting to protect. We urge you to consult a well respected traffic expert to determine whether this proposed modification will cause an increase in traffic and whether it will cause an emergency evacuation to become more difficult and threaten the lives of those in the basin. The proposed draft also fails to take into account the impact of peak traffic periods at which times H89 is in gridlock under present conditions.**

**Other impacts to the Tahoe region include environmental degradation including air and water quality as required by the California Environmental Quality Act. What is TRPA doing to address additional impact of visitors to the basin, such as day visitors? Has TRPA just thrown in the towel and decided there is no point in trying to control visitor traffic in the basin and allow unlimited traffic?**

**We urge a reconsideration and rejection of the 2020 draft proposal.**

**Doug and Valerie Welch**
**Meeks Bay, California**

## Kira Smith

**From:** Mimi Morris <mimimorris1217@gmail.com>
**Sent:** Friday, October 23, 2020 6:17 PM
**To:** Rebecca Cremeen
**Subject:** Change to VMT standard

**To the TRPA—**

**We are very concerned with TRPA's proposal to eliminate the existing VMT standard, which places a total cap on VMT in the basin, and replace it with a different standard that is based on the VMT driven per person ("per capita"). If this change is approved, VMT could continue to increase in the basin as the number of vehicles in the basin increases, even if each person drives less such that the per capita standard is met. Not only does increased VMT mean more uncontrolled traffic and additional environmental impacts, but it also further threatens public health and safety.**

**- The proposed replacement of the existing capacity-based VMT standard with only a GHG-based VMT standard would allow traffic in the Basin to increase *without any capacity limits.***

***** Uncapped VMT growth would result in negative impacts to other thresholds, including water quality.**

***Uncapped VMT growth also poses threats to public health and safety (i.e. in the event of an emergency evacuation).**

***** The RTP does not adequately address traffic associated with visitors, especially day-only visitors.**

***** The RTP fails to identify adequate funding and continues to place the heaviest burden on residents despite the greatest impacts coming from visitors.**

***** The environmental checklist fails to incorporate the most recent information about environmental, economic, and public health and safety conditions, as required by California law (CEQA).**

***** The proposal to rely on "Annual Average" VMT rather than a maximum daily VMT fails to account for significant impacts of traffic during peak periods, resulting in potentially fatal consequences associated with emergency evacuation and access.**

***** The RTP and its relationship to the existing TRPA VMT standard is confusing and it is unclear how the Initial Study is judging the significance of the VMT impacts.**

***The RTP policies and TRPA statements indicate that TRPA is "giving up" on controlling visitor traffic in the region, but isn't that what a regional planning agency is supposed to do?**

Mimi and Mike Morris

## Kira Smith

**From:** Ron Grassi <ronsallygrassi@mac.com>
**Sent:** Saturday, October 24, 2020 7:22 AM
**To:** Rebecca Cremeen
**Subject:** TRPA's proposed change of VMT Threshold

Dear Ms. Cremean: I wanted to voice my objection and concern with TRPA's proposed change of how we should measure VMT in the Basin. I have recently reviewed the letter from the California Attorney General's office and I agree with them and their concerns. I want to especially draw your attention to this portion of their letter:

"I. The RTP/SCS does not meet or achieve TRPA's existing environmental threshold for VMT.
The Regional Plan establishes a VMT threshold of 10 percent below 1981 levels. (TRPA Threshold Standards, p. 10; see also TRPA Resolution 82-11, p. B-10). TRPA presently estimates the numeric value of that limit to be 1,298,987 daily VMT. (IS/IEC, p. 200).4 The RTPS/SCS and the IS/IEC confirm that the basin is currently in exceedance of the threshold limit with daily VMT of 1,393,994 in 2018. (Ibid.).5 The RTP/SCS will not reduce existing basinwide VMT to below the threshold. Rather, with implementation of the RTP, basinwide daily VMT is forecasted to increase by 1.2% by 2045 and to exceed the threshold standard. (IS/IEC, p. 200). Importantly, VMT is forecasted to have a much greater increase absent the reductions that have been modeled using the Trip Reduction Impact Analysis ("TRIA") tool. Without these reductions, daily basinwide VMT would increase 8% above existing levels and 15% above the threshold—to 1,505,533 daily basinwide VMT—in 2045. (IS/IEC, p. 200). As discussed in detail below, the TRIA reductions are unsubstantiated and likely over-stated.
A summary of the relevant VMT values as reported in the IS/IEC is as follows:
VMT Threshold: 1,298,987
Existing VMT: 1,393,994
VMT forecast for 2035 with RTP: 1,388,320
VMT forecast for 2045 with RTP and TRIA: 1,410,202
VMT forecast for 2045 with RTP without TRIA: 1,505,533
Acknowledging that the RTP/SCS will not achieve and maintain the existing VMT threshold and therefore cannot be approved by TRPA because TRPA would not be able to make the required findings, the IS/IEC explains that TRPA intends to amend the existing threshold at the same meeting where it considers approving the RTP/SCS. (IS/IEC, p. 197).6 In other words,
4 The Executive Summary of the RTP/SCS sets forth a different threshold value, (RTP/SCS, p. ES-19 [stating the threshold is 1,303,301]), but later uses a figure consistent with the IS/IEC. (RTP/SCS, p. 109 [stating the threshold is 1,298,987]).
5 The RTP/SCS again sets forth different values for existing VMT in 2018. (RTP/SCS, p. ES-19 and 109 [stating existing (2018) VMT is 1,398,994]).
6 As the IS/MND explains, "TRPA is developing a metric promoting VMT reductions per capita to meet the GHG objectives of both California and Nevada." (IS/IEC, p. 197). While we appreciate the ongoing effort to update the threshold and support utilization of a VMT per capita standard for GHG purposes, in line with what has been implemented in California, we remain hopeful that TRPA will retain an absolute basinwide VMT limit to address the broader range of
October 23, 2020
Page 4
the IS/IEC assumes that TRPA will move the goalposts: the RTP/SCS at present does not meet the requirements for VMT in the region, so TRPA plans to weaken those requirements so that the Plan can be approved. While a threshold amendment may be forthcoming,7 the proposed RTP/SCS does not meet the environmental objectives for the basin as they exist today. This is particularly concerning given the important nexus between VMT and other environmental impacts (e.g., noise,

dust, pedestrian safety, etc.). It is even more concerning, given the reliance on the TRIA reductions, which are unsubstantiated and rely on unfunded projects, for which there is no guarantee of, or requirement for, implementation.

II. The IS/IEC's VMT impact analysis is flawed.

A. The IS/IEC erroneously concludes that the RTP does not have a significant VMT impact.

The IS/IEC appears to analyze the VMT impact of the RTP/SCS pursuant to a net zero VMT standard. The IS/IEC states that it "analyzes any VMT related impacts as set forth in TRPA's 2019 Interim Guidance for assessing the impact of development projects and plans," and that, "[u]nder the Interim Guidance, a project or plan would not cause a significant impact if the action does not produce any unmitigated VMT." (IS/IEC, p. 197). The document appears to use this standard to evaluate the RTP/SCS's VMT impact for purposes of environmental review under both CEQA and the Compact.

Applying this standard, the IS/IEC mistakenly concludes that the RTP/SCS results in a net reduction in VMT and thus has a less than significant impact. It claims that "strategies included in the 2020 RTP/SCS result in a net reduction in VMT by approximately six percent." (IS/IEC, p. 200). This claim is inconsistent with the data presented in the IS/IEC. According to the IS/IEC, existing VMT in the basin is 1,393,994. The IS/IEC forecasts that VMT in the basin will increase to 1,410,202 by 2045 with the implementation of the RTP (after TRIA reductions).8 This change constitutes a 1.2 percent increase in VMT from existing levels. This increase in VMT is not mitigated. Given this net increase in VMT, it is plainly false to conclude, as the IS/IEC does, that environmental impacts associated with VMT. Indeed, the Regional Plan Implementation Committee's (RPIC) direction in March, 2020, directed staff to update the threshold so as to define "the level of regional VMT and VMT reductions that TRPA is then committed to managing and planning for at both the regional and project level." (RPIC, VMT Threshold Update Staff Report (March 18, 2020), p. 1 [motion]). A VMT per capita standard alone, particularly if only applied prospectively, would not meet this defined objective.

7 We note that TRPA has convened a group of stakeholders, the Technical Transportation Advisory Committee (TTAC), to develop recommendations for an amended threshold. The work of the TTAC is not yet complete—there is another TTAC meeting planned for November—so the outcome of that process is not yet known, nor has the Governing Board considered or approved an amended threshold.

8 As

I believe their analysis with which TRPA does not disagree is to the effect that the Basin is already not meeting the VMT threshold. And that your new measure will not assist TRPA in meeting the current threshold.

So what's going on here? It appears that TRPA is, as the Attorney General's office states, moving the goal post. You can move the goal post only if you're able to prove flaws in the existing VMT measure (which you've been using for years) and that your new proposed threshold will clearly, not speculatively, improve projects and the environmental health in the Basin. So let me ask you: can you provide the numbers on say the Squaw Valley project using both the current VMT numbers (both by TRPA and the plaintiffs in the present litigation) and the numbers that would apply if your change were approved.

I think there are dozens of examples at the appellate level, both Federal and State, demonstrating that the Courts look dimly on environmental government agencies that seek to lower the bar to allow them to continue over-building an area.

Finally, I suggest TRPA consider a different approach: Use and exceed the current VMT standard AND at the same time meet a new and more global standard: **Carrying Capacity**: Will the proposed project exceed the overall carrying capacity

of the area in question. And then spend some time defining that carrying capacity threshold. So for example if the subject area is already over-run with traffic jams even without an emergency evacuation occurring, then stop worsening the problem by routinely allowing the project to go forward.

Sincerely, Ron Grassi
Tahoe City

# LAKE TAHOE BICYCLE COALITION

PO Box 1147 | Zephyr Cove, NV 89448 | tahoebike.org

**Board of Directors**

Gavin Feiger, President
*South Shore Mobility Advocate*

Curtis Fong, Vice President
*Event Director, TGFT Productions*

Nanette Hansel, Treasurer
*Environmental Consultant*

Chris Mertens, Secretary
*North Shore Bicycle Advocate*

Chris Carney
*South Shore Bicycle Advocate*

Sherry Hao
*Non-profit Management Consultant*

Carlie Murphy
*Local Tahoe Bicycle Advocate*

Robert Nealan
*Designer + Software Engineer*

Charles W. Nelson
*Attorney at Law*

Nick Speal
*Software Engineer*

October 25, 2020

Tahoe Regional Planning Agency
Rebecca Cremeen, Acting Senior Planner
Michelle Glickert, Senior Transportation Planner
Via email

Re: 2020 Regional Transportation Plan Comments

Dear Ms. Cremeen and Ms. Glickert,

We are writing to support the adoption of the Draft 2020 Linking Tahoe: Regional Transportation Plan (RTP) and provide a few suggestions. We appreciate the opportunity to comment on this important plan.

The Lake Tahoe Bicycle Coalition (Bicycle Coalition) is a member-supported, all-volunteer nonprofit organization with a mission to help Tahoe become more bicycle friendly. We promote opportunities for more people to ride bikes in Tahoe, including providing free valet parking for bicycles at community events, co-hosting the annual Lake Tahoe Bicycle Challenge, and producing the Lake Tahoe Bikeways Map.

We worked closely with the Tahoe Regional Planning Agency (TRPA) to develop and adopt the 2017 RTP and we are more than encouraged by the successful implementation of the active transportation projects proposed in that plan. Almost all the projects under the Trails category on the constrained list have been completed or are in progress.

We applaud Ms. Glickert, Ms. Smith, and the staff at TRPA for the development of the 2020 RTP, in particular for their thoughtful and forward-thinking approach to making it safer and easier for people riding bicycles in Tahoe. We are happy to see progress and the new, more focused priorities in each RTP update.

The Bicycle Coalition strongly supports the following aspects of the 2020 RTP and we believe they are necessary to achieve use and safety goals:

- Better connections to neighborhoods, including completing the south shore Greenway and regional Tahoe Trail.
- The focus on equity through Priority Communities consisting of the elderly, individuals with a disability, and those without access to a car.
- Maintaining building infrastructure for year-round use.
- Employing education, outreach, and wayfinding tools.

The Bicycle Coalition will continue to collaborate with TRPA to help advertise winter trail plowing, implement the annual Bike Challenge, provide the free regional Tahoe Bikeways Map, promote safety, and support in-class education.

The RTP would not be as visionary and achievable as it is without the extensive opportunities for input that TRPA has provided to the Bicycle Coalition and to the public in general. We commend TRPA on the interactive map which has provided an easy, coherent way to share feedback.

We feel that our feedback has been heard and incorporated, but we want to take this opportunity to suggest some additions and changes:

- The Bicycle Coalition continually advocates for safety improvements to the 5-lane highways that generally serve as main streets in our communities around the Lake. Progress has finally been made on the south shore as Caltrans programmed SHOPP funds for collision reduction. The project (CTIPS ID 220-0000-0156, EIP project: https://www.laketahoeinfo.org/Project/Detail/4210) is described “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.” This project is a key priority for us and is kicking off in November 2020. It is in the TMPO’s FTIP, but we do not see it mentioned in the RTP and we want to make sure it is a priority.
- We supported the development and adoption of the Safe Routes to School (SRTS) Plan on the south shore which was incorporated into the 2017 RTP. The 2020 RTP shows that “Everyday Tahoe” travelers account for 51% of trips which suggests that school-related trips must drive a lot of the trips. This provides opportunities to promote alternatives to cars for families and we would like to see more of a focus on prioritizing SRTS planning and implementation on a regional scale, beyond the south shore.
- TRPA’s monitoring project has provided much needed data for our region. We have seen a 15% increase in trail use between 2018 and 2019 which demonstrates how important infrastructure is and makes our region and individual communities more competitive for many funding sources. We would like to recommend the addition of more bicycle and pedestrian counters, especially temporary ones that can be used for 2-3 years for pre- and post-project monitoring.

Improving Tahoe’s network of bike routes and trails contributes to our status as a world class tourism destination for outdoor activities. This boosts our economy, while making life more safe and convenient for residents wishing to ride bicycles to work, to school, or for fun. More people riding bikes can also mean fewer people driving cars, which helps with Tahoe’s peak traffic congestion. By emphasizing

improvements for bicycle infrastructure through the RTP, the plan lays the groundwork for many projects that will greatly benefit all of us. The Bicycle Coalition is excited to keep working with TRPA and its implementing partners to get the Trails projects in the 2020 RTP funded and built.

Thank you for the opportunity to provide these comments.

Sincerely,
Lake Tahoe Bicycle Coalition Board of Directors

KEEP TAHOE BLUE
League to Save Lake Tahoe

advocate | engage | create

October 25, 2020

Rebecca Cremeen, Acting Senior Planner
Michelle Glickert, Senior Transportation Planner
Tahoe Regional Planning Agency
Stateline, NV 89449
*Submitted via email*

**Re: 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy: Plan and Initial Study – Mitigated Negative Declaration/ Initial Environmental Checklist – Mitigated Finding of No Significant Effect**

Dear Ms. Cremeen, Ms. Glickert, TRPA staff and Governing Board –

**Introduction**

The League to Save Lake Tahoe (League) appreciates the opportunity to provide input on the draft 2020 Linking Tahoe: Regional Transportation Plan (RTP or Plan) prepared by the Tahoe Regional Planning Agency (TRPA). We support and recognize the RTP as an essential step in implementing sustainable, long-term transportation solutions in the Lake Tahoe Basin. The Plan demonstrates TRPA's commitment to adopting forward-thinking policies, endorsing critical transit improvements, and collaborating with local jurisdictions and stakeholders. This is reflected in the approach to further implement the goals and policies laid out in the 2017 RTP by focusing on four critical areas (trails, transit, technology, and communities) with a more realistic funding plan. The constrained projects accurately reflect the needs and shortfalls of Tahoe's current transportation climate and anticipated future demand. The League appreciates the flexibility built into the plan which may allow for accelerated implementation of some priority projects, at least as pilots or proof-of-concept.

The League agrees that it will take a combination of public and private players, and changes to how Tahoe approaches both existing and future development, to implement the ambitious and achievable 2020 RTP. As the Plan states (page 115), "Addressing demand for travel begins at the project level with private development helping to improve mobility in Tahoe, reduce regional VMT to attain and maintain TRPA's VMT threshold, reduce mobile source GHG emissions, and reduce roadway congestion. TRPA and its many partners will further reduce demand on Tahoe's roadways by creating travel options that are more attractive than the personal automobile." If carried out successfully, this 2020 Plan will represent real, tangible progress for the entire Tahoe region. We support the general concepts presented in the RTP but suggest bolstering certain policies and including additional solutions to further strengthen the Plan and ensure its successful implementation. While we support the RTP and understand that the VMT threshold update is a separate process, they are inextricably linked and we need to be comfortable with the VMT update before we can support adopting the RTP.

**Performance Measures and Adaptive Management**

The League was involved with the development of the 2017 RTP and we would like to see an analysis or summary of how we performed as a region in terms of implementation. We are envisioning a high-level summary that is not the performance measures required by the State and Federal governments, but one that identifies the number or percentage of projects completed in each category and progress toward plan goals. Beyond the absolute number or percentage, metrics like transit ridership, miles of trails built and roads rehabilitated, amount of money actually raised for each category, etc. can be used by partners and decision makers to help identify where we thrived and where we struggled as a region. It would be ideal to have this the year before each RTP update, or along with TRPA's threshold update schedule, and used as a basis for an ongoing performance evaluation that is part of adaptive management, allowing us to achieve even more success with the 2020 RTP and future updates.

**Overview**

We have three high-level concerns with the RTP and corresponding environmental documents.

- Plan alignment. TRPA relies on local governments and agencies to implement the RTP, with the Tahoe Transportation District (TTD) and Tahoe Truckee Area Regional Transit (TART) responsible for transit. TRPA staff did a great job working with transit implementers to create the constrained project list and funding plan. In order to align goals, policies, projects, and timelines, the transit providers will need to update their respective plans – Transit Master Plan (TMP), Short Range Transit Plan (SRTP), and Corridor Connection Plan. The League would like to see a schedule for transit providers to bring their plans into alignment included in the final adopted RTP.

- Revenue projections and project prioritization. While we believe that the 2020 RTP is a reasonably fundable plan, this year's pandemic and associated challenges are a reminder that even well-laid plans can be derailed. We also understand that project prioritization is not always explicit in an RTP. In line with a theme of the 2020 RTP, we would like to see options and flexibility in funding. This could be a subjective discussion of a worst-case scenario such as no additional local funding becoming available.

  The League would also like the Plan to prioritize within the unconstrained project list. For example, it is concerning that the cross-lake ferry and intercept lots appear to be considered at the same level of importance or necessity, as we believe that intercept lots achieve more RTP goals than ferries. The prioritization could start with the tradeoffs between vehicle miles traveled (VMT) reduction and non-auto mode increase based on cost effectiveness.

  Finally, we recommend more consistency in language around transit project prioritization. The Plan can be more consistent by describing a flexible approach to reflect the statement on page 43 that "The plan and its phases are built to flex and adapt, such as for the accelerated implementation envisioned in the Bi-State Consultation or to accommodate pilot projects that advance the plan to its goals" instead of the more prescriptive language on page 45 calling for local and community routes and then recreation and seasonal services.

- Levels of significance, thresholds, and mitigation measures in the Initial Study – Mitigated Negative Declaration/ Initial Environmental Checklist – Mitigated Finding of No Significant Effect (IS/IEC). The League is very concerned about the use of the currently-under-development VMT threshold update, project-level guidance, and air quality mitigation fee (VMT Workplan) as mitigation for the RTP. The League continues to support intelligent, collaborative transportation planning within the Lake Tahoe Basin, and it is certainly not our intention to take any action which might interfere with federal funding. However, the RTP policy and implementation relies on other documents that have yet to be released even though they are repeatedly referenced throughout the RTP. Specifically, the RTP is contingent upon the completion of the VMT Workplan which still has some contentious issues to address – the removal of the "absolute" regional VMT threshold and replacement with an "efficiency" standard for the Basin in particular. It is also unclear how the Transportation Technical Advisory Committee's (TTAC) work and RTP are connected. It is safe to assume that with the exact same December 2020 RTP and VMT Workplan package approval date, there is no opportunity to incorporate the TTAC's important efforts to evaluate VMT and other metrics for traffic impacts into the RTP.

  We provide detailed comments in the Environmental Analysis section of this letter, but the timing of the release of the RTP in relation to other referenced documents, as well as the metric review processes mentioned above, has made it difficult for the League to adequately review and comment on the RTP as it stands today. We don't want to change the threshold to *adopt* the RTP, we need to change it to *implement* the RTP. The League needs to be comfortable that the VMT threshold update fulfills that intent before we can support the RTP.

  We also have issues with the analysis around water quality and population and housing impacts. The League must hold its full support of the RTP until consideration of the below recommendations.

**Plan Details**

Our comments provide additional detail on the big picture issues raised above, request additional information, and provide more detailed recommendations in the following areas:

1. Overarching Comments on Projects
2. Transit Projects
3. Trails Projects
4. Technology Projects
5. Community Projects
6. Funding the Plan
7. Measuring and Managing for Success
8. Moving Forward/Implementation
9. Comments on Appendices
10. Environmental Analysis
11. Conclusion

1. **Overarching Comments on Projects**

*Constrained Versus Unconstrained Projects*

The narrative and the project list in Appendix B are difficult to track in some cases. We recommend improving consistency by creating separate lists for constrained and unconstrained projects. For example, some projects are listed as both constrained and unconstrained (e.g. Appendix B "Regional Bicycle and Pedestrian Improvements from the Active Transportation Plan 2026-2035" is both constrained and unconstrained for 2035). This is further confused by the "Summary of all Projects by Strategy" table in Appendix B which indicates that there are not any unconstrained active transportation projects projected for 2035 or beyond. League staff also noted some inconsistencies in the narrative sections regarding unconstrained projects and between the narrative and the project lists. The Plan states that additional unconstrained project funding will result in mobility hubs and transit centers coupled with park and ride and intercept lots, and a cross lake passenger ferry. The mobility hubs and cross-lake ferry are on the project list but the intercept lots are not on the list, even though intercept lots are planned for implementation in 2045 on page 49. We believe intercept lots are an integral piece of the RTP and encourage TRPA to include them on the project list – either constrained (potentially by replacing some Operations & Maintenance funding) or unconstrained.

*Employer-Based Trip Reduction Program*

On page 41, the Plan asserts that the Commute Tahoe employee trip reduction program "will be widely launched throughout the Region in 2021 and monitored annually by TRPA." This was identified as an implementation measure for the 1992 RTP, is codified in TRPA's ordinances, and it has never been enforced. The League sits on the Board of the South Shore Transportation Management Association (SS/TMA) and we are excited to help bring awareness to and provide resources for this program. Education and outreach only go so far - does this mean that TRPA will begin enforcing its Code of Ordinances Section 65.5? We would like to see a schedule and workplan for that enforcement and look forward to annual status reports on progress including Level 2 employers' designated Employee Transportation Coordinator and Employer Transportation Plan.

*Parking Management*

As with our comments on the 2017 RTP, we would like to see more of a focus on regional parking management. As a region, we need to get ahead of potential opposition to the change and explain to the public what it is and why it is good for Tahoe. The 2020 RTP could help start this paradigm shift. There are no parking management projects or programs specified in the RTP beyond the existing SR 28 pilot program and already-planned efforts in Tahoe City-Resort Triangle and potentially Meeks Bay. Local jurisdictions and specific projects are already beginning to implement parking management but a regional approach is needed, as recommended in ICF's 2019 report "Exploring Emerging and Innovative Transportation Solutions for Tahoe" (White Paper) and TDM workshop (Appendix D) and by the Bi-State Consultation (page ES-4). Additionally, as per our 2017 RTP comments, TRPA can implement parking management strategies such as replacing parking minimums with parking maximums and creating regional consistency through minor changes to its Code of Ordinances (Section 34.2).

## 2. Transit Projects

Reiterating our overarching comments on revenue projections and project prioritization, we would like to see more general language throughout the Plan that explains how flexible timing and phasing can be used to achieve performance measures through an adaptive management approach to decide which projects to pursue over the 25 year planning horizon. We are especially fond of the Bi-state Consultation's goal for transit enhancements "to double transit ridership in town centers and at popular recreation areas" (page ES-4) and would like that to be one of the specific goals of the 2020 RTP, using adaptive management and project prioritization to achieve it. This is a realistic priority focus. We also expect that this performance measure and approach will be reflected in partner agencies' updated TMPs and SRTPs. This performance measure- based adaptive management structure can be implemented by TRPA for transit with their authority under TDA Public Utilities Code (PUC) Section 99244.

Based on initial successes and lessons learned from microtransit in Tahoe, the League would like a stronger emphasis on early implementation of microtransit and private service providers in line with the Bi-state Consultation's priorities. We were encouraged to see some indication of early microtransit implementation on page 51 – "Private transit operators will provide service every 20-30 minutes along the SR-89 recreation corridor between Pope Beach and Emerald Bay for South Shore Riders" by 2025. The League is very supportive of this aspect of the SR 89 Corridor Plan and this RTP, but we were disheartened to see the Emerald Bay pilot project from the 2017 RTP not implemented and not carried forward to the 2020 RTP. To help accelerate implementation of transit service between Camp Richardson and Emerald Bay, it would be helpful if this were a standalone project or separate sub-project of SR 89 Corridor Plan implementation in the RTP.

Finally, we have one very specific recommendation that we hope is in the purview of the RTP. We would like the bus stop on eastbound Lake Tahoe Boulevard between Julie Lane and Tata Lane in South Lake Tahoe moved. With the completion of a "complete streets" project for this section of Lake Tahoe Blvd. in 2021 – which will reduce the vehicle lanes to one in each direction – and the anticipated construction of the 240-unit Sugar Pine Village, this bus stop will see more use and will create more user conflicts. We recommend moving the bus stop from the soon to be busy and narrow road to Julie Ln or Tata Ln, where the bus route circles the block anyway.

## 3. Trails Projects

Creation and rehabilitation of trails has been a great success in Tahoe over recent years and we are encouraged that the trend will continue with 2020 RTP implementation. The League supports the focus on completing the South Shore Greenway and the Tahoe Trail around the Lake - especially the bike path connections along the North Shore. We encourage TRPA to play a regional role in outreach and education to help local implementers build their trail projects. TRPA's leadership and resources can help proactively address issues like visitor management (e.g. trash and graffiti, enforcement) and public misconceptions (e.g. effects of bike paths on residential neighborhoods).

**4. Technology Projects**

The League strongly supports "Making Travel Options More Attractive with Technology" and encourages TRPA to provide more discussion and improvement recommendations. As with regional leadership and support for trails projects, TRPA can support and provide resources and collaboration to accelerate technology improvements which improve our regional transportation system - such as coordinating message feedback signs. TRPA can also provide resources for, and/or require as a condition of funding to transit providers, automatic rider counting and stop number boarding, which the League believes is one of the most important and incomplete datasets. Technology is one area where TRPA does not have to rely on implementing partners. TRPA can directly implement technology improvements like a regional trip planning tool and regional parking management. Even though this is a new RTP focus for 2020, the League encourages TRPA to accelerate the technology goals and actions as possible, and queue the rest of them up to be a priority in the next RTP update. For the 2020 RTP, the League's priorities for accelerated projects are a regional trip planning tool in place by 2025 and other "technology for the user" improvements as near-term priorities.

**5. Community Projects**

This is another new focus area for the 2020 RTP that the League strongly supports, especially the mobility hubs, Community Priority Zones, and detailed Corridor Plan discussions.

*Mobility Hubs*

The League sees mobility hubs as a necessary piece of the transportation system and is concerned that the high price tag will be a barrier to implementation. As noted above, we are also unsure if the mobility hubs are constrained or unconstrained. Regardless, there is an opportunity to make progress by building on the existing transit centers and TTD's recent purchase of a potential site in Incline Village. Mobility hubs do not require a large footprint or a lot of amenities to integrate multimodal services and make journeys across several modes convenient. Smaller mobility hubs may be placed behind commercial areas or integrated into mixed-use development in Town Centers. These mini mobility hubs can still include amenities such as a bike share, e-charging, PMD, TNCs, microtransit, real-time transportation info, and more - with room for full size transit as that service expands. Any number of these amenities can also be added to enhance existing transit centers. This approach could be especially effective and lower cost if large mobility hubs are on the unconstrained list.

*Community Priority Zones*

This was a fantastic idea to include in the 2020 RTP. Based on the narrative and data, the areas identified seem to include our most dense populations of the elderly, individuals with a disability, and those without access to a car. To ensure they are comprehensive and align with Regional plan goals, the League would like to see how the annual Unmet Transit Needs meeting results are reflected and how much overlap there is with Town Centers. We would also like to see more closely zoomed in maps of each Community Priority Zone. It is difficult to tell, for example, how much of the Rocky Point neighborhood is included, or the exact extent of the Kings Beach Priority Zone.

6. **Funding the Plan**

Reiterating our overarching comments, the League would like the Plan to 1) at least roughly identify which funding sources go to which projects, programs and plans (i.e. what gets cut if the local share or regional revenue source projections are not realized?); 2) prioritize the unconstrained projects based on cost-effectiveness for reaching VMT and mode share goals; and 3) make the language around timing/phasing more consistent and include flexibility based on performance measures and adaptive management.

Identifying reasonably foreseeable funding and reconciling that number with the nearly endless list of potential transportation projects is one of the most difficult, and most important, pieces of the RTP. The League commends TRPA staff for performing an incredible balancing act resulting in what we believe is a more realistically fundable RTP than the 2017 RTP. After a detailed review, League staff provides the following recommendations for your consideration, and some questions we would like answered.

- The table at the beginning of Appendix B projects a revenue shortfall of $97 million by 2025 – $3 million for active transportation projects and $94 million for deferred operations and maintenance. We recommend focusing on raising the $3 million for specifically identified active transportation projects which are historically easier to fund in Tahoe and would eliminate the entire active transportation deficit, ensuring full build out of the Trails focus area.
- Free-to-the-user transit is a transformative change that has been a long time coming in Tahoe. We would like to see it highlighted as a success to continue and build upon. It would be helpful if the Plan clarified that the farebox revenue in the projections are from the ferries and regional transit, not from in-Basin transit.
- How much revenue does the rental car mitigation fee provide annually, when was the last time it was updated, and is there an opportunity there? What about fees on TNCs like Uber and Lyft to offset their well-documented congestion increasing effects?
- What is the Transportation Improvement Program (TIP) update schedule? Can it be used to incorporate Bi-state Consultation or other priorities based on performance measures and adaptive management?

7. **Measuring and Managing for Success**

Performance tracking and monitoring is of course integral to successful plan implementation. TRPA has made great advancements over the last four years with additional bike and pedestrian counters, better tracking of transit ridership, and accessing “big data” sources. The League commends TRPA staff on this and encourages the agency to require and/or provide affordable methods of before-and-after trip and mode share tracking for all significant projects. We also provide a few specific suggestions here to enhance the monitoring protocols.

- Break out e-scooters and other private transportation providers. This would help better estimate the effects on VMT, GHG, and mode share if private providers do not become as prevalent as planned or if existing providers, such as Lime, were to leave the Tahoe market.
- We greatly support verifying non-auto mode share through real-time data and enhanced travel surveys due to its status as a primary Bi-State Compact (Compact) goal and one

of the only two overall performance measures for the RTP, the other being a threshold which rises to a similar level of importance as Compact goals.

- It is well known that accidents involving bikes and pedestrians are underreported, nationally and in Tahoe.[1] The League encourages TRPA staff to work with local law enforcement agencies to better track incidents, not just accidents. One method that the advocacy community made some initial progress toward is creating or activating specific incident and accident codes for bike, pedestrian, and car crashes (bike-car, bike-pedestrian, pedestrian-car, etc.). This would help better track the performance measures, prioritize or create projects and programs in response, and apply for funding to implement the RTP.
- As part of this Plan, pavement condition should be tracked to correlate with the water quality threshold impacts from Plan implementation. This could also help ensure implementation with water quality and stormwater funding sources.
- The League encourages TRPA to use their authority under TDA Public Utilities Code (PUC) Section 99244 to "annually identify, analyze, and recommend potential productivity improvements, which could lower the operating costs of those operators who operate at least 50 percent of their vehicle service miles, as defined by subdivision (i) of PUC Section 99247, within the area under its jurisdiction." Based on this annual assessment and resulting recommendations, TRPA should use its authority to allocate funding based on the operator implementing recommended improvements and meeting established performance measure targets. The performance measures should be those in the Plan (with the addition of the Bi-State Consultation goal to double transit ridership) and the recommendations should be part of the adaptive management approach to implementing projects.

**8. Moving Forward/Implementation**

The 2025, 2035, and 2045 visions are thoughtful and inspiring, but we continue to ask that some flexibility be incorporated. The League is encouraged to see that "TRPA will establish methods for understanding and reporting on Everyday, Discover, and Visit Tahoe travelers to better understand each user, their travel needs, and how much VMT each produces." When TRPA establishes this schedule, we would like it to be integrated with the performance measure based adaptive management implementation structure which we are recommending.

**9. Comments on Appendices**

*Appendix D: Innovation in Transportation*

The League was excited to see the 2019 White Paper and take part in the TDM workshop that same year. We support all of the recommendations summarized for each section in Appendix D. We would like to see more of these recommendations reflected in the Plan, especially microtransit, micro mobility, seasonal shuttles, and incentives and marketing (which is notably absent, especially with the TMAs recently increasing their capacities and TTD getting $250,000

[1] Lake Tahoe Region Safety Strategy (2019): http://www.trpa.org/wp-content/uploads/Tahoe-Safety-Plan-_Final_02-20-2019_reduced_size.pdf

for two years of marketing). The recommendations and this new information, for example, could be put under TDM – "marketing and information" – on page 40.

*Appendix F: Environmental Justice*
The League appreciates this addition to the 2020 RTP and would like to see it emphasized more in the Plan narrative, including a section in the Executive Summary.
We are very supportive of the recommendation at the end of this appendix for TRPA, acting as the MPO, to adopt a new definition for disadvantaged communities (DAC) that is specific to Tahoe. This could make Tahoe more competitive, or even just eligible to apply, for many California funding sources. One recommendation is to base the DAC definition on the environmental justice demographic analysis used to define priority communities in this appendix. The League has additional ideas for criteria, and we would be excited to work with TRPA on this action.

League staff noted that the Stateline Community Priority Zone seems to be missing from Table 23: Priority Communities Transportation Access.

*Appendix G: Data and Forecasting*
The League appreciates TRPA's time to update the TRIA tool, making it more realistic than the past TRIA runs associated with the 2017 RTP and some specific projects. The description of TRIA 2.0 asserts that the update was based on current conditions in the Tahoe Basin, or existing trip reduction estimates developed locally. This appendix also mentions that Placer County updated its vehicle trip generation (VTG) rates. We would like to know how the trip rates built into TRIA 2.0 compare to trip rates developed by Placer County and the trip rates in TRPA's latest interim project-level guidance.

Because TRIA will be used throughout the Basin for all land use projects, it must be as accurate as possible. We have two specific questions and a request that will help build our confidence in this tool:

- How are intercept lots included when they are not on the constrained project list? Same question for parking management.
- How are GHG benefits from PMDs established? The League has received feedback that is critical of the GHG reductions claimed by Lime.
- We would like TRPA to conduct a sensitivity analysis to see how projects analyzed using TRIA 1.0 in the past compare to a TRIA 2.0 analysis (the Highway 50 Revitalization Project is a good candidate).

**10. <u>Environmental Analysis</u>**

The Initial Study – Mitigated Negative Declaration/ Initial Environmental Checklist – Mitigated Finding of No Significant Effect (IS/IEC) is very detailed and thorough. The League is providing specific concerns about the water quality, population and housing, and VMT metrics, assumptions, and findings.

*Water Quality*

In the TRPA checklist section 14.e “Maintenance of public facilities, including roads” (page 184), it is stated that “ Because projects included in the 2020 RTP/SCS would be similar in nature, scale, and location as under the 2012 RTP/SCS, and would incorporate site specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond those previously analyzed in the 2012 RTP/SCS EIR/EIS and 2017 RTP/SCS IS/IEC.” The difference between 2020 and the past two RTPs is that deferred maintenance appears to be on the constrained project list in 2012 and 2017 but largely unconstrained in 2020. The League agrees with this change because we think it will help accelerate funding for implementing projects with more VMT reduction and mode share diversification benefits. The unintended consequence of this change is that there may be fewer water quality benefits than assumed in 2012 and 2017 as road maintenance reduces sediment delivery to the Lake. The link between pavement condition and water quality is expressed in System Preservation Goal 6.2: “Maintain and preserve pavement condition to a level that supports the safety of the traveling public and protects water quality.” The League would like to know if the 2020 RTP’s effects on water quality are substantially different than those based on the 2012 and 2017 assumptions. If there are more negative water quality impacts, we would be happy to discuss potential additional mitigation measures such as funding deferred maintenance projects through EIP plus other funding sources that are not traditionally transportation-focused.

*Population and Housing*

In the CEQA Environmental Checklist section b. “Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?” (page 176), it is stated that “Similar to the 2017 RTP/SCS, new and modified transportation and land use projects included in the 2020 RTP/SCS are not anticipated to cause the displacement of existing housing or people…”. Between 2017 and now, the Highway 50 Revitalization Project (Loop Road) has progressed to the point of having a preferred alignment. That preferred alignment would temporarily and permanently displace residents and businesses. The alignment would also affect TRPA checklist sections 11.b and 12 regarding temporary housing and changes in affordable housing. It is possible that the environmental review for the Loop Road covers this issue. Nonetheless, the issue should be directly addressed, especially considering a much smaller project is specifically addressed in the 2020 RTP IEC/IS (Caltrans Tahoe City Maintenance Station).

*Vehicle Miles Traveled*

The League has four main areas of concern related to vehicle miles traveled: 1) the absolute increase in VMT is not necessary or acceptable, 2) the outcomes of the in-progress VMT Workplan seem pre-determined and RTP adoption is based on those outcomes, 3) RTP adoption must be based on the current thresholds, and 4) it is unclear if the current mitigation measures will continue even though more are needed.

The IEC/IS finds (page 200) that “Notwithstanding the beneficial impact of implementing the 2020 RTP/SCS, the Plan Area in the 2045 condition would exceed the VMT threshold value (as the region does today) by an additional 1.2 percent even though the RTP strategies are VMT reducing strategies…Thus, while implementation of the 2020 RTP/SCS would be beneficial

regarding VMT (and therefore not cause an adverse impact under CEQA), it would not be beneficial enough to reduce VMT by an additional 8 percent (or 111,215 vehicle miles) to meet the current VMT threshold." On the next page, this is qualified with the statement that **"**In order to adopt the 2045 RTP/SCS, TRPA's Compact and Code require the Governing Board to find that the entire Regional Plan (including the RTP), will eventually achieve and maintain the VMT threshold. TRPA, however, has limited levers to control the exogenous VMT generation that primarily drives the nonattainment status of the threshold." The League does not believe that all feasible mitigation measures have been considered and takes issue with the assertion that TRPA cannot control "exogenous VMT generation". If a project (or plan in this case) results in an increase in VMT, it must look to mitigate those impacts. The only mitigation measure offered beyond the project aspects themselves is the current phased release of allocations, which we will discuss more below. While TRPA may not be able to control mega-region population growth and increased interest in outdoor recreation, it absolutely can – and is charged by the Compact to – influence how people get around after they arrive. The external or "Visit Tahoe" trips that are allegedly out of TRPA's control only constitute 11% of the regional VMT. TRPA can and must find incentives and regulatory tools to reduce VMT from trips within the Basin, which are absolutely in TRPA's control. Identifying these tools and how to incorporate them into the RTP and TRPA Code of Ordinances should be the focus between now and December. The League is more than willing to be a partner in that effort.

The League, TRPA and many partners have invested considerable time into the VMT Workplan through the TTAC and Governing Board meetings over the last few months. After reviewing the RTP and IEC/IS, we are disappointed in how pre-determined the results of the VMT Workplan seem to be. As discussed above, in order to adopt the RTP, the TRPA Governing Board must find that it will not cause a threshold to be out of attainment. TRPA is clearly assuming the RTP will be adopted in December which means the existing VMT threshold will have to change to allow adoption. This assumption is clear on page 202: **"**As discussed above, TRPA commenced a process to update the VMT threshold to reflect concerns more directly measured by VMT, including GHG reduction, increased mobility, and reduced reliance on the automobile. Under direction of the Regional Plan Implementation Committee, TRPA is developing a metric promoting VMT reduction per capita to meet the GHG objectives of both California and Nevada that will also drive increases in mobility and decrease reliance on autos. Because the 2020 RTP/SCS limits VMT growth to nominal levels that exceed state standards, TRPA will likely be able to make the necessary findings to adopt the 2020 RTP/SCS." The League interprets this to mean that TRPA plans to change the VMT threshold to be in attainment so the Plan can be adopted.

The League feels it is premature to assume what the new standard will be, and we also have a "process issue". The TTAC has not reached consensus on the type of threshold (i.e. absolute or efficiency), let alone what the threshold standard will be. The Plan and IEC/IS repeatedly refer to a per capita VMT as a performance measure and an outcome of the results chain, insinuating that a per capita threshold will be adopted in order to adopt the Plan. Even without TTAC input, TRPA should not assume that a per capita VMT threshold is appropriate to measure transportation impacts in Tahoe. TRPA started analyzing per capita VMT in 2012 as a requirement of SB 375's GHG requirements. In both the EIS/EIR for the 2012 RTP and the

IEC/IS for the 2017 RTP, TRPA clearly states that "VMT per capita is a valid metric for helping to address greenhouse gas analysis, but it is not a transportation standard under TRPA regulations or CEQA requirements, and is not a strong measure of transportation impacts because overall traffic could still increase under this measure. The 2012 RTP/SCS EIR/EIS referenced the appropriate standard of significance for transportation impacts, which was the VMT Threshold Standard, as analyzed in the 2012 Regional Plan Update EIS (RPU EIS), which was in process at the same time as the 2012 RTP/SCS EIR/EIS, and recently reported on in the 2015 Threshold Evaluation Report."[2] The 2017 RTP was adopted based on the projection that the Basin would be in attainment of the absolute VMT standard in 2020. This is not the case with the 2020 RTP. We are currently out of attainment and need to be comfortable with a replacement. We are open to the idea of an efficiency standard but it will need to have triggers and response mechanisms to make sure we do not have uncontrolled VMT growth.

Beyond the projects in the Plan, the only mitigation measure for VMT is the same mitigation measure that the 2012 RPU, 2012 and 2017 RTPs, and projects included in those plans rely on: Mitigation Measure 3.3-3 from the 2012 RPU EIS which addresses impacts to the Vehicle Miles Traveled Threshold Standard. The mitigation required to maintain VMT threshold attainment is "the phased release of land use allocations followed by monitoring and forecasting of actual roadway traffic counts and VMT. New CFA, TAUs, and residential allocations will be authorized for release by the TRPA Governing Board every four years, beginning with the approval of the Regional Plan." On page 201 the IEC/IS explains that "TRPA Code Section 50.4.3 requires TRPA to stop issuing residential allocations if the agency cannot conclude the VMT threshold will be maintained over the next four years. As the current VMT threshold is presently out of attainment and is not anticipated to come back into attainment by 2045, no residential allocations will be distributed." Consistent with our VMT comments, the League is concerned that TRPA will change the VMT threshold at the same meeting that the RTP is up for adoption which would allow the release of residential allocations, which would not be allowed with the current threshold. The phased release of residential allocations is an example of the type of mitigation that may be required to compel TRPA and implementing partners to prioritize investment in transportation. While the phased release of the small number of remaining residential allocations will itself not have a huge impact on regional VMT, the intent is that the loss of allocations will motivate implementation agencies to prioritize RTP projects in their jurisdiction. To our knowledge, TRPA has never actually withheld allocations even when the code required that action. Due to this history, we have reservations that TRPA will implement or enforce responses to threshold exceedances. This is why we regularly propose early triggers and gradual responses so a drastic and unpopular response is not needed. The League would like to work with TRPA to identify feasible mitigation measures in addition to the phased release of allocation that motivate RTP implementation.

[2] 2017 RTP IEC/IS, Page 3-53. http://www.trpa.org/wp-content/uploads/2017-RTP-SCS-IS-IEC-All-Attachments.pdf

**11. Conclusion**

The League is generally supportive of the Plan itself, with the specific recommendations contained in this letter. Big picture, we would like to see better alignment with implementers' plans, a discussion of a "worst case scenario" for funding projections, prioritization of unconstrained projects, and a performance measure-based adaptive management implementation structure which we are recommending TRPA clearly articulate and commit to in the Plan.

The League's main concern with the IEC/IS is that it is inappropriately reliant on a yet-to-be-determined VMT threshold update and it cannot be adopted without a fundamentally "lower" VMT threshold because we are not in attainment of the current threshold. It is not appropriate to change the threshold in order to achieve attainment and adopt the RTP. We need to take this opportunity to figure out ways to compel partners around the Basin to help implement the RTP. This means that the threshold needs to have triggers and responses that TRPA will enforce.

Tahoe needs to aim for higher standards than either Nevada or California. The burden of making up for the environmental impacts of past development should not fall solely on new development, which requires TRPA to find ways to use its resources and authority to also reduce the impact of existing development. The League would like to work with TRPA staff and the TTAC to identify additional feasible mitigation measures that will encourage and accelerate RTP implementation.

Thank you for considering and incorporating our comments and suggestions. Please do not hesitate to reach out to me directly with any questions.

Sincerely,

Gavin Feiger
Senior Policy Analyst

SIERRA CLUB

Tahoe Area Group

October 25, 2020

Rebecca Cremeen
Tahoe Regional Planning Agency
Regional Plan Implementation Committee
(Via email to rcremeen@trpa.org)

Dear Ms. Cremeen:

The Tahoe Area Group objects to the 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy (RTP) and its plan to eliminate the current Vehicle Miles Travelled (VMT) standards. We also object to the conclusions drawn in the corresponding Initial Study/Mitigated Negative Declaration and Initial Environmental Checklist/Mitigated Finding of No Significant Effect (IS/MND) that the RTP would have less than significant impact on VMT and does not require mitigation. This conclusion is not supported by the data.

The RTP does not achieve TRPA's existing environmental threshold for VMT and the IS/MND does not appropriately analyze the RTP's VMT impacts or substantiate compliance with California's required Greenhouse Gas (GHG) reductions. The VMT standard is not being met, but to simply remove the standard and replace it with a GHG-based per-capita standard that would allow traffic in the Basin to increase without any capacity limits is contrary to the TRPA compact and to the purpose of the RTP. This would be inappropriate and will lead to increased VMT in the Basin. We support the addition of a GHG standard provided that it does not lead to increased uncapped VMT growth, which is what the proposed RTP would do.

The proposed abolishment of the VMT standard in unacceptable. Elimination of the VMT standard in the Basin paves the way for major changes to the health and safety of the environment and the residents. The TRPA compact requires that environmental carrying capacity of the basin is not exceeded. It must live up to that commitment. Using "annual averages" does not take into account the high season periods that puts emergency response at risk and gridlocks our roads.

For the TRPA to change the environmental standards it has in place to push through the RTP plan without adequate environmental protections is disingenuous and contrary to its mission. We recommend against adoption of the currently proposed RTP. Furthermore, we incorporate by reference into this comment letter the comments provided by Friends of the West Shore and California's Attorney General Office (see attached).

Carolyn Willette

Carolyn Willette
Chair of the Tahoe Area Group of the Sierra Club

October 25, 2020

Mr. Nick Haven, Long Range Planning and Transportation Division Manager
Ms. Michelle Glickert, Principal Transportation Planner, TRPA
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449

RE: TNT-TMA Comments on Draft Regional Transportation Plan

Dear Nick and Michelle:

Thank you for providing the Truckee-North Tahoe Transportation Management Association (TNT-TMA) the opportunity to provide comments on the draft Regional Transportation Plan 2045.

On behalf of the TNT-TMA Board of Directors, and recognizing that this is a 25-year transportation plan for the Lake Tahoe region, we are providing general, overall comments.

Understanding that there is more than a $1 billion funding shortfall in order to complete the transportation projects included in the plan, the TNT-TMA supports the concept of One Tahoe as an additional funding source for transportation projects. As there are many details that need to be worked out (such as specific rates, the gateway locations, etc.) the TNT-TMA supports ongoing coordination in the short-term to capitalize on the momentum to provide this additional funding source for the long-term.

As the TNT-TMA represents both Truckee and North Lake Tahoe (including ski resorts such as Squaw Valley and Northstar), we also recommend including the entire Lake Tahoe region in this discussion of a One Tahoe funding source. The entire area then can benefit from the funding source over the next 25-years to complete critical transportation projects. This approach recognizes the vision of the RTP 2045 as a “transportation system that is interconnected, inter-regional, and sustainable, connecting people and places in ways that reduce reliance on the private automobile”.

Other overall comments relate to the characteristics of the different types of travelers to the Lake Tahoe region and we appreciate your indicating this in the plan to distinguish these travelers (residents, commuters and visitors). All of these travelers have different travel behavior and as such need to be

addressed in ways to maximize the number of people who will switch modes from driving, when possible, to other commute alternatives.

In order to achieve commute mode shift from driving, we recommend that there should be more emphasis on intercity transit improvements, with the understanding that one of the key factors driving the auto dominance of our resort area (compared with other mountain resorts) is that it is difficult to get here without a car from other areas of California.

In addition, one of the commute alternatives, bicycling, can be an excellent alternative to driving for not only visitors but also for residents. The RTP 2045 includes completion of the Tahoe Trail by 2045. One shorter-term priority that the TNT-TMA encourages the TRPA to support, for example, is a multi-purpose bicycle path between Kings Beach and Incline Village. During high seasons, in particular, this area has high traffic congestion. Providing residents as well as visitors with a bicycle path not only promotes an alternative to driving but also provides an enjoyable, healthy alternative for the user and for the environment.

For all travelers, there should also be recognition in the RTP 2045 that many visitors now coming to the Lake Tahoe region from other areas are utilizing technology (mostly app-based) to make their transportation choices. The TNT-TMA encourages a one-stop, region-wide communications tool to provide traveler information. This only encourages more mode shift from driving to other alternatives.

Finally, the TNT-TMA encourages the importance of coordinating with Placer County, the Town of Truckee, Placer County Transportation Planning Agency and the Nevada County Transportation Commission when pursuing funding and implementation of projects that benefit not only the TRPA boundary but the entire Lake Tahoe region. As we are all aware, both commuters and visitors are traveling to Lake Tahoe to work and recreate throughout the entire Lake Tahoe region.

Thank you for the opportunity to provide comments. Please contact the TNT-TMA if you have any questions. On behalf of the TNT-TMA, we look forward to engaging with the Lake Tahoe region stakeholders to implement transportation solutions for residents, commuters and visitors alike, and strongly encourage an additional funding source, such as the One Tahoe concept, to fulfill the vision of the Regional Transportation Plan 2045.

Sincerely,

Christine Maley-Grubl

Christine Maley-Grubl, CAE
Executive Director

cc: TNT-TMA Board of Directors

October 25, 2020

Julie Hutchinson
P.O. Box 223
Tahoma, CA 96142

Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, Nevada 8944.

***Sent via Email to: rcremeen@trpa.org***

Re: Public Comment
Draft 2020 Regional Transportation Plan
Vehicle Miles Travelled Threshold Standard.

Dear Ms. Cremeen,

I am very concerned with TRPA's proposal to eliminate the existing Vehicle Miles Travelled (VMT) standard, which places a total cap on VMT in the basin, and replace it with a different standard that is based on the VMT driven per person ("per capita"). If this change is approved, VMT could continue to increase in the basin as the number of vehicles in the basin increases, even if each person drives less such that the per capita standard is met. Not only does increased VMT mean more uncontrolled traffic and additional environmental impacts, but it also further threatens public health and safety. Have we learned nothing from the impacts of too many people and vehicles in the Tahoe basin this year due to the pandemic? Sustainability of the environment, the lake, and the communities should be the priority not increasing traffic and visitors.

The draft 2020 Regional Transportation Plan (RTP) relies on the elimination of the existing VMT standard and its replacement with the per capita standard which has yet to be fully explained and vetted appropriately. This is another example of TRPA fast-tracking multiple changes and projects without the public even having a full understanding of what is being proposed. The outreach being done for the draft RTP does not even emphasize the change in the VMT or what that means. How is possible to determine the VMT change and then at the same meeting consider the RTP? Is TRPA already sure the proposed VMT change will pass? What is the rush? Why is the VMT information and its impacts not being disclosed with the public and elected officials? These efforts by TRPA are disingenuous, purposely confusing and very concerning as to the motive.

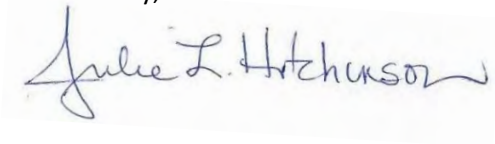
It is also important to make the following points which must be included in the record:

- The proposed replacement of the existing capacity-based VMT standard with only a GHG-based VMT standard would allow traffic in the Basin to increase without any capacity limits.
- Uncapped VMT growth would result in negative impacts to other thresholds, including water quality, sustainable recreation and forest health.
- Uncapped VMT growth also poses threats to public health and safety (i.e. in the event of an emergency evacuation).

- The RTP does not adequately address traffic associated with visitors, especially day-only visitors.
- The RTP fails to identify adequate funding and continues to place the heaviest burden on residents despite the greatest impacts coming from visitors.
- The environmental checklist fails to incorporate the most recent information about environmental, economic, and public health and safety conditions, as required by California law (CEQA).
- The proposal to rely on "Annual Average" VMT rather than a maximum daily VMT fails to account for significant impacts of traffic during peak periods, resulting in potentially fatal consequences associated with emergency evacuation and access.
- The RTP and its relationship to the existing TRPA VMT standard is confusing and it is unclear how the Initial Study is judging the significance of the VMT impacts.
- The RTP policies and TRPA statements indicate that TRPA is "giving up" on controlling visitor traffic in the region, but isn't that what a regional planning agency is supposed to do?"

I am concerned with the TRPA's continued focus on increasing visitors to the Tahoe area without consideration of residents, the environment, water quality, forest health, traffic, pollution, trash, and public safety. The fast-tracking of projects to rush them through leaves the public out of the process as too many things to take in at one time. The TRPA needs to reevaluate its purpose and charter and reconsider how it is doing business as the public has lost trust in this agency. Please provide more information on the proposed change in VMT and allow public to understand what is prosed and the true impacts. The Draft RTP should not even be considered until the VMT matter has been explained and vetted by the public. I will be reaching out to our state elected officials to discuss my concerns as it is clear that TRPA has its own agenda and it is not protecting the Tahoe Basin, but overcrowding it, over developing it, and creating an environmental and safety burden. We all will lose with that agenda.

Sincerely,



Julie Hutchinson

**Tahoe Basin Fire Chiefs**
**Lake Tahoe Regional Fire Chiefs Association**

October 25, 2020

Ms. Michelle Glickert, Principal Transportation Planner
Tahoe Regional Planning Agency
PO Box 5310
Stateline, NV 89449
cc: Mr. Nick Haven, Long Range Planning & Transportation Division Manager

Re: Comments on the 2045 Linking Tahoe Regional Transportation Plan Regarding Emergency Evacuation Planning for Emergency Response and Public Safety

Dear Ms. Glickert:

The Lake Tahoe Regional Fire Chiefs have reviewed the Draft Regional Transportation Plan prepared and published by the Tahoe Regional Planning Agency (TRPA).

It is our collective desire that evacuation planning that involves highways, transit, and other transportation network systems be incorporated into the plan. This would include emergencies related to wildfire, earthquakes, the release of hazardous materials, avalanches, and other natural or human-caused incidents and disasters.

We recognize that our comments are being submitted near the close of the 30-day comment period, but we nonetheless urge your consideration of our professional perspectives. This being the case, we respectfully urge your Agency to take the following two actions:

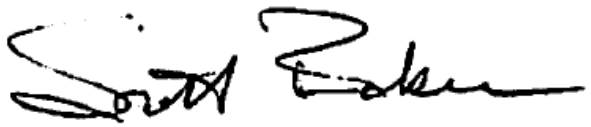
- Add language in the Final Plan recognizing the importance of emergency evacuation planning that involves Tahoe's highway and transportation network as a matter of public safety.
- Organize and work with a multi-jurisdictional group of emergency evacuation planners and first responders to assist TRPA with the development of language and provisions for

emergency evacuation planning that can be incorporated into the Agency's Regional Transportation Plan at a future date.

We firmly believe that a regional approach to evacuation planning and traffic management is essential to support effective emergency response as we work to protect and ensure public safety during any major emergency incident or natural disaster. It is not a question of if but rather when such an emergency occurs.

Thank you for your consideration and actions as requested.

Respectfully,



Chief Scott Baker, Tahoe Douglas Fire Protection District
*on behalf of the Tahoe Basin and Regional Fire Chiefs*

COUNTY OF Placer

October 26, 2020

Mr. Nick Haven
Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89410

**Re: Regional Transportation Plan (RTP)**

Dear Mr. Haven:

Thank you for the opportunity to review and comment on the Tahoe Basin Regional Transportation Plan. Placer County continues to be a committed regional partner for transportation improvements and reform in the region and supports the vision identified in the proposed update to the RTP.

We would like to provide the following constructive comments on the Draft RTP for your consideration. As always, we are open to additional dialogue that may be needed to address these comments.

General Comments:

- Update Figure viii, Figure ix, Figure x and Figure xi on pages ES-12, ES-13, ES-14 for change in mobility hubs from edits made to page ES-5.
- Add Regional Transit Service to maps along the I-80 corridor
- Modify Figure 39 to include Regional Transit Service along I-80 corridor. Also, mirror edits made for mobility hubs on page ES-5.
- Modify Figure 46 to include a "stub" for the Martis Valley trail connection in Placer County to the north.
- Modify Figures 51 and 57 to add Parking Management (P) to Town Center areas of Kings Beach and Tahoe City to the map
- On Page 64 of the draft plan it states that both TTD and TART have purchased electric buses. Placer County has not yet purchased electric buses for the TART operation as of October, 2020. To be certain there is no confusion, we confirmed with the Town of Truckee that they have not purchased electric buses either for their TART operation. That statement could be corrected by stating that Placer County has plans to deploy electric buses beginning in 2023.

The following comments are focused on the RTP project list, Appendix B:

Public Works ▪ Administration ▪ 3091 County Center Drive, Suite 220 ▪ Auburn, CA 95603
(530) 745-7500 office ▪ (530) 745-7544 fax ▪ publicworks@placer.ca.gov

- **Active Transportation**
  - Class 1 Bike Trail along SR 28 – Preston Field to Northwood Blvd. should be identified for Incline Village not Placer County.
  - The Lead Implementer for the Upper Truckee River Class 1 Trail widening and Class 1 Bike Trail – sunny side to Lower Sequoia should be identified as Placer County. The reality is that TCPUD may construct the trail widening but the for the RTP, this should simply identify Placer County.
  - Should mobility improvements for sidewalks and Class II bike lanes be included? These are identified in the Tahoe Basin Area Plan for Kings Beach and Tahoe City.
- **Corridors**
  - The current estimate for the Kings Beach Western Approach project is $ 8,329,000. This amount is based on the numbers as required for the ATP grant application, so it differs slightly from earlier estimates. This breaks down as follows:
    - PA&ED and PS&E of $1,279,000
    - R/W costs of $1,260,000
    - construction phase cost of $5,790,000
  - The Tahoe City Complete Streets Highway Improvements are identified as "unfunded". However, this project is further identified in the 2025 constrained category. Please clarify.
  - The SR 89/Fanny Bridge Project has a description of the RTTP implementation. Please update the description.
  - Should the Tahoe City Downtown Access Improvements be lumped in with the Tahoe City Complete Streets project above? Both recommendations came out of the TC Mobility Study.
  - Does the link item cost for TDM Programs include funding for local jurisdiction coordinators (i.e. TMAs or DPW work tasks)? I believe there is potential for funding of a coordinator via TDA and/or CMAQ.
- **O&M**
  - Please modify the Lead Implementor for the Bike and Ped Facilities (06.01.03.0007) to be Placer County
- **Technology**
  - Please update the description for the Adaptive Traffic Management on SR 89 and SR 267 project to remove the reference to Truckee and replace with Placer County/Caltrans/CHP. The $10,000,000 identified was for the Bus on Shoulder strategy which has been replaced with a 3 lane, center running BUS only lane. The cost identified can stay as is but please identify unconstrained funding needed (TBD), total implementation funding.

Public Works ▪ Administration ▪ 3091 County Center Drive, Suite 220 ▪ Auburn, CA 95603
(530) 745-7500 office ▪ (530) 745-7544 fax ▪ publicworks@placer.ca.gov

- Include Parking Management for Tahoe City and Kings Beach as well as Recreational sites (consistent with RTTP recommendations). Preliminary costs are identified in the Final RTTP. The description for project 06.01.03.0036 should be modified to reflect RTTP not, Tahoe City Access improvements.

- Please update the description for the Intelligent Mobile Observation (Highway) project to remove the reference to Truckee and replace with Placer County/Caltrans/CHP

- **Transit**
  - We would suggest that the lead implementer for Supplemental Transit Services 2025, 2035, 2045 be identified as local agencies instead of PRIVATE. Local agencies would be the entity to apply for State/Federal funds, if available, not private operators.

  - We would suggest that the reference to "Truckee" for projects 03.01.02.0120 and .0123 be removed. Please add Kings Beach to the list. Also, should these two projects identify local agencies or "Various" instead of TRPA?

Sincerely,

Peter Kraatz, Assistant Director
Department of Public Works

Cc:
Erin Casey, County Executive Office
Crystal Jacobson, Community Development Resource Agency
Michelle Glickert, TRPA
Devin Middlebrook, TRPA

Public Works ▪ Administration ▪ 3091 County Center Drive, Suite 220 ▪ Auburn, CA 95603
(530) 745-7500 office ▪ (530) 745-7544 fax ▪ publicworks@placer.ca.gov

## Michelle Glickert

**From:** Ann Nichols <preserve@ntpac.com>
**Sent:** Saturday, October 24, 2020 3:43 PM
**To:** Michelle Glickert; John Marshall
**Cc:** ann@annnichols.com
**Subject:** Comments 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy

**Follow Up Flag:** FollowUp
**Flag Status:** Flagged

Dear Ms. Glickert:

The North Tahoe Preservation Alliance appreciates this opportunity to provide comments for the record on the draft **2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy** (RTP). The North Tahoe Preservation Alliance (NTPA) works toward the preserving the natural beauty and rural character of the North Shore of North Shore. For the last 13 years NTPA has been addressing the need for growth to be in sync with our infrastructure.

NTPA believes while the RTP contains projects and plans that may be beneficial to transportation at Lake Tahoe if actually completed and funded, we are extremely concerned with the actual basis of the report and its connection to other disturbing new funding proposals such as "One Tahoe" and the "2020 Prosperity Center Report".

Our concerns include:

- The RTP with TRPA's blessing and in advance of the actual RTP report changes the historical Vehicle Miles Traveled (VMT) standard. The RTP report would not meet the existing capacity-based TRPA standard for VMT, so TRPA's solution is to CHANGE the VMT standard. Although environmental thresholds are the baseline standard which projects are compared to, changing environmental thresholds have become TRPA's de facto solution to its inability to improve Lake Tahoe's actual environment. Manipulating the numbers is not the solution.

- The new proposed GHG-based VMT standard would allow traffic in the Basin to increase without any capacity limits. Uncapped VMT growth would result in negative impacts to other thresholds, including water quality. We have begged TRPA for decades to determine a capacity that our existing infrastructure can handle. TRPA's response has been "crickets". TRPA refuses to provide a lake resident and visitor population capacity maximum citing VMT as a restricting determination. Now TRPA is changing VMT to fit their narrative.

The RTP fails to address the underlying problem at Lake Tahoe which is overdevelopment. Lake Tahoe is clearly at maximum capacity NOW in advance of the unbridled growth projected for the Reno area and surging population increase in the Tahoe basin since COVID. 2020 New Tahoe school student applications are unprecedented. We are over the capacity tipping point without the completion of TRPA promoted Community Enhancement Projects of Homewood, Boulder Bay, Ferrari Crown, and Kings Beach Projects. Don't forget the Martis Valley West project and Nevada County's promotion of crushing new Truckee development.

In the last 15 years none of TRPA's development solutions to traffic problems have worked. To be realistic, even the East Shore Bike Trail didn't get people out of their cars as much as create a new ATTRACTION drawing more visitors to Lake Tahoe.

The RTP ineffectively addresses issues associated with all Lake Tahoe visitors. The RTP does not adequately address traffic associated with visitors, especially day-only visitors. Lake Tahoe requires a limit on visitor capacity NOW. Residents are currently prisoners confined to their homes due to existing traffic with no respite during off season.

- Unrestricted VMT growth also poses threats to public health and safety (i.e. in the event of an emergency evacuation). Shelter in place is a sad and terrifying cop out.

- The RTP fails to identify adequate funding and continues to place the heaviest burden on residents despite the greatest impacts coming from visitors. "One Tahoe" is another attempt to change TRPA's bistate compact and is represented as the solution to the RTP's $1.5b financial shortfall. One Tahoe wants to generate $60m+ per year from visitors, residents and the Truckee area by charging tolls or creating a special use district. In addition, the 2020 Prosperity Center Report proposes increasing resident's property taxes. The proposed money grabs are unrelenting and there will never be enough money. It's the same old thinking, the same players and it has led to bigger problems.

The solution is to determine capacity and then shut down access to Tahoe visitors once the maximum has been reached; much as Yosemite does. Our local ski areas often shut down. This could be accomplished with a required visitor "Reservation America" type internet permitting in conjunction with Lake Tahoe entrance toll stations. Let's do the hard work and really fix the problem. We need a major adjustment in thinking about the problem…densifying development is not the solution.

Thank you,

Ann Nichols
President

North Tahoe Preservation Alliance
P.O. Box 4
Crystal Bay, Nv. 89402
775-831-0625
www.ntpac.com

"Helping preserve the natural beauty and rural character of North Lake Tahoe"

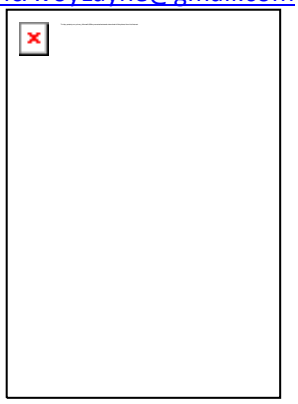
## Michelle Glickert

**From:** McAvoy Layne <mcavoylayne@gmail.com>
**Sent:** Sunday, October 25, 2020 9:31 AM
**To:** Michelle Glickert
**Subject:** This morning's news from the North Shore...
**Attachments:** My Huckleberry Friend.WMA

**Follow Up Flag:** FollowUp
**Flag Status:** Flagged

Dear Ms. Glickert,
Thanks for all you do for...
"The Fairest Picture the Whole Earth Affords and The Air That Angels Breathe."
I'll attach this morning's news from the North Shore...
Your friend in Tahoe history where facts are not essential,
McAvoy
PS: We could make better plans for the old elementary school
than a bus hub, it would seem to me...

--
McAvoy Layne
http://www.ghostoftwain.com
Email: McAvoyLayne@gmail.com



"Always do right, this will gratify some
and astonish the rest." -Mark Twain

Tahoe Transportation DISTRICT

*Connecting our communities*

# MEMORANDUM

**Date**: October 28, 2020

**To**: Nick Haven, Michelle Glickert, Tahoe Metropolitan Planning Organization

**From**: Carl Hasty, District Manager

**Subject**: TTD Comments Regarding Draft 2020 Regional Transportation Plan

---

Nick and Michelle, here are our comments for the draft 2020 RTP. As you will see, we have chosen to focus on the appendices to organize and focus our thoughts and understanding. These perceptions and comments are intended to be constructive, with an eye to the future as we continue to work together on achieving big things in transportation.

**Appendix A. Transit Goals and Policies**

Six goals and sixty-nine policies are briefly described. The goal headings make sense, yet the goals themselves are general with no identifiable objectives defining the path to success or outcomes to be achieved with the plan. Sixty-nine policies are large in number and are also generalized. Unlike the time and focus that has been given to prioritizing projects, it does not appear that any has been given to prioritizing policy achievements. And unlike projects and services, no party has been identified as lead for policy achievement nor has there been identified measurable results for policy achievement over the life of the RTP. While goals create a vision with a wide range, objectives focus on the individual, achievable outcomes. Without this type of prioritization and objective exercise, it makes it difficult to understand the relevance of the policy to implementation and operation of the regional transportation system. An added benefit to a prioritization and measurable goal exercise would be refinement of the policies themselves, that would better support implementation of the transportation system improvements.

**Recommendation:** For the goals, TTD would like to see objectives that are the concrete deliverables that make the goals come to life. Progress towards them helps measure advancement to reaching the larger end goals over the life of the plan. For the policies, TTD would like to see prioritization for the policies focusing on a scheme that addresses the building block approach needed to have a fully functioning regional multi-modal system in place by 2045. Within the policy priorities, TTD would like to see identified lead and support organizations, as well as measurable results to be targeted for achievement. This work and inclusion in the RTP would help implementers justify revenue needs for new capital and operations to achieve the goals, as well as assist in educating the public on needs and their value. Please also tie transit goals, policies, and projects to the respective planning document for reference.

128 Market Street Suite 3F Stateline, Nevada 89449 | PO Box 499 Zephyr Cove, Nevada 89448
775.589.5500 Fax 775.588.0917 tahoetransportation.org

**Board of Directors** City of South Lake Tahoe El Dorado County Placer County Washoe County Douglas County Carson City CalTrans
Truckee-North Tahoe Transportation Management Association South Shore Transportation Management Association Member At Large NDOT

**Appendix B. Project List**

TTD is concerned that several projects submitted by TTD staff for the RTP have not been included. For example, under the heading of technology, most of what TTD submitted related to a number of systemic needs to operate proposed transportation solutions is absent. Basic to any technology use is the need for a robust broadband and wireless system that has the reach and capacity to be used when and where it is needed most, i.e. when visitation is heavy and at recreation destination areas and urban centers. That foundational infrastructure is woefully inadequate at Tahoe. The possible closest related policy in the RTP is about the dig once policy. While that policy will help within the Basin, it does not address getting broadband to the Basin. There is no technology policy identified relevant to emergency management, evacuation, or public safety. The only description focused on safety in the document is on page 10 which speaks to road, trail, and transit safety. *Policy 3.4: Support emergency preparedness and response planning, including the development of regional evacuation plans (page 73)* provides a generalized statement, yet projects that have been ongoing or for which funding has been sought have been ignored. Communications for emergency and transit systems are woefully inadequate and a threat to safe operations and the public. It is unclear what an Intelligent Mobile Observation System is that is mentioned on page 67 of the plan, and the only mention of it in Appendix B looks very different than what is described relative to the Department of Homeland Security on page 67. When the TTD Board adopted its transit master plan in 2017, it also adopted a goal of creating a traffic control center at Tahoe. TRPA staff, along with TTD, have had ongoing conversations with Caltrans during the SR89 Corridor Plan, clearly identifying the need. TTD also recognized our communication difficulty with the Swiftly transit application and the Park Tahoe mobile payment system given the poor rural network the region has. When the fires in California amplified the danger that Tahoe presents for a similar scenario, it led to greater collaboration between TTD and emergency management services, because we recognized our common communication system vulnerabilities. This led to a number of conclusions and new partnerships with emergency services in the two states, with the broadband efforts, and the smart cities efforts of the two states and federal government. With TTD facilitation, DHS did a feasibility analysis for a co-located emergency dispatch and traffic control center now moving into the preliminary project planning phase. TTD has also partnered with local fire agencies to secure funds to achieve improved wireless network for emergency and other communications. Lastly, TTD has been working with the two states to get broadband fiber into the basin and into the conduit that the dig once policy is supporting. It should be noted that dig once does not always mean fiber optic is installed, it may only mean that conduit is installed. It is critical for regional partners to identify linear projects that align with the needed fiber optic network needed, as a nebulous dig once policy without funding and planning the appropriate network solution will not support the transportation, public safety, telehealth, tele-education, and telework needs of the region. The Bay Area's Metropolitan Transportation Commission recently approved a long-term vision that large employers — defined as any company with more than 25 employees — would be required to have at least 60 percent of their employees telecommuting on any given work day in an effort to curb greenhouse gas emissions and reduce traffic congestion by 2035. As continues to be evident under COVID-19, remote working opportunities by Bay Area workforce has and will continue to influence visitation patterns in the Tahoe Basin and an adequate, broadband, cellular, and radio communications infrastructure is required.

[2]

**Recommendation on Technology**: The technology section of the RTP needs to be revised to include TTD's goals and projects. it is important to recognize that broadband, wireless, and radio infrastructure is a transportation system need; and that coordination with first responders, tele-health, tele-education, and tele-work is critical for public safety, the economic vitality of the region, and the visitor experience. These are a cost effective and environmentally sound policy. Waiting for others to address this long-standing issue will continue to ensure that technology based solutions will have significant limitations. Please include a discussion on TRPA's strategy for electrification of transit fleets and also the electrical grid infrastructure necessary to meet ambitious California mandates.

The safety section on page 10 needs to be modified to recognize emergency management needs as they relate to the transportations system utility and role in emergency management. This can be further reinforced on page 72 within policy 3.4 which focuses primarily on the use of the airports. Accordingly, the finance plan should include non-traditional transportation funding sources that can help achieve technology project goals, such as FEMA, DHS, EDA, and USDA for rural broadband.

Another area that does not include all of TTD goals, projects and operations is transit. Page 45 only generalizes consideration of TTD's plans and does not name its transit master plan as is done in other sections. This observation is further supported by the absence of TTD's Linking Tahoe: Lake Tahoe Basin Transit Master Plan in the resource section of the RTP, beginning on page 121. To reach the 2045 goal articulated on page 50 of the draft document, the entirety of TTD's transit master plan will need to be included. TTD supports including the transit master plan and the revenue plan should be amended to reflect the need. Also, we discussed with TRPA/TMPO staff that TTD could reach the 7 to 8% transit mode split by 2035, if revenue like the One Tahoe proposal is enacted and could also reach TTD's 20% transit mode split by 2040, if there was a fully funded program. This would achieve the goal on page 50.

TTD notes that the stated goal on page 51 is that all micro-transit will be free to the rider, yet the finance plan identifies that service as unconstrained, so how will it be achieved? What are the performance measures for micro-transit? TTD sees in the transit project list that TRPA is identified as the lead for mobility hub capital and operations. Staff would like to have further discussions in what that means and how that will be achieved; as TTD is already underway with a second mobility hub by acquiring the school site in Incline, and is being asked of its interest in Meyers. Also, TTD's US 50 SSCRP project is addressing Tahoe's largest potential mobility hub and that project can use all the financial assistance it can get. The cross-lake ferry project should be a public/private partnership and could utilize other funding sources, such as California Air Resources Board and California Energy Commission funding which should be identified in the funding plan.

There was no discussion on phasing of transit services and associated capital investments. These are not ad hoc projects. They are sequential investments that must occur in order for success. Please note that capital improvements are required prior to delivering service improvements. Without the additional fleet and facilities, the service cannot be delivered.

In the bi-state 10-year list, the cost for the US 50 SSCRP is listed as $156 million, not $100 million. This was discussed in the bi-state process, so why is that not reflected in the list? Regarding the last project on the Operations and Maintenance list where over $578 million of

unconstrained regional deferred O&M is attributed to NDOT…Is that accurate or is it a regional road catch-all for local maintenance?

**Recommendation:** TTD and TRPA transportation staff meet to discuss the project list, transit, etc. to understand and make amendments.

**Appendix C. Revenue Narrative**

It would be helpful to include a brief description under the federal section describing how USDOT is encouraging regions to develop their own funding sources and to monetize the transportation system for revenue for further transportation investment. TTD applauds and supports the inclusion of a regional revenue source. TTD encourages that a game plan and revenue be included in the first five years, as the momentum exists to act now, knowing that it will take time to put in place.

As noted in Financial Planning and Fiscal Constraint for Transportation Plans and Programs Questions & Answers prepared by FHWA, revenue forecasts that support a Statewide Transportation Improvement Program (STIP), metropolitan transportation plan, or a metropolitan Transportation Improvement Program (TIP) may take into account new funding sources and levels of funding not currently in place, but which are "reasonably expected to be available" [see 23 CFR 450.216(m), 23 CFR 450.322(f)(10)(ii), and 23 CFR 450.324(h), respectively]. In addition, future revenues may be projected based on historic trends, including consideration of past legislative or executive actions. New funding sources are revenues that do not currently exist or that may require additional actions before the State DOT, MPO, or public transportation operator can commit such funding to transportation projects. To be considered "reasonable," the financial information and financial plans that accompany the TIP, STIP, and metropolitan transportation plan must identify strategies for ensuring the availability of these new revenue sources in the years when they are needed for project development and implementation [see 23 CFR 450.216(m)].

Determining whether a future funding source is "reasonable" requires a judgment decision. Two important considerations in determining whether an assumption is "reasonable" are:

(a) evidence of review and support of the new revenue assumption by State and local officials; and

(b) documentation of the rationale and procedural steps to be taken with milestone dates for securing the funds.

This section should clearly identify the regional revenue consistent with requirements under the CFR referenced above.

It is unclear between the revenue section and the project/service list what these funds are attributed too. It would be helpful to have a clear association of fund source to project/service type. And with the dollar amounts cited for the next periods, it appears that only some transit operations will be achieved. In the table of sources, it would be helpful to include the historical assumption amount TRPA is expecting to be annualized, based on its analysis for this section. A number of funding sources identified in the table on pages 153-156 identify TRPA as the recipient. Shouldn't Basin Entities be listed as the recipients? This is especially true for the discretionary sources that TRPA is not eligible for and does not typically apply for those funds.

Complicating the fiscal forecasting is a lack of discussion regarding required local support for formula and competitive grant sources. The vast majority of government funding programs require robust local matching funds that simply are not available. Even if there are formula or competitive funds available, the ability of the region to actually use those funds is dependent on local revenue support, which is largely absent. Without discussing the matching requirements necessary to leverage the various funding sources, the revenue narrative misleads the reader by presenting "available funds" synonymously to "useable funds."

On page 157, the assumption that private funds will operate a ferry is wrong. It will require subsidy and, likely, fares. If it could function profitably as a private enterprise, it would. It is a candidate for a public private partnership.

Please note whether public funds are anticipated for use on non-publicly managed contracted services. For example, the North Shore micro-transit pilots. Is TART expected to fund these as contracts using public dollars, or will these be managed and funded by private/non-profits? Please add some discussion as to why TRPA anticipates private investment in transit shuttles will increase in the RTP period and how TRPA is planning to encourage new, privately funded, non-publicly subsidized transit services.

Please explain the farebox bus revenue projection on page 159, when the plan is calling for free to the rider transit service. How does this work and why should over $103 million in farebox recovery be included in the finance plan?

Under state sources, TTD did not see any identified Nevada state sources of funds. Is nothing expected of Nevada over the next twenty-five years? To what can the $60 plus million of prior state funds be attributed? Furthermore, funding sources from the Air Resources Board and California Energy Commission should be identified.

Under federal funds based on past practice, TTD would like to understand the basis of expectation for $22 million from the Federal Lands Transportation Program. The Federal Lands Access Program (FLAP) funding projection is unrealistic, at least in terms of timing as California's call for projects will be in the beginning of fiscal year 2026, beyond the first period of the plan, and Nevada's call for projects will begin in fiscal year 2025. Assuming FLAP continues to be funded, it is possible that over the life of the balance of the plan, $40 million may be won for Tahoe, but it will not be arriving soon and certainly not in time to support the short list of priorities. What is the realistic source of $25 million in USFS funds within the next five years? Given the match requirements to successfully compete for BUILD, what is the assumption for match and for what project does TRPA think this will realistically apply? TTD is concerned that the picture for the first five years is not as obtainable as projected in this plan. This is critical to answering the public questions on what is the vision and how long will it take to be delivered, as well as what will be delivered.

**Recommendation**: TTD and TRPA staff meet and discuss to understand and amend. Also recommend a robust discussion with the TTIC, since this is a key strategic component of addressing the future, including the regional revenue discussion.

**Appendix F. Environmental Justice**

General observations:

- Page 218- Missing period after age; there is no age limit on driving; older adults usually stop driving due to a medical condition.
- Page 220- There have been two transit stops (450 ft and 1,000 ft) near Tahoe Verde since 11/1/2018

**Appendix G. Data and Forecasting**

For more than forty years, the transportation needs in the Tahoe Basin have been a response to annual visitation, what has been termed in Tahoe as recreation travel. TTD is confused with significant shifts in descriptions of resident, visitor, and commuter trends used to model the RTP and the lack of clarity between travel types identified in the RTP and the VMT analysis. For example, in the 2017 RTP. daily trip accounting for the descriptors of Everyday Tahoe, Discover Tahoe, and Visit Tahoe were 20%, 55%, and 25% respectively. In the 2020 RTP, the accounting is 51%, 38%, and 11% respectively. That is a big shift without any reconciliation. Also, day use assumptions do not seem reasonable. TTD is also puzzled by such different entry point percentage data from the work done for the last RTP. While TTD realizes that the VMT threshold work has been on its own track and that the current RTP draft does acknowledge now that both are proceeding to adoption at the same time, it would be helpful if there was a clear linkage between the goals, objectives, and outcomes identified in the RTP, the metrics used in the VMT mitigation, and fee structures proposed, because it is difficult to see how all of these items work together.

Using the 2014 population data sets for the Northern California Megaregion (NCMR), the weighted annualized population growth rate 2014 to 2035 was about 1.0% in many previous planning efforts (2016 RTP, The Corridor Connection Plan, TTD's long and short range transit plan, the Trans Sierra Transportation Plan). According to the AirSage data, a bit more than 75% of the Tahoe visitors came from the NCMR, so using the 1% annual growth in visitation at that time was reasonable.

Based on the most recent California Department of Finance population projections from January 2020 and the Nevada State demographer projections from 2019, there have been some pretty dramatic downward revisions to the California projections since 2014 and also in Nevada. If we look at the growth for the NCMR from these data sets, the weighted annualized growth rate for 2020 to 2045 is about 0.62%. This is a significant decrease from the annualized rate derived from the 2014 AirSage data.

The annualized visitation growth rate for the 2020-2045 RTP update appears to be 0.32%, which is about 1/2 of the 0.62% cited above.

Local government population forecasts are typically higher than the state forecasts in both Nevada and California, and the local forecasts are typically more accurate. Previous population trends of Tahoe were on that downward trajectory and current trends proposed over the life of the plan are forecasted as a 12.4% increase in population. Recent school enrollments and a booming housing market have surely shifted population forecasts on a more upward trajectory than has historically occurred given efforts in housing, tele-work, tele-education opportunities; however, local jurisdictions should confirm this value.

Perhaps more important is this: It is typically not a question of “if” we will reach these population/visitation numbers but “when”. We know the megaregion is growing, even if we see shifts in local population, commuter, and visitation, Tahoe will still continue to be a popular place to visit from a readily drive-up market. If you plan a transportation system to accommodate a population and/or visitation number by some future year, you will reach this number sooner or later. If sooner, this might be a 2040 plan; if later, maybe a 2050 plan. What doesn’t change is the system necessary to service the future projected level of population/visitation and developing a means to obtain the necessary funding, monitor the system and adapt to the demand. Similarly, if things happen sooner or later, the amount of revenue (constant dollars) doesn’t change, just the timing of when you need it. What is changing is the amount available through discretionary sources is decreasing dramatically and Tahoe doesn’t compete well with the urban areas, because Recreation Travel is not accounted for in State or Federal priorities.

Furthermore, TTD is concerned that the approach developed to comply with SB375 and SB743 proposed to mitigate VMT within the Tahoe Basin through a per capita basis on projects does not capture the tremendous visitor impact on the transportation system and only further hinders revitalization of our communities and successful implementation of transportation solutions in a timely manner. The policy behind this is clearly intended for new development and assumes a growth in population; however, projects in the Tahoe Basin are almost entirely redevelopment and recreation based day use is growing, due to megaregional population and development outside of the Tahoe Basin. The concern is that the focus on project and per capita VMT reduction undercuts the argument to address the visitation demand. The VMT impact should be captured directly from the source vehicle. That way, the full system can be implemented more effectively, mitigating the full built environment in place since the ‘80’s and the new project mitigation can be proportional to support the fuller system if needed.

A goal could be a more modernized approach to develop the VMT fee structure and data system through a Smart Cities or a Smart Region approach. A smart region is not only a set of technological tools and solutions, but also a live network communication system that can aggregate almost real-time data through sensors that create efficiencies in governance, infrastructure, transport, economy, science, technology, and data. A recent study prepared by the City of Seattle analyzed VMT reduction of cordon pricing or congestion pricing systems around the world and found that VMT was reduced anywhere from 12 to 55% through adequate reinvestment into a multi-model transportation system within and around the instituted cordon systems. A Smart Regional cordon/congestion pricing system has the ability to provide accurate data driven planning and decision making; flatten the peak demand and distribute use; optimize infrastructure, recreation, and business access; increase carpooling rate and reduce VMT from source; improve emergency response and evacuation; increase broadband and communications; provide an affordable, accessible, and good visitor experience; decrease vehicle hours travelled due to reduced traffic congestion; increase vehicle fuel efficiencies due to better management of system; decrease accidents due to reduced traffic congestion and fewer secondary incidents; and decrease the need for roadway capital improvements, due to more efficient traffic management.

Tahoe’s resident population and businesses are too small to pay for the types of improvements needed to address the millions of visitors who arrive mostly by personal vehicles. A cordon pricing system could help fund the vision of the RTP and assure that the actual value of the VMT is accounted for efficiently and effectively.

**Recommendation:** TTD and TRPA staff meet and discuss the cost benefit of the VMT per capita project approach versus a Smart Region Cordon/Congestion Pricing approach to VMT and data collection. It would be helpful to understand what proportion of a multi-modal system implementation is expected to be provided by project mitigation versus public investment in a full system establishment. Include a robust discussion and recommendations from the TTIC since this is a key strategic component of addressing VMT, future investments, and assuring there is adequate regional revenue and a sustainable economy. This discussion can fit into the other benefits of establishing a cordon fee and how the picture can evolve even between this RTP and the next, given the push on climate actions anticipated from the Caltrans 2050 Plan draft.

**Appendix H: Congestion Management Process**

In this section, congestion is highlighted as occurring on busy skier weekends and particularly when skiers are exiting the Basin on a Sunday.

**Recommendation:** Expand the periods of congestion to reflect the shrinking shoulder seasons. The Sunday exodus is an extreme gridlock situation and exhibits a recurring extremity. As it reads, it seems to downplay the congestion typical during the summer and winter seasons.

**Appendix I: Performance Measures**

These comments relate to Appendix A as well and are general in nature. As a reader and an implementer, it is difficult to ascertain what both policy goals and performance measures tell us about a multi-modal system operation achievement, and implementation impact systemically. It seems that what is addressed by both are pieces, but are they representative of the whole? It is unclear, and, as an implementing agency, TTD sees little in them that helps tell the story about what foundational system pieces need to be in place to achieve the goals and performance measures. This in turn limits the collective ability to make the case for certain improvements and operations.

To illustrate, in one calculation, Daily Trips includes scooter use. From a trip perspective, is that calculated and equated to vehicle trips in the same way as transit and autos? Does it remove users who do not drive from the tally because they would not have been in a car. Does it account for what would have been a pedestrian trip into a shared micro-mobility trip? The non-auto mode share shows growth of 6.5% since 2016 which is great news, and now 24.5% non-auto mode share, yet we still have tremendous auto use. So how much non-auto mode share do we need to achieve to make a difference? Systemically, what components need to do more to make better progress?

**Recommendation:** Beginning with TTD and TRPA, a discussion of how policy goals and performance measures could be more useful in advancing system success. If agreeable, TTD suggests it is worth having discussions with the TTAC and TTIC in thinking about the next RTP update, discussions on new data and analysis to advance program implementation, and how we may be able to collectively speak to performance measures and policy goals in a more knowledgeable way.

**RTP Development and Review Process**

TTD appreciates the fact that putting together an updated RTP is not an easy process. Nor is the review of a fully drafted RTP. Now that the TTIC is in place, and with an eye to the future, TTD feels it would be more productive for TRPA and transportation stakeholders, if the draft RTP were prepared in pieces where both the scope, strategy, and write ups are reviewed and critiqued with the TTIC, in advance of a draft for general public release and comment. The draft would be more reflective of the community, with less comment or changes, and perhaps a better product that can be more enthusiastically endorsed.

**Recommendation**: The next update process uses the technical group as a working group in the outline scope, draft review, and strategy development in advance of a full draft release to the public.

Thank you

**Michelle Glickert**

**From:** Michelle Glickert
**Sent:** Wednesday, October 28, 2020 1:18 PM
**To:** Joe Shaefer
**Subject:** RE: Seriously, a transportation hub HERE?

Thank you Joe for taking time to express your opposition to a transportation hub at the Incline Elementary school site. I will record this comment and share with the Tahoe Transportation District as well.

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

---

**From:** Joe Shaefer <joe@jlshaefer.com>
**Sent:** Sunday, October 25, 2020 12:21 PM
**To:** Michelle Glickert <mglickert@trpa.org>
**Subject:** Seriously, a transportation hub HERE?

Re the TTD plan to ignore Incline Village residents -- owners and renters -- rights in favor of attracting more tourists to the basin:

Dear Ms. Glickert:
The property TTD purchased from WCSD is the only piece of property left in Incline upon which to build subsidized housing for teachers, police, caregivers and fire personnel currently commuting from Reno.
The property TTD purchased from WCSD is the only piece of property left in Incline upon which to create an expanded community center (to which it is contiguous.)
The property TTD purchased from WCSD is at the hub of one of the 2 busiest intersections in Incline Village. It can barely sustain

the traffic that already visits our small community center, but it cannot sustain further tourist traffic and most certainly cannot sustain bus traffic at that intersection.

There is another property in Incline where there is a defunct restaurant. If TRPA is going to permit (and issue a permit for) the abomination of inviting even more pollution and runoff into the lake from increased automobile traffic, trash and raw sewage, I request that TRPA seriously consider the environmental and congestion problems this ill-conceived "plan" the TTD is attempting to push through by using the confined space they are currently pursuing versus other options.

This village is not a Disney theme park. I have no doubt our residents will pursue all legal means to prevent it from becoming one.

With best regards,
Joseph L. Shaefer
Brigadier General, USAF, Ret.

**Michelle Glickert**

**From:** Denise Davis <ddavis_remote@hotmail.com>
**Sent:** Sunday, October 25, 2020 5:49 PM
**To:** Michelle Glickert
**Subject:** Comments regarding the TRPA Regional Transportation Plan

**Follow Up Flag:** FollowUp
**Flag Status:** Flagged

Denise Davis
PO Box 3876
Incline Village, NV 89450

Comments regarding the TRPA Regional Transportation Plan

I'm a full-time resident of Incline Village since 1995. The home I own and have lived in for the past 16 years is located across the highway from the parking lots for the East shore shared-use path; most of my house faces SR 28, so I experience the highway 24 hours a day.

I attended the Tahoe transportation webinars held in April and May of this year and have also read through the Regional Transportation Plan Draft.

My first comment concerns all of the visitor authorities. Since they are involved with bringing visitors in, they need to be involved with dealing with those visitors when they're here. Because the majority of visitors to the Tahoe basin are more likely to interact with one of these agencies than with the TRPA, the majority of making the public aware needs to come from the visitor authorities. Visitor authority info can add transportation info and URL/QR codes for more detailed information. Also, there needs to be as much emphasis on keeping cars out of the basin as there is what to do with the cars that are in the basin.

Second, while encouraged by the promise of buses for day trippers from the Reno and Carson City areas, I fear it will operate as poorly as previous efforts and end. I understand the TRPA is asking for comments regarding the Plan draft, but there is a lot of frustration in the Incline area with TTD and we don't know where to turn for help. It has been extremely disappointing to hear Mr. Hasty report year after year that there are no funds available for buses to run between Reno/Incline and Carson City/Incline. (Meanwhile, he's located millions for the proposed mobility hub in Incline.) We are also told it's been tried and it failed. I believe a large part of that failure can be attributed to the unreliability of the service. In previous years, a bus

ran in the summer from Carson City to the lake; two complaints I heard about it were it often didn't run and it only made limited trips. (I believe it left Carson at 8 or 9 am and didn't make return trips to Carson until 4 pm.) If people know they can come and go more frequently than once or twice a day, they may be willing to give up the hassles of driving. Providing parking lot security (for personal safety as well as property) would also increase confidence in using public transportation services.

Third, I've seen no effort to address the needs of work commuters, either between Reno/Incline or Carson City/Incline. The traffic starts picking up soon after 6 am behind my house; it varies littles throughout the year. When I drove from Reno just after 5 pm on 10/23/2020, the traffic headed to Reno was bumper to bumper all the way from Reno to Incline. If incentives made it cheaper to ride the bas than drive, and bus service started early enough to get them to work on time, I'm guessing many would be happy to give up the driving. Ask people who drive to work at the lake what they would use, instead of deciding on a service schedule and then expecting everyone to alter their day to fit it. Help businesses be able to offer it as part of, or in addition to, employee compensation.

Fourth, in regards to the "Discover Tahoe" and "Visit Tahoe" visitors, there needs to be frequent, reliable public transportation around the lake. Visitors would be more willing to use public transportation if there was a "hop on / hop off" option around the lake and the buses ran frequently. I've personally heard Mr. Hasty state he is NOT interested in any hop on/hop off system. Why not? My husband and I have used that option many times while traveling and it seems to work well for visitors and communities alike. The only frustrations I've encountered are when the service is unreliable or doesn't run often enough. If multiple short segments were organized so as to keep riders waiting less than 15 minutes, I believe it would prove successful. The current bus routes don't connect and the wait times are too long. Microtransit solutions may prove to be a better option than full-size buses.

Fifth, while 'Safety' is one of the Plan's Regional Goals, it does not address the general safety of all residents of the basin. Maybe that's not TRPA's duty or objective, but it seems a glaring omission. Our roads are already clogged with traffic on the roads and blocked by parked vehicles on the sides of roads – people will not be able to evacuate the basin in the event of fire or natural disaster. I speak from first-hand experience in a wildfire. When it takes an hour to creep the 2 miles between Incline's Lakeshore Boulevard and Sand Harbor or over an hour to crawl from Safeway in Kings Beach to the Crystal Bay Club (both of which I personally experienced in 2019), how is there any reasonable expectation of being able to evacuate the

basin? I've talked with emergency personnel from different agencies and they can't get around any faster than the rest of us. This means there are delays getting help to emergency situations because we don't address our problems with traffic.

Sixth, I will add my voice to those who oppose the proposed mobility hub at the former Incline Elementary School site. I lived one block north of the school for many years while it was still in operation and can detail what a mess the area was with the school traffic. I can't imagine traffic for the mobility hub would have a much different result. I'm not opposed to a mobility hub – I'm opposed to the old school location. A question I continue to ask is why the former Orbit gas station site on the west side of Incline will not be considered for this purpose. It has environmental issues that likely only TRPA and its resources would be able to address. There is currently a large parking lot in existence; while it would have to be reconstructed, it is an area that is already affected by contaminants from parked vehicles. Prevent contamination of a new spot by using an existing area. The site is large and relatively flat, close to the roundabout for Mount Rose Highway and at the end of the walking path for Lakeshore Boulevard. While there is still residential housing in the area, it is far less dense and overcrowded with vehicles than the old school location. This could be a win for everyone involved – environmental cleanup and a traffic solution. Again, I understand that this issue is not directly in regards to the Plan draft, but Incline finds itself in the position of having the old school location forced on us and we're reaching out for help. We already deal with the results of some of the short-sighted decision making used for the East Shore shared-use path; we'd like to avoid living with more of those short-sighted decisions.

Lastly, I would comment that public transportation will not solve every resident need. In the case of Incline, we generally need to travel out of the basin for medical services beyond routine doctor visits or immediate emergency care. Not everything we need to purchase can be shipped to us.

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Wednesday, October 28, 2020 2:30 PM
**To:** Jon Davidson
**Subject:** RE: Transportation Hub at old elementary school in Incline Village

Thank you Jon and Beth for taking the time to express your opposition to the Incline transit hub as proposed by TTD. I will record your comment and share with the Tahoe Transportation District. If you have not already, please sign up for TRPA e-news ( https://www.trpa.org/about-trpa/press-room/ ) to keep up to date on transportation and other agency initiatives.

Michelle Glickert
Principal Transportation Planner
(775) 589.5204
mglickert@trpa.org

-----Original Message-----
From: Jon Davidson <jonpauldavidson@gmail.com>
Sent: Sunday, October 25, 2020 6:35 PM
To: Michelle Glickert <mglickert@trpa.org>
Subject: Transportation Hub at old elementary school in Incline Village

Please DENY a TRPA Permit for the above use. My wife and I have lived in Incline Village since 1981 and have seen the incredible growth of traffic coming to and through Incline.

We applaud the attention being given by various agencies to try to manage this growth. However, it seems that the current head of the Washoe County Transportation District has chosen to completely ignore the reasonable requests of Incline community members who have not only requested that the school site in the center of a busy neighborhood (primarily Hispanic with many young families) and shopping area NOT be located there BUT have also suggested far better alternatives such as the the long vacant large area on the main street (route 28) at the edge of town going toward Sand Harbor that has undergone remediation for leaking gas tanks from an old gas station. Another similar site exists on the west end of town which formerly held another gas station and restaurant. Either or both of those sites make better sense for the type of park and ride operation being proposed by the Washoe County Transportation District rater than in the center of town which already sees a lot of Post Office, shopping, grocery and restaurant traffic, as well as neighborhood traffic from the many apartments there.

Please do not allow the county to callously ignore the reasonable requests of individuals from Incline, so vehicles can be parked at the old school site during construction or the next phase of the bike path to Crystal Bay. This,apparently,is at least part of the reason for the rushed approach to buying the old school site.
Thank you for considering our request for denial of a TRPA permit.

Jon and Beth Davidson

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Wednesday, October 28, 2020 3:25 PM
**To:** Winquest, Indra S.
**Subject:** RE: Public Input on the Regional Transportation Plan

Indra, thanks for taking time prepare a comment and express your opposition to a transit ferry stop in Incline. I would like to take you up on your offer to learn more about IVGID to ensure the RTP is portraying Incline projects and IVGID accurately.

How does 10 am next Tue 11/3 or Thr 11/5 work for you?

Thanks again,

**Michelle Glickert**
**Principal Transportation Planner**
**(775) 589.5204**
mglickert@trpa.org

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

---

**From:** Winquest, Indra S. <ISW@ivgid.org>
**Sent:** Sunday, October 25, 2020 8:29 PM
**To:** Michelle Glickert <mglickert@trpa.org>
**Subject:** Public Input on the Regional Transportation Plan

Hi Michelle –

I am writing because I have had an opportunity to read through the draft Regional Transportation Plan. I applaud the effort to evaluate and provide solutions to the Transportation issues in the basin as although I live in Reno now, I lived in the basin for 21 years including Meyers, South Lake Tahoe, Round Hill, Cave Rock, and Incline. I have seen so much change over the years and as we all know the Basin is now overwhelmed so solutions are crucial and IVGID is happy to be part of the discussion and collaboration. This being said, I want to point out that we are a General Improvement District and not a glorified HOA as some seem to think. I will also remind you that the IVGID beaches are restricted access to Incline Parcel Owners and their guests. We would not be able to accommodate a Transit Ferry as we do not have the infrastructure and more importantly, as mentioned the IVGID beaches are deed restricted.

I would happy to meet with you and your respected team if you feel it would be beneficial to get a better understanding of IVGID and get some insight on our end. Thanks again for working to improve the overall health of the basin.

Cheers, Indra

**Indra Winquest**
General Manager
Incline Village General Improvement District
893 Southwood Blvd, Incline Village NV 89451
P: 775-832-1323
F: 775-832-1380
isw@ivgid.org
**http://www.yourtahoeplace.com**

## Michelle Glickert

**From:** Michelle Glickert
**Sent:** Monday, October 26, 2020 8:04 AM
**To:** Michele Koch
**Subject:** RE: Old Incline Elementary School property

Good morning Michele, thanks for taking time to share your valuable insights into the needs of Incline residents. I will incorporate these into the comment log. Please stay up to date on the Final 2020 Plan timeline at our project web page - https://gis.trpa.org/rtp/. You can also sign up for transportation e-news at this site as well.

Thank you,

Michelle Glickert
Principal Transportation Planner
(775) 589.5204
mglickert@trpa.org

-----Original Message-----
From: Michele Koch <michelejbk7@gmail.com>
Sent: Sunday, October 25, 2020 10:16 PM
To: Michelle Glickert <mglickert@trpa.org>
Subject: Old Incline Elementary School property

Ms. Glickert,

As an Incline resident for over 24 years and a business owner in the Village, I would like to let you know that I'm opposed to the Tahoe Transportation District's plans to turn the Old Elementary School property into a bus hub to transport tourists to Sand Harbor. I'm aware that I have the privilege of living and working here and welcome sharing God's gift with others. However, there are other options for a transport station that won't gravely effect the function of our little community which DOES NOT have the infrastructure to support what will happen if this permit is passed. Please do not allow TRPA to provide a permit for this use of land.

Respectfully,
Michele Koch

Sent from my iPad

TAHOE REGIONAL PLANNING AGENCY

**Mail**
PO Box 5310
Stateline, NV 89449-5310

**Location**
128 Market Street
Stateline, NV 89449

**Contact**
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

MEMORANDUM

Date: April 5, 2021

To: Tahoe Transportation Commission (TTC)

From: TRPA Staff

Subject: Conduct a Public Hearing and Recommend Approval of the 2021 Federal Transportation Improvement Program Amendment No. 1 to the Tahoe Metropolitan Planning Organization Governing Board

---

Requested Action:
It is requested the TTC conduct a public hearing on the 2021 Federal Transportation Improvement Program (FTIP) Amendment No. 1 and recommend approval to the Tahoe Metropolitan Planning Organization (TMPO) Governing Board.

Background:
The 2021 FTIP is a four-year financially constrained list of transportation projects that are reasonably expected to be funded between federal fiscal years 2021 - 2024. Any transportation project receiving federal funds, considered regionally significant, or requiring a federal action must be included in the FTIP. An amendment is a revision to the FTIP that involves a major change to a project. This may include the addition or deletion of a project, a change in project cost greater than 50 percent of the total project cost, or a change in project scope or design. Amendment No. 1 includes major changes to two projects in the 2021 FTIP.

Discussion:
Amendment No. 1 incorporates revisions to two Tahoe Transportation District (TTD) projects programmed in the 2021 FTIP. The revisions include narrative and funding updates to the existing programming.

**Tahoe Mobility Hub – Washoe County** (prior title - Multi-Use Center)
TTD has requested to update the existing Multi-Use Center project programmed in the FTIP based on actions taken at the TTD Board meeting on March 11, 2021. Requests were made to program additional funding for the project and update the project title and description. Details are listed below.

- Title Update: Tahoe Mobility Hub – Washoe County
- Project Description Update: Protective acquisition, site alternative analysis, and site selection for a mobility hub within Washoe County Tahoe Area Plan. Potential demolition of existing site buildings.
- Add FTA 5339 $1,956,000 ROW 20/21 and $1,200,000 CON 21/22
- Add Transportation Development Act $189,000 ROW 20/21 and $300,000 CON 21/22
- Add Washoe County Bond $285,000 ROW 20/21

AGENDA ITEM: VII.B.

**SR 28 Central Corridor – Sand Harbor to Spooner – Parking and Safety Improvements**
*Relocation of on-highway parking, trailhead improvements, parking lot expansions and transit stops along the SR 28 Corridor.* TTD has requested to add additional funding to the existing project and update the project cost. Changes are listed below.

- Add NV TAP MPO funds $239,000 PE 20/21
- Add NV TAP State funds $691,000 PE 20/21
- Add Tahoe Fund funds $36,000 PE 20/21 and $250,000 CON 20/21
- Reduce Washoe County Bond from $76,000 to $30,000 PE 20/21
- Update project cost to $13,244,000

Amendment No. 1 was released on April 2, 2021 for a seven-day public comment period as required by the TMPO's Public Participation Plan. A public hearing will be held on April 9, 2021 at the TTC Board meeting prior to the close of the public comment period on April 9, 2021. The amendment will be presented to the TMPO Governing Board for adoption at the April 28, 2021 meeting.

Additional Information:
If you have any questions regarding this item, please contact Judy Weber at jweber@trpa.gov.

Attachment:
A. 2021 FTIP Amendment No. 1

TAHOE REGIONAL PLANNING AGENCY

**Mail**
PO Box 5310
Stateline, NV 89449-5310

**Location**
128 Market Street
Stateline, NV 89449

**Contact**
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

# NOTICE OF 7-DAY PUBLIC COMMENT PERIOD
# 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
# Amendment No. 1

This announcement is being initiated as required by the TRPA/TMPO Public Participation Plan to provide public notification of changes that have been proposed to the 2021 Federal Transportation Improvement Program (FTIP). The public comment period commences on April 2, 2021 and closes on April 9, 2021. There will be an opportunity for public comment April 9, 2021 at the scheduled Tahoe Transportation Commission Board meeting prior to the close of the comment period.

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

http://www.trpa.gov/transportation/

Submit comments to:

**Judy Weber, Associate Transportation Planner**
**Tahoe Regional Planning Agency**
**P.O. Box 5310**
**Stateline, NV 89449**

**Or email:** jweber@trpa.gov

The proposed changes to the 2021 Federal Transportation Improvement Program are as follows:

**Existing Project: Tahoe Mobility Hub – Washoe County** (prior title: Multi-Use Center)
Update Project Title and Description: Protective acquisition, site alternative analysis, and site selection for a mobility hub within Washoe County Tahoe Area Plan. Potential demolition of existing site buildings.
Update Funding: Add FTA 5339 $1,956,000 ROW 20/21 and $1,200,000 CON 21/22, Transportation Development Act $189,000 ROW 20/21 and $300,000 CON 21/22, Washoe County Bond $285,000 ROW 20/21. Total project cost $8,500,000.

**Existing Project: SR 28 Central Corridor – Sand Harbor to Spooner – Parking and Safety Improvements**
Relocation of on-highway parking, trailhead improvements, parking lot expansions and transit stops along the SR 28 Corridor.
Update funding: Add NV TAP MPO funds $239,000 PE 20/21, NV TAP State funds $691,000 PE 20/21, Tahoe Fund funds $36,000 PE 20/21 and $250,000 CON 20/21. Reduce Washoe County Bond from $76,000 to $30,000 PE 20/21. Total project cost $13,244,000.

Please direct questions regarding this notice to Judy Weber at jweber@trpa.gov.

# Summary of Changes

**Summary of Changes**
**Tahoe Metropolitan Planning Organization**
**2021 Federal Transportation Improvement Program**
**Amendment 1**
**4/1/2021**

| | | | | | | PRIOR FFY | | | | | CURRENT FFY | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Existing /New** | **CTIPS ID** | **Project Title** | **Description of Change** | **Fund Type** | **Prior** | **20/21** | **21/22** | **22/23** | **23/24** | **Total** | **20/21** | **21/22** | **22/23** | **23/24** | **Total** | **Net Increase / Decrease** | **% Increase / Decrease** | **Comments** |
| Existing | 220-0000-0160 | Tahoe Mobility Hub - Washoe County (prior title: Multi-Use Center) | Project Update | STBG-NV | $ - | $ 202,000 | $ - | $ - | $ - | $ 202,000 | $ 202,000 | $ - | $ - | $ - | $ 202,000 | $ - | 100% | Updating Title: Tahoe Mobility Hub - Washoe County. Updating Project Description: Protective acquisition, site alternative analysis, and site selection for a mobility hub within the Washoe County Tahoe Area Plan. Potential demolition of existing site buildings. Adding FTA 5339 $1,956,000 20/21 and $1,200,000 21/22, TDA $189,000 20/21 and $300,000 21/22, and Washoe County Bond $285,000 20/21. |
| | | | | FTA 5339 | $ - | $ - | $ - | $ - | $ - | $ - | **$ 1,956,000** | **$ 1,200,000** | $ - | $ - | **$ 3,156,000** | **$ 3,156,000** | | |
| | | | | TDA | $ - | $ - | $ - | $ - | $ - | $ - | **$ 189,000** | **$ 300,000** | $ - | $ - | **$ 489,000** | **$ 489,000** | | |
| | | | | Local Funds/Washoe County Bond | $ - | $ - | $ - | $ - | $ - | $ - | **$ 285,000** | $ - | $ - | $ - | **$ 285,000** | **$ 285,000** | | |
| | | | | Local Funds/Washoe County Q1 | $ - | $ 11,000 | $ - | $ - | $ - | $ 11,000 | $ 11,000 | $ - | $ - | $ - | $ 11,000 | $ - | | |
| | | | | | | | | | | *$ 213,000* | | | | | *$ 4,143,000* | *$ 3,930,000* | | |
| Existing | 220-0000-0163 | SR 28 Central Corridor - Sand Harbor to Spooner - Parking and Safety Improvements | Funding Update | STBG-NV | $ - | $ 1,436,000 | $ - | $ - | $ - | $ 1,436,000 | $1,436,000 | $ - | $ - | $ - | $ 1,436,000 | $ - | 77% | Adding NV TAP MPO funds $239,000, NV TAP State funds $691,000, Tahoe fund $286,000 in 20/21. Reducing Washoe County Bond from $76,000 to $30,000 in 20/21. |
| | | | | NV TAP (MPO) | $ - | $ - | $ - | $ - | $ - | $ - | **$ 239,000** | $ - | $ - | $ - | **$ 239,000** | **$ 239,000** | | |
| | | | | NV TAP (State) | $ - | $ - | $ - | $ - | $ - | $ - | **$ 691,000** | $ - | $ - | $ - | **$ 691,000** | **$ 691,000** | | |
| | | | | Local Funds/Tahoe Fund | $ - | $ - | $ - | $ - | $ - | $ - | **$ 286,000** | $ - | $ - | $ - | **$ 286,000** | **$ 286,000** | | |
| | | | | Local Funds/Washoe County Bond | $ - | $ 76,000 | $ - | $ - | $ - | $ 76,000 | $ 30,000 | $ - | $ - | $ - | $ 30,000 | **$ (46,000)** | | |
| | | | | | | | | | | *$ 1,512,000* | | | | | *$ 2,682,000* | *$ 1,170,000* | | |

# Project Documentation - Project Reports

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

| DIST: | PPNO: | EA: | CTIPS ID: | TITLE (DESCRIPTION): | |
|---|---|---|---|---|---|
| NV | | | 220-0000-0160 | Tahoe Mobility Hub - Washoe County (Protective acquisition, site alternative analysis, and site selection for a mobility hub within Washoe County Tahoe Area Plan. Potential demolition of existing site buildings.) | MPO Aprv: |
| CT PROJECT ID: | | | MPO ID.: TTD19 | | State Aprv: |
| COUNTY: Washoe County, Nev | ROUTE: | | PM: | CURREN | 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 |
|---|---|---|---|---|---|---|---|---|
| 2 | Active | 04/01/2021 | JWEBER | Amendment - Cost/Scope/Sch. Change | 1 | 1,500,000 | 2,430,000 | 213,000 |
| 1 | Official | 02/24/2021 | 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 4 | PE | | 202,000 | | | | | | | 202,000 |
| * Fund Type: STP Local | RW | | | | | | | | | |
| * Funding Agency: Nevada DOT | CON | | | | | | | | | |
| | 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 4 | PE | | 11,000 | | | | | | | 11,000 |
| * Fund Type: County Funds | RW | | 285,000 | | | | | | | 285,000 |
| * Funding Agency: | CON | | | | | | | | | |
| | Total: | | 296,000 | | | | | | | 296,000 |

| * FTA Funds - | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| * Fund Source 3 of 4 | PE | | | | | | | | | |
| * Fund Type: Bus and Bus Facilities Program - FTA 5339 | RW | | 1,956,000 | | | | | | | 1,956,000 |
| * Funding Agency: Nevada DOT | CON | | | 1,200,000 | | | | | | 1,200,000 |
| | Total: | | 1,956,000 | 1,200,000 | | | | | | 3,156,000 |

| * Local Funds - | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| * Fund Source 4 of 4 | PE | | | | | | | | | |
| * Fund Type: TDA | RW | | 189,000 | | | | | | | 189,000 |
| * Funding Agency: | CON | | | 300,000 | | | | | | 300,000 |
| | Total: | | 189,000 | 300,000 | | | | | | 489,000 |

| **Project Total:** | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | PE | | 213,000 | | | | | | | 213,000 |
| | RW | | 2,430,000 | | | | | | | 2,430,000 |
| | CON | | | 1,500,000 | | | | | | 1,500,000 |
| | Total: | | 2,643,000 | 1,500,000 | | | | | | 4,143,000 |

Comments:
******** Version 2 - 03/31/2021 ********
Update Title and Project Description.
Add FTA 5339 $1,956,000 ROW 20/21 and $1,200,000 CON 21/22, TDA $189,000 ROW 20/21 and $300,000 CON 21/22, Washoe County Bond $285,000 ROW 20/21.

******** Version 1 - 12/19/2020 ********
Nevada project. Updated description.
Add STBG $202,000 & Washoe Cty $11,000 to PE 20/21.
Tracker # 03.02.01.0021. Completion Year 2030. TCP $8,500,000. 2017 RTP Appendix B-3 / 2020 RTP

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

| DIST: | PPNO: | EA: | CTIPS ID: | TITLE (DESCRIPTION): | |
|---|---|---|---|---|---|
| NV | | | 220-0000-0160 | Multi-Use Center (Planning and Design of a mobility hub located within the Tahoe Area Plan within Washoe County. ) | MPO Aprv: 02/24/2021 |
| CT PROJECT ID: | | | MPO ID.: TTD19 | | State Aprv: |
| | | | | | Federal Aprv: |
| COUNTY: | ROUTE: | | PM: | PRIO | |
| Washoe County, Nev | 28 | | | | 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 |
|---|---|---|---|---|---|---|---|---|
| 2 | Active | 03/31/2021 | JWEBER | Amendment - Cost/Scope/Sch. Change | 1 | 1,500,000 | 2,430,000 | 213,000 |
| 1 | Official | 02/24/2021 | 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 |
| * Fund Type: STP Local | RW | | | | | | | | | |
| | 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 |
| * Fund Type: County Funds | RW | | | | | | | | | |
| | 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. Updated description.
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

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

| DIST: | PPNO: | EA: | CTIPS ID: | TITLE (DESCRIPTION): | |
|---|---|---|---|---|---|
| NV | | | 220-0000-0163 | SR 28 Central Corridor - Sand Harbor to Spooner- Parking and Safety Improvements (Relocation of on-highway parking, trailhead improvements, parking lot expansions and transit stops along the corridor.) | MPO Aprv: |
| CT PROJECT ID: | | | MPO ID.: TTD21 | | State Aprv: |
| | | | | | Federal Aprv: |
| COUNTY: | ROUTE: | | PM: | CURREN | |
| Washoe County, Nev | 28 | | | | EPA TABLE II or III EXEMPT CATEGORY |

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes PHONE: (775) 589-5500 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 |
|---|---|---|---|---|---|---|---|---|
| 2 | Active | 04/01/2021 | JWEBER | Amendment - Cost/Scope/Sch. Change | 1 | 250,000 | | 2,432,000 |
| 1 | Official | 02/24/2021 | JWEBER | Adoption - New Project | 0 | | | 1,512,000 |

| * RSTP - | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| * Fund Source 1 of 4 | PE | | 1,436,000 | | | | | | | 1,436,000 |
| * Fund Type: STP Local | RW | | | | | | | | | |
| * Funding Agency: Nevada DOT | CON | | | | | | | | | |
| | Total: | | 1,436,000 | | | | | | | 1,436,000 |

| * Local Funds - | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| * Fund Source 2 of 4 | PE | | 30,000 | | | | | | | 30,000 |
| * Fund Type: County Funds | RW | | | | | | | | | |
| * Funding Agency: | CON | | | | | | | | | |
| | Total: | | 30,000 | | | | | | | 30,000 |

| * Local Funds - | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| * Fund Source 3 of 4 | PE | | 36,000 | | | | | | | 36,000 |
| * Fund Type: Private Funds | RW | | | | | | | | | |
| * Funding Agency: | CON | | 250,000 | | | | | | | 250,000 |
| | Total: | | 286,000 | | | | | | | 286,000 |

| * Other Fed - | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| * Fund Source 4 of 4 | PE | | 930,000 | | | | | | | 930,000 |
| * Fund Type: Transportation Alternatives Program (TAP) | RW | | | | | | | | | |
| * Funding Agency: Nevada DOT | CON | | | | | | | | | |
| | Total: | | 930,000 | | | | | | | 930,000 |

| **Project Total:** | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | PE | | 2,432,000 | | | | | | | 2,432,000 |
| | RW | | | | | | | | | |
| | CON | | 250,000 | | | | | | | 250,000 |
| | Total: | | 2,682,000 | | | | | | | 2,682,000 |

Comments:
******** Version 2 - 03/31/2021 ********
Add NV State TAP $691,000 PE 20/21, increase NV TAP (MPO) 62,000 PE 20/21, add Tahoe Fund $36,000 PE and $249,000 CON in 20/21, reduce Washoe County Bond to $30,000 PE 20/21. Updated TPC $13,244,000

******** Version 1 - 02/04/2021 ********
New SR28 project phase. TPC$8,500,000. 2020 RTP

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

| DIST: | PPNO: | EA: | CTIPS ID: | TITLE (DESCRIPTION): | |
|---|---|---|---|---|---|
| NV | | | 220-0000-0163 | SR 28 Central Corridor - Sand Harbor to Spooner- Parking and Safety Improvements (Relocation of on-highway parking, trailhead improvements, parking lot expansions and transit stops along the corridor.) | MPO Aprv: 02/24/2021 |
| CT PROJECT ID: | | | MPO ID.: TTD21 | | State Aprv: |
| COUNTY: Washoe County, Nev | ROUTE: 28 | | PM: | PRIO | Federal Aprv: |
| | | | | | EPA TABLE II or III EXEMPT CATEGORY |

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes PHONE: (775) 589-5500 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 |
|---|---|---|---|---|---|---|---|---|
| 2 | Active | 03/31/2021 | JWEBER | Amendment - Cost/Scope/Sch. Change | 1 | 250,000 | | 2,432,000 |
| 1 | Official | 02/24/2021 | JWEBER | Adoption - New Project | 0 | | | 1,512,000 |

| * RSTP - | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| * Fund Source 1 of 2 | PE | | 1,436,000 | | | | | | | 1,436,000 |
| * Fund Type: STP Local | RW | | | | | | | | | |
| * Funding Agency: Nevada DOT | CON | | | | | | | | | |
| | Total: | | 1,436,000 | | | | | | | 1,436,000 |

| * Local Funds - | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| * Fund Source 2 of 2 | PE | | 76,000 | | | | | | | 76,000 |
| * Fund Type: County Funds | RW | | | | | | | | | |
| * Funding Agency: | CON | | | | | | | | | |
| | Total: | | 76,000 | | | | | | | 76,000 |

| **Project Total:** | | PRIOR | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | BEYOND | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | PE | | 1,512,000 | | | | | | | 1,512,000 |
| | RW | | | | | | | | | |
| | CON | | | | | | | | | |
| | Total: | | 1,512,000 | | | | | | | 1,512,000 |

Comments:
******** Version 1 - 02/04/2021 ********
New SR28 project phase. TPC$8,500,000
2017 RTP Appendix B-3 / 2020 RTP

# Financial Summary

TABLE 1: REVENUE

Tahoe Metropolitan Planning Organization
2021 TMPO FTIP
Amendment 1
($'s in 1,000)

| | Funding Source | NOTES | 4 YEAR (FTIP Period) | | | | | | | | TOTAL CURRENT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | |
| | | | Amendment | | Amendment | | Amendment | | Amendment | | |
| | | | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| | | | No. XX | No.1 | No. XX | No.1 | No. XX | No.1 | No. XX | No.1 | |
| LOCAL | Sales Tax | | | | | | | | | | |
| | *City* | | | | | | | | | | |
| | *County* | | | | | | | | | | |
| | Gas Tax | | | | | | | | | | |
| | *Gas Tax (Subventions to Cities)* | | | | | | | | | | |
| | *Gas Tax (Subventions to Counties)* | | | | | | | | | | |
| | Other Local Funds | | $542 | $542 | $2,652 | $2,652 | | | | | $3,194 |
| | *County General Funds* | | *$100* | *$100* | *$2,635* | *$2,635* | | | | | *$2,735* |
| | *City General Funds* | | *$442* | *$442* | *$17* | *$17* | | | | | *$459* |
| | *Street Taxes and Developer Fees* | | | | | | | | | | |
| | *RSTP Exchange funds* | | | | | | | | | | |
| | Transit | | | | | | | | | | |
| | *Transit Fares* | | | | | | | | | | |
| | Other (See Appendix 1) | | $3,723 | $4,248 | $4,231 | $4,231 | $4,505 | $4,505 | $4,705 | $4,705 | *$17,689* |
| | Local Total | | $4,265 | $4,790 | $6,883 | $6,883 | $4,505 | $4,505 | $4,705 | $4,705 | $20,883 |
| REGIONAL | Tolls | | | | | | | | | | |
| | *Bridge* | | | | | | | | | | |
| | *Corridor* | | | | | | | | | | |
| | Regional Sales Tax | | | | | | | | | | |
| | Other (See Appendix 2) | | | | | | | | | | |
| | Regional Total | | | | | | | | | | |
| STATE | State Highway Operations and Protection Program (SHOPP) [1] | | $6,743 | $6,743 | $2,160 | $2,160 | $38,620 | $38,620 | | | $47,523 |
| | *SHOPP* | | *$5,350* | *$5,350* | *$2,160* | *$2,160* | *$38,620* | *$38,620* | | | *$46,130* |
| | *SHOPP Prior* | | | | | | | | | | |
| | *State Minor Program* | | *$1,393* | *$1,393* | | | | | | | *$1,393* |
| | State Transportation Improvement Program (STIP) [1] | | | | | | | | | | |
| | *STIP* | | | | | | | | | | |
| | *STIP Prior* | | | | | | | | | | |
| | State Bond | | | | | | | | | | |
| | *Proposition 1A (High Speed Passenger Train Bond Program)* | | | | | | | | | | |
| | *Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)* | | | | | | | | | | |
| | Active Transportation Program (ATP) [1] | | $744 | $744 | | | | | | | $744 |
| | Highway Maintenance (HM) Program [1] | | | | | | | | | | |
| | Highway Bridge Program (HBP) [1] | | | | | | | | | | |
| | Road Repair and Accountability Act of 2017 (SB1) | | | | | | | | | | |
| | Traffic Congestion Relief Program (TCRP) | | | | | | | | | | |
| | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | | | | | |
| | Other (See Appendix 3) | | $2,481 | $3,600 | $5,518 | $5,818 | $3,281 | $3,281 | $3,281 | $3,281 | $15,980 |
| | State Total | | $9,968 | $11,087 | $7,678 | $7,978 | $41,901 | $41,901 | $3,281 | $3,281 | $64,247 |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | | $3,057 | $3,057 | $3,057 | $3,057 | $3,057 | $3,057 | $3,057 | $3,057 | $12,228 |
| | 5309 - Fixed Guideway Capital Investment Grants | | | | | | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | | | | | | | | | |
| | 5309c - Bus and Bus Related Grants | | | | | | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | $52 | $52 | $52 | $52 | $52 | $52 | $52 | $52 | $208 |
| | 5311 - Formula Grants for Rural Areas | | | | | | | | | | |
| | 5311f - Intercity Bus | | | | | | | | | | |
| | 5337 - State of Good Repair Grants | | | | | | | | | | |
| | 5339 - Bus and Bus Facilities Formula Grants | | $392 | $392 | $392 | $392 | $392 | $392 | $392 | $392 | $1,568 |
| | FTA Transfer from Prior FTIP | | | | | | | | | | |
| | Other (See Appendix 4) | | $5,184 | $7,140 | $2,100 | $3,300 | $2,100 | $2,100 | $2,100 | $2,100 | $14,640 |
| | Federal Transit Total | | $8,685 | $10,641 | $5,601 | $6,801 | $5,601 | $5,601 | $5,601 | $5,601 | $28,644 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | $1,472 | $1,472 | $1,471 | $1,471 | $1,471 | $1,471 | $1,470 | $1,470 | $5,884 |
| | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | | | | | | |
| | Coordinated Border Infrastructure Program | | | | | | | | | | |
| | Federal Lands Access Program | | $200 | $200 | $14,515 | $14,515 | | | | | $14,715 |
| | Federal Lands Transportation Program | | | | | | | | | | |
| | GARVEE Bonds Debt Service Payments | | | | | | | | | | |
| | Highway Infrastructure Program (HIP) | | $756 | $756 | | | | | | | $756 |
| | High Priority Projects (HPP) and Demo | | | | | | | | | | |
| | Highway Safety Improvement Program (HSIP) | | | | $103 | $103 | $3,450 | $3,450 | | | $3,553 |
| | National Highway Freight Program (NHFP) | | | | | | | | | | |
| | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | | | | | | |
| | Railway-Highway Crossings Program | | | | | | | | | | |
| | Recreational Trails Program | | | | | | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | | $2,053 | $2,053 | $2,053 | $2,053 | $2,053 | $2,053 | $2,053 | $2,053 | $8,212 |
| | Other (see Appendix 5) | | $5,269 | $5,269 | $32,716 | $32,716 | $1,321 | $1,321 | $1,321 | $1,321 | $40,627 |
| | Federal Highway Total | | $9,750 | $9,750 | $50,858 | $50,858 | $8,295 | $8,295 | $4,844 | $4,844 | $73,747 |
| FEDERAL RAIL | Other Federal Railroad Administration (see Appendix 6) | | | | | | | | | | |
| | Federal Railroad Administration Total | | | | | | | | | | |
| | Federal Total | | $18,435 | $20,391 | $56,459 | $57,659 | $13,896 | $13,896 | $10,445 | $10,445 | $102,391 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | | | | | |
| | Other (See Appendix 7) | | | | | | | | | | |
| | Innovative Financing Total | | | | | | | | | | |
| REVENUE TOTAL | | | $32,668 | $36,268 | $71,020 | $72,520 | $60,302 | $60,302 | $18,431 | $18,431 | $187,521 |

**Financial Summary Notes:**

[1] *State Programs that include both state and federal funds*

**Caltrans, Division of Transportation Programming**
**Office of Federal Transportation Management Program**
**LG: Revised 6/5/2018**

TABLE 1: REVENUE - APPENDICES

Tahoe Metropolitan Planning Organization
2021 TMPO FTIP
Amendment 1
($'s in 1,000)

Appendix 1 - Local Other

| Local Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| Local Transit Funds | $3,405 | $3,405 | $3,605 | $3,605 | $4,505 | $4,505 | $4,705 | $4,705 | $16,220 |
| Tahoe Fund | | $286 | | | | | | | $286 |
| Nevada State | $100 | $100 | | | | | | | $100 |
| Douglas County | $36 | $36 | $71 | $71 | | | | | $107 |
| Washoe County | $87 | $326 | | | | | | | $326 |
| TCPUD | | | $300 | $300 | | | | | $300 |
| TRPA AQ Mitigation | $95 | $95 | $190 | $190 | | | | | $285 |
| TRPA WQ Mitigation | | | $65 | $65 | | | | | $65 |
| Local Other Total | $3,723 | $4,248 | $4,231 | $4,231 | $4,505 | $4,505 | $4,705 | $4,705 | $17,689 |

Appendix 2 - Regional Other

| Regional Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| Regional Other Total | | | | | | | | | |

Appendix 3 - State Other

| State Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| LCTOP | $125 | $125 | $125 | $125 | $125 | $125 | $125 | $125 | $500 |
| Nevada State | $85 | $85 | $1,710 | $1,710 | $85 | $85 | $85 | $85 | $1,965 |
| TDA | $2,271 | $2,460 | $2,871 | $3,171 | $3,071 | $3,071 | $3,071 | $3,071 | $11,773 |
| Nevada TAP MPO/State | | $930 | $62 | $62 | | | | | $992 |
| Nevada State Gas Tax | | | $750 | $750 | | | | | $750 |
| State Other Total | $2,481 | $3,600 | $5,518 | $5,818 | $3,281 | $3,281 | $3,281 | $3,281 | $15,980 |

Appendix 4 - Federal Transit Other

| Federal Transit Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| 5339c | $2,125 | $2,125 | | | | | | | $2,125 |
| 5311 - Formula Grants for Rural Areas (NV) | $3,059 | $3,059 | $2,100 | $2,100 | $2,100 | $2,100 | $2,100 | $2,100 | $9,359 |
| 5339 - Bus and Bus Facilities Program (NV) | | $1,956 | | $1,200 | | | | | $3,156 |
| Federal Transit Other Total | $5,184 | $7,140 | $2,100 | $3,300 | $2,100 | $2,100 | $2,100 | $2,100 | $14,640 |

Appendix 5 - Federal Highway Other

| Federal Highway Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| Nevada Surface Transportation Block Grant Program | $4,707 | $4,707 | $1,321 | $1,321 | $1,321 | $1,321 | $1,321 | $1,321 | $8,670 |
| US Forest Service | | | $520 | $520 | | | | | $520 |
| Highway Infrastructure Program (HIP) NV | $562 | $562 | | | | | | | $562 |
| National Highway Performance Progam (NHPP) NV | | | $30,875 | $30,875 | | | | | $30,875 |
| Federal Highway Other Total | $5,269 | $5,269 | $32,716 | $32,716 | $1,321 | $1,321 | $1,321 | $1,321 | $40,627 |

Appendix 6 - Federal Railroad Administration Other

| Federal Railroad Administration Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| Federal Railroad Administration Other Total | | | | | | | | | |

Appendix 7 - Innovative Other

| Innovative Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| Innovative Other Total | | | | | | | | | |

TABLE 2: PROGRAMMED

Tahoe Metropolitan Planning Organization
2021 TMPO FTIP
Amendment 1
($'s in 1,000)

| | FUNDING SOURCES | NOTES | 4 YEAR (FTIP Period) | | | | | | | | TOTAL CURRENT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | FY 2021 Amendment | | FY 2022 Amendment | | FY 2023 Amendment | | FY 2024 Amendment | | |
| | | | Prior No. XX | Current No.1 | Prior No. XX | Current No.1 | Prior No. XX | Current No.1 | Prior No. XX | Current No.1 | |
| LOCAL | Local Total | | $4,265 | $4,790 | $6,883 | $6,883 | $4,505 | $4,505 | $4,705 | $4,705 | $20,883 |
| REGIONAL | Tolls | | | | | | | | | | |
| | *Bridge* | | | | | | | | | | |
| | *Corridor* | | | | | | | | | | |
| | Regional Sales Tax | | | | | | | | | | |
| | Other (See Appendix A) | | | | | | | | | | |
| | Regional Total | | | | | | | | | | |
| STATE | State Highway Operations and Protection Program (SHOPP) [1] | | $6,743 | $6,743 | $2,160 | $2,160 | $38,620 | $38,620 | | | $47,523 |
| | *SHOPP* | | *$5,350* | *$5,350* | *$2,160* | *$2,160* | *$38,620* | *$38,620* | | | *$46,130* |
| | *SHOPP Prior* | | | | | | | | | | |
| | *State Minor Program* | | *$1,393* | *$1,393* | | | | | | | *$1,393* |
| | State Transportation Improvement Program (STIP) [1] | | | | | | | | | | |
| | *STIP* | | | | | | | | | | |
| | *STIP Prior* | | | | | | | | | | |
| | State Bond | | | | | | | | | | |
| | *Proposition 1A (High Speed Passenger Train Bond Program)* | | | | | | | | | | |
| | *Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)* | | | | | | | | | | |
| | Active Transportation Program [1] | | $744 | $744 | | | | | | | $744 |
| | Highway Maintenance (HM) Program [1] | | | | | | | | | | |
| | Highway Bridge Program (HBP) [1] | | | | | | | | | | |
| | Road Repair and Accountability Act of 2017 (SB1) | | | | | | | | | | |
| | Traffic Congestion Relief Program (TCRP) | | | | | | | | | | |
| | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | | | | | |
| | Other (See Appendix B) | | $2,481 | $3,600 | $5,518 | $5,818 | $3,281 | $3,281 | $3,281 | $3,281 | $15,980 |
| | State Total | | $9,968 | $11,087 | $7,678 | $7,978 | $41,901 | $41,901 | $3,281 | $3,281 | $64,247 |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | | $3,057 | $3,057 | $3,057 | $3,057 | $3,057 | $3,057 | $3,057 | $3,057 | $12,228 |
| | 5309 - Fixed Guideway Capital Investment Grants | | | | | | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | | | | | | | | | |
| | 5309c - Bus and Bus Related Grants | | | | | | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | $52 | $52 | $52 | $52 | $52 | $52 | $52 | $52 | $208 |
| | 5311 - Formula Grants for Rural Areas | | | | | | | | | | |
| | 5311f - Intercity Bus | | | | | | | | | | |
| | 5337 - State of Good Repair Grants | | | | | | | | | | |
| | 5339 - Bus and Bus Facilities Formula Grants | | $392 | $392 | $392 | $392 | $392 | $392 | $392 | $392 | $1,568 |
| | FTA Transfer from Prior FTIP | | | | | | | | | | |
| | Other (See Appendix C) | | $5,184 | $7,140 | $2,100 | $3,300 | $2,100 | $2,100 | $2,100 | $2,100 | $14,640 |
| | Federal Transit Total | | $8,685 | $10,641 | $5,601 | $6,801 | $5,601 | $5,601 | $5,601 | $5,601 | $28,644 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | $1,469 | $1,469 | $1,468 | $1,468 | | | | | $2,937 |
| | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | | | | | | |
| | Coordinated Border Infrastructure Program | | | | | | | | | | |
| | Federal Lands Access Program | | $200 | $200 | $14,515 | $14,515 | | | | | $14,715 |
| | Federal Lands Transportation Program | | | | | | | | | | |
| | GARVEE Bonds Debt Service Payments | | | | | | | | | | |
| | Highway Infrastructure Program (HIP) | | $756 | $756 | | | | | | | $756 |
| | High Priority Projects (HPP) and Demo | | | | | | | | | | |
| | Highway Safety Improvement Program (HSIP) | | | | $103 | $103 | $3,450 | $3,450 | | | $3,553 |
| | National Highway Freight Program (NHFP) | | | | | | | | | | |
| | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | | | | | | |
| | Railway-Highway Crossings Program | | | | | | | | | | |
| | Recreational Trails Program | | | | | | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | | $1,547 | $1,547 | $1,823 | $1,823 | | | | | $3,370 |
| | Other (see Appendix D) | | $4,666 | $4,666 | $32,667 | $32,667 | | | | | $37,333 |
| | Federal Highway Total | | $8,638 | $8,638 | $50,576 | $50,576 | $3,450 | $3,450 | | | $62,664 |
| FEDERAL RAIL | Other Federal Railroad Administration (see Appendix E) | | | | | | | | | | |
| | Federal Railroad Administration Total | | | | | | | | | | |
| | Federal Total | | $17,323 | $19,279 | $56,177 | $57,377 | $9,051 | $9,051 | $5,601 | $5,601 | $91,308 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | | | | | |
| | Other (See Appendix F) | | | | | | | | | | |
| | Innovative Financing Total | | | | | | | | | | |
| PROGRAMMED TOTAL | | | $31,556 | $35,156 | $70,738 | $72,238 | $55,457 | $55,457 | $13,587 | $13,587 | $176,438 |

**MPO Financial Summary Notes:**
[1] *State Programs that include both state and federal funds.*

**Caltrans, Division of Transportation Programming**
**Office of Federal Transportation Management Program**
**LG: Revised 6/5/2018**

# TABLE 2: PROGRAMMED - APPENDICES

Tahoe Metropolitan Planning Organization
2021 TMPO FTIP
Amendment 1
($'s in 1,000)

Appendix A - Regional Other

| Regional Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | TOTAL |
| Regional Other Total | | | | | | | | | |

Appendix B - State Other

| State Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | TOTAL |
| LCTOP | $125 | $125 | $125 | $125 | $125 | $125 | $125 | $125 | $500 |
| Nevada State | $85 | $85 | $1,710 | $1,710 | $85 | $85 | $85 | $85 | $1,965 |
| TDA | $2,271 | $2,460 | $2,871 | $3,171 | $3,071 | $3,071 | $3,071 | $3,071 | $11,773 |
| Nevada TAP MPO/State | | $930 | $62 | $62 | | | | | $992 |
| Nevada State Gas Tax | | | $750 | $750 | | | | | $750 |
| State Other Total | $2,481 | $3,600 | $5,518 | $5,818 | $3,281 | $3,281 | $3,281 | $3,281 | $15,980 |

Appendix C - Federal Transit Other

| Federal Transit Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | TOTAL |
| 5339c | $2,125 | $2,125 | | | | | | | $2,125 |
| 5311 - Formula Grants for Rural Areas (NV) | $3,059 | $3,059 | $2,100 | $2,100 | $2,100 | $2,100 | $2,100 | $2,100 | $9,359 |
| 5339 - Bus and Bus Facilities (NV) | | $1,956 | | $1,200 | | | | | $3,156 |
| Federal Transit Other Total | $5,184 | $7,140 | $2,100 | $3,300 | $2,100 | $2,100 | $2,100 | $2,100 | $14,640 |

Appendix D - Federal Highway Other

| Federal Highway Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | TOTAL |
| Nevada Surface Transportation Block Grant Program | $4,666 | $4,666 | $1,272 | $1,272 | | | | | $5,938 |
| US Forest Service | | | $520 | $520 | | | | | $520 |
| National Highway Performance Program (NHPP) NV | | | $30,875 | $30,875 | | | | | $30,875 |
| Federal Highway Other Total | $4,666 | $4,666 | $32,667 | $32,667 | | | | | $37,333 |

Appendix E - Federal Railroad Administration Other

| Federal Railroad Administration Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | TOTAL |
| Federal Railroad Administration Other Total | | | | | | | | | |

Appendix F - Innovative Finance Other

| Innovative Other | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | CURRENT |
|---|---|---|---|---|---|---|---|---|---|
| | Prior | Current | Prior | Current | Prior | Current | Prior | Current | TOTAL |
| Innovative Other Total | | | | | | | | | |

# TABLE 3: REVENUE-PROGRAMMED

Tahoe Metropolitan Planning Organization
2021 TMPO FTIP
Amendment 1
($'s in 1,000)

| | FUNDING SOURCES | 4 YEAR (FTIP Period) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | TOTAL CURRENT |
| | | Amendment | | Amendment | | Amendment | | Amendment | | |
| | | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| | | No. XX | No.1 | No. XX | No.1 | No. XX | No.1 | No. XX | No.1 | |
| LOCAL | Local Total | | | | | | | | | |
| REGIONAL | Tolls | | | | | | | | | |
| | *Bridge* | | | | | | | | | |
| | *Corridor* | | | | | | | | | |
| | Regional Sales Tax | | | | | | | | | |
| | Other | | | | | | | | | |
| | Regional Total | | | | | | | | | |
| STATE | State Highway Operations and Protection Program (SHOPP)[1] | | | | | | | | | |
| | *SHOPP* | | | | | | | | | |
| | *SHOPP Prior* | | | | | | | | | |
| | *State Minor Program* | | | | | | | | | |
| | State Transportation Improvement Program (STIP)[1] | | | | | | | | | |
| | *STIP* | | | | | | | | | |
| | *STIP Prior* | | | | | | | | | |
| | State Bond | | | | | | | | | |
| | *Proposition 1A (High Speed Passenger Train Bond Program)* | | | | | | | | | |
| | *Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006,* | | | | | | | | | |
| | Active Transportation Program[1] | | | | | | | | | |
| | Highway Maintenance (HM) Program[1] | | | | | | | | | |
| | Highway Bridge Program (HBP)[1] | | | | | | | | | |
| | Road Repair and Accountability Act of 2017 (SB1) | | | | | | | | | |
| | Traffic Congestion Relief Program (TCRP) | | | | | | | | | |
| | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | | | | |
| | Other | | | | | | | | | |
| | State Total | | | | | | | | | |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | | | | | | | | | |
| | 5309 - Fixed Guideway Capital Investment Grants | | | | | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | | | | | | | | |
| | 5309c - Bus and Bus Related Grants | | | | | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | | | | | |
| | 5311 - Formula Grants for Rural Areas | | | | | | | | | |
| | 5311f - Intercity Bus | | | | | | | | | |
| | 5337 - State of Good Repair Grants | | | | | | | | | |
| | 5339 - Bus and Bus Facilities Formula Grants | | | | | | | | | |
| | FTA Transfer from Prior FTIP | | | | | | | | | |
| | Other | | | | | | | | | |
| | Federal Transit Total | | | | | | | | | |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | $3 | $3 | $3 | $3 | $1,471 | $1,471 | $1,470 | $1,470 | $2,947 |
| | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | | | | | | | |
| | Coordinated Border Infrastructure Program | | | | | | | | | |
| | Federal Lands Access Program | | | | | | | | | |
| | Federal Lands Transportation Program | | | | | | | | | |
| | GARVEE Bonds Debt Service Payments | | | | | | | | | |
| | Highway Infrastructure Program (HIP) | | | | | | | | | |
| | High Priority Projects (HPP) and Demo | | | | | | | | | |
| | Highway Safety Improvement Program (HSIP) | | | | | | | | | |
| | National Highway Freight Program (NHFP) | | | | | | | | | |
| | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | | | | | | | |
| | Railway-Highway Crossings Program | | | | | | | | | |
| | Recreational Trails Program | | | | | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | $506 | $506 | $230 | $230 | $2,053 | $2,053 | $2,053 | $2,053 | $4,842 |
| | Other | $603 | $603 | $49 | $49 | $1,321 | $1,321 | $1,321 | $1,321 | $3,294 |
| | Federal Highway Total | $1,112 | $1,112 | $282 | $282 | $4,845 | $4,845 | $4,844 | $4,844 | $11,083 |
| FEDERAL RAIL | Other Federal Railroad Administration | | | | | | | | | |
| | Federal Railroad Administration Total | | | | | | | | | |
| | Federal Total | $1,112 | $1,112 | $282 | $282 | $4,845 | $4,845 | $4,844 | $4,844 | $11,083 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | | | | |
| | Other | | | | | | | | | |
| | Innovative Financing Total | | | | | | | | | |
| REVENUE - PROGRAM TOTAL | | $1,112 | $1,112 | $282 | $282 | $4,845 | $4,845 | $4,844 | $4,844 | $11,083 |

**Caltrans, Division of Transportation Programming**
**Office of Federal Transportation Management Program**
**Revised 6/2/2020**

TAHOE REGIONAL PLANNING AGENCY
TRANSPORTATION

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

MEMORADUM

Date: April 5, 2021

To: Tahoe Transportation Commission (TTC)

From: TRPA Transportation Staff

Subject: Presentation of Draft Fiscal Year 2021/22 Tahoe Regional Planning Agency Transportation Planning Overall Work Program and Public Hearing

---

**Action Requested:**
It is requested the TTC conduct a public hearing and provide comments on the draft Fiscal Year 2021/22 (FY22) Tahoe Regional Planning Agency (TRPA) Transportation Planning Overall Work Program (OWP).

**Project Description/Background:**
Federal regulations (Title 23, Sec. 450.314) require each Metropolitan Planning Organization (MPO) to prepare an annual program of work in cooperation with the States and operators of publicly owned transit services. The regulations specify the OWP shall discuss MPO transportation planning priorities for the Region and all transportation and transportation-related air quality planning activities anticipated in the area during the fiscal year (July 1, 2021 through June 30, 2022). The detailed description of the transportation planning activities in the OWP serves as the direction for the expenditure of various transportation planning funds received by Tahoe MPO/TRPA. The OWP also forms the basis for inclusion of the transportation planning functions of the agency into the TRPA annual work program and budget.

**Discussion:**
A 30-day public comment period for the draft FY22 OWP was initiated on March 31, 2021 and comments on the draft document are requested by 5:00 p.m. on April 30, 2021. All comments received will be considered in a final draft FY22 OWP. Staff will be presenting the final draft FY22 OWP at the May 14, 2021 TTC meeting for a recommendation to the TMPO Governing Board. Upon a recommendation by TTC, the final draft document will be presented to the TMPO Governing Board for approval at the May 26, 2021 meeting. The draft FY22 OWP and subsequent final document is available at https://www.trpa.gov/transportation/.

**Contact Information:**
If you have any questions or comments regarding this item, please contact Michelle Glickert, at mglickert@trpa.gov or 775-589-5204.

**Attachment:**
A. Public Draft TMPO FY21 Transportation Planning Overall Work Program

AGENDA ITEM: VII.C.

TAHOE REGIONAL PLANNING AGENCY

# Transportation Planning Overall Work Program 2021-2022

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY

lake tahoe

## Commute Tahoe Program Guide

Draft - April 2021

The Lake Tahoe Transportation Overall Work Program for FY 2021/2022 is a comprehensive annual plan of work for the Tahoe Regional Planning Agency's Transportation Planning Program and is funded through transportation planning grants administered by the following agencies:

**California Department of Transportation (Caltrans)**

**Nevada Department of Transportation (NDOT)**

**Federal Highway Administration (FHWA)**
***California Division Office***
***Nevada Division Office***

U.S. DOT Credit/Disclaimer:

*This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of TRPA expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.*

# TABLE OF CONTENTS

**Page**

**INTRODUCTION**

Glossary of Acronyms and Abbreviations ..... 3
Lake Tahoe Transportation Planning Overview ..... 4
Setting ..... 6
Tahoe Basin Transportation Planning Institutional Structure ..... 7
TRPA Strategic Plan and the Transportation Program ..... 9
Outreach and Public Involvement ..... 12
Core MPO Planning Functions/FHWA Planning Factors ..... 13

**WORK ELEMENTS**

*Outreach and Administration*

WE 101 –Program Administration ..... 15
WE 102– Transportation Development Act ..... 17
WE 103 – Public Outreach and Coordination ..... 19

*Regional Intermodal Planning*

WE 104 – Regional Intermodal Planning ..... 22
WE 105 – Transportation Data Management and Forecasting ..... 26

*Tracking & Financial Management*

WE 106 – Project Tracking and Financial Management ..... 28

*Regional Coordination*

WE 107 – Performance-Based Planning ..... 31

*Sustainable Communities*

WE 108 – Sustainable Communities Planning ..... 33

Caltrans Regional Planning Activities for Fiscal Year 2021/2022 ..... 37

**FINANCIAL SUMMARY**

Table 1 – Programmed Revenues ..... 38
Table 2 – Staffing Costs ..... 39
Table 3 – Staff Costs and Revenues ..... 39
Table 4 – Direct Costs and Revenues ..... 39
Table 5 – Staff and Direct Costs by Work Element ..... 39
Table 6 – Staff and Direct Costs by Revenue Source ..... 40
Table 7 – Toll Credit Summary ..... 40
Table 8 – Staff and Direct by Fund ..... 40

**ADOPTING RESOLUTION & CERTIFICATIONS**

FY 21/22 OWP Adopting Resolution ..... 42
FY 21/22 FHWA Transportation Planning Process Certification ..... 43
USDOT Debarment and Suspension Certification for FY 21/22 ..... 44
FY 21/22 Certification and Assurances for FTA Programs ..... 46

# GLOSSARY OF ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CFPG | California Federal Programming Group |
| CMAQ | Congestion Mitigation and Air Quality |
| CMP | Congestion Management Process |
| CSLT | City of South Lake Tahoe |
| DBE | Disadvantaged Business Enterprise |
| EDCTC | El Dorado County Transportation Commission |
| EIP | Environmental Improvement Agency |
| EPA | Environmental Protection Agency |
| FAST Act | Fixing America's Surface Transportation Act (2016 Federal Transportation bill) |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FTIP | Federal Transportation Improvement Program |
| GHG | Greenhouse Gas |
| HPMS | Highway Performance Monitoring System |
| ITS | Intelligent Transportation Systems |
| LTF | Local Transportation Funds |
| MAP-21 | Moving Ahead for Progress in the 21st Century (2012 Federal Transportation bill) |
| MPO | Metropolitan Planning Organization |
| NDOT | Nevada Department of Transportation |
| OWP | Overall Work Program |
| PEA | Planning Emphasis Areas |
| PPP | Public Participation Plan |
| RIP | Regional Improvement Program |
| RSTP | Regional Surface Transportation Program |
| RTC | Regional Transportation Commission |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agency |
| SB 375 | California State Senate Bill 375 |
| SB 575 | California State Senate Bill 575 |
| SCS | Sustainable Communities Strategy |
| SSTAC | Social Services Transportation Advisory Council |
| SS/TMA | South Shore Transportation Management Association |
| STA | State Transit Assistance |
| STIP | Statewide Transportation Improvement Program |
| TART | Tahoe Truckee Area Regional Transit |
| TDA | California Transportation Development Act |
| TDM | Transportation Demand Management |
| TMPO | Tahoe Metropolitan Planning Organization |
| TNT/TMA | Truckee North Tahoe Transportation Management Association |
| TRPA | Tahoe Regional Planning Agency |
| TTC | Tahoe Transportation Commission |
| TTD | Tahoe Transportation District |
| UPWP | Unified Planning Work Program (also referred to as OWP) |
| USFS-LTBMU | United States Forest Service, Lake Tahoe Basin Management Unit |

## INTRODUCTION

The Overall Work Program (OWP), also referred to as a Unified Planning Work Program, defines the continuing, comprehensive, and coordinated regional transportation planning process for the Lake Tahoe Basin. It establishes transportation, air quality, and other regional planning objectives for Fiscal Year 2021/2022 covering the period of July 1, 2021 through June 30, 2022 (FY 21/22), and a corresponding budget to complete the work. The OWP is a strategic management tool for the Tahoe Regional Planning Agency (TRPA) serving as the Tahoe Metropolitan Planning Organization (TMPO) for the Lake Tahoe Region organized by work elements that identify activities and products to be accomplished during the year. These activities include core metropolitan planning functions, mandated metropolitan planning requirements and other regional transportation planning activities. The OWP presents an annual outline of the TRPA's transportation planning resources and includes a budget containing a variety of funding sources that are available to the TRPA for FY 21/22.

All activities contained in this OWP are carried out by TRPA's Metropolitan Planning Organization (MPO) function and will be referred to as TRPA throughout the document. The OWP is also as an informative tool for the Tahoe Transportation Commission (TTC) who serves as an advisory board to the TMPO. The MPO Policy Board, referred to as the TMPO, convenes as a separate entity that is made up of the TRPA Governing Board with the addition of a United States Forest Service voting representative. The TMPO is convened as necessary to act on all MPO related actions.

### LAKE TAHOE TRANSPORTATION PLANNING OVERVIEW

TRPA holds three integrated regional transportation planning authorities: 1) Tahoe Regional Planning Compact (PL 96-551) planning requirements, 2) Regional Transportation Planning Agency for the California portion of the Lake Tahoe basin, and 3) the Metropolitan Planning Organization for the Tahoe Region. The Tahoe Regional Planning Compact also created the Tahoe Transportation District in Article IX which includes public transit and transportation implementation responsibilities.

The 1980 Tahoe Regional Planning Compact includes the following transportation related provisions:

> "…there be established a Tahoe Regional Planning Agency with the powers conferred by this compact including the power to establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities."

The TRPA Regional Plan shall be a single enforceable plan with the following related elements:

- ✓ A Goals and Policy Plan
- ✓ A Transportation Plan for the integrated development of a regional system of transportation, including but not limited to parkways, highways, transportation facilities, transit routes, waterways, navigation facilities, public transportation facilities, bicycle facilities and appurtenant terminals and facilities for the movement of people and goods, within the region.
- ✓ The goal of transportation planning shall be:

  - To reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the region; and
  - To reduce, to the extent feasible, air pollution caused by motor vehicles.
- ✓ Where increases in capacity are required, the agency shall give preference to providing such capacity through public transportation and public programs and projects related to transportation.
- ✓ The plan shall provide for an appropriate transit system for the region.
- ✓ The plan shall give consideration to:
  - Completion of the Loop Road in the states of Nevada and California
  - Utilization of a light rail mass transit system in the South Shore area
  - Utilization of a transit terminal in the Kingsbury Grade area

TRPA establishes transportation and land use policy direction by virtue of the Code of Ordinances, Goals and Policies, Plan Area Statements, and Local Area Plans. Additionally, TRPA administers the Environmental Improvement Program (EIP), a regional investment program focused on the restoration and protection of Lake Tahoe. The EIP is a programmatic approach to implementing transportation improvements, in addition to other resource area investments. The Transportation and Air Quality subprogram of the EIP is the largest category of identified investments in the EIP and is coordinated with federal funding allocations and programming activities of TRPA.

In addition to the responsibilities under the Tahoe Regional Planning Compact, TRPA is recognized as the Regional Transportation Planning Agency (RTPA) in California. As the RTPA, TRPA is charged with developing a Regional Transportation Plan (RTP), a Regional Transportation Improvement Program (RTIP) to account for California state transportation funding programs.

The Metropolitan Planning Organization (MPO) authority was established in 1999 by the Governors of California and Nevada by designating the Lake Tahoe MPO under authority provided in federal regulations. TRPA's MPO role is primarily a transportation planning and financial programming role. The three primary products required of an MPO by federal rule are a Regional Transportation Plan, Federal Transportation Improvement Program (FTIP), and an OWP. The MPO Governing Board is comprised of the TRPA Governing Board, with the addition of a voting representative of the United States Forest Service, Lake Tahoe Basin Management Unit (USFS-LTBMU).

The integration of the three authorities listed above is supported by the various activities and programs carried out by TRPA's Transportation Planning Program. The ability to integrate land use and transportation planning at a regional level, while considering impacts on implementation efforts, is a prime focus of this program and supports federal and state planning guidance.

Lake Tahoe's unique setting and environmental stature necessitates developing transportation plans and projects that are evaluated in conjunction with TRPA's environmental standards called "environmental threshold carrying capacities" (under the following nine categories: water quality, air quality, noise, scenic quality, soil preservation and stream environment zones, wildlife, fisheries, vegetation conservation, and recreation) and transportation goals.

## SETTING

The Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is located in California, with one-third within the state of Nevada. The Tahoe Region contains an area of about 501 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe and includes a 37 square mile urban boundary containing the commercial and residential activity. Lake Tahoe dominates the features of the Region and is the primary focus of local and regional environmental regulations to protect its exceptional water clarity. Over 80% of the land area in the Lake Tahoe Basin is publicly owned and represents a major recreation attraction.

Located within the California portion of the Tahoe Region is the incorporated City of South Lake Tahoe and portions of El Dorado County and Placer County. This part of the Region is within the fourth Congressional District of California. Based on the 2010 Census, the resident population of the Tahoe Region was 54,862. This is a significant decline from the 62,894 population estimated by the 2000 Census. Of the 54,862 population figure, 41,176 people reside within the California portion, while the Nevada side of the Tahoe Region, portions of Washoe County, Douglas County, and the rural area of Carson City make up the remaining 13,686 in population. The Nevada portion of the Region is within Nevada's second Congressional district.

Lake Tahoe and the surrounding areas serve as a major recreation destination for residents of the surrounding metropolitan areas of northern Nevada and California. The primary market for recreation at Lake Tahoe is from northern California, primarily the Sacramento and San Francisco Bay Area. Residents from Reno/Sparks and Carson Valley are also frequent day visitors to the area. Additional domestic and international visitors arrive via Reno Tahoe International and Sacramento International Airports. Visitors account for over 10 million cars annually.

Serving the resident and visitor populations are public and private fixed route transit, shuttles, and specialized transit services, as well as general aviation services at the South Lake Tahoe Airport. The Federal and State highway network around the Lake serve as community main streets. There are seven access points to the Basin from outside the region. A variety of state route segments encircle the lake. Portions of the Region are served by a growing bicycle and pedestrian network. Public transit is provided on the north shore by Tahoe Truckee Area Regional Transit (TART), operated by Placer County and transit service on the south shore is provided by the TTD. Both public transit systems are complemented by a variety of private shuttles for summer and winter activities. Airport shuttle operations, including the North Lake Tahoe Express and the South Tahoe Airporter, provide shuttle service to the Reno/Tahoe Airport.

## TAHOE BASIN TRANSPORTATION PLANNING GOVERNANCE STRUCTURE

As noted previously, the Lake Tahoe Region holds various federal, state and local transportation planning authorities. The Region's planning complexity requires the utmost coordination and collaboration among transportation and land use planning partners. The following section provides a brief description of the regional entities that have a role in the transportation policy or technical decision-making process.

TAHOE REGIONAL PLANNING AGENCY The Tahoe Regional Planning Agency (TRPA) was created by the Tahoe Regional Planning Compact (updated in 1980 through P.L. 96-551) and is governed by a fourteen-member Governing Board, with a non-voting federal representative as the fifteenth member. Each state has seven representatives, with each local jurisdiction within the Region also represented. TRPA is unique because of its regional bi-state responsibilities under the Compact for land use planning, transportation planning, project review and approval, enforcement of regional land-use and environmental ordinances, and the achievement of environmental goals. The TRPA Governing Board has established an Environmental Improvement Program Committee that provides feedback on various transportation planning and funding allocation proposals.

TAHOE REGIONAL PLANNING AGENCY TRPA, as the Metropolitan Planning Organization, is responsible for taking the required actions under federal regulations regarding metropolitan planning. The MPO metropolitan planning area is concurrent with that of the TRPA. The MPO Board of Directors is comprised of the fourteen voting members of the TRPA Governing Board, and a voting representative of the United States Forest Service, USFS-LTBMU. The MPO voted to provide that the Chair and Vice-Chair of the TRPA serve as Chair and Vice-Chair of the MPO, unless the MPO votes otherwise. The Placer County seat on the TMPO board is the transit operator representation required by MAP-21.

It is important to note that these two policy bodies, although they include many of the same individuals, have diverse missions and responsibilities. The TRPA's overriding obligation is adherence to the Compact, including attaining and maintaining environmental thresholds. The MPO's mission, on the other hand, is to provide policy decisions on transportation plans and programs. As described above, integration of the land use and transportation planning process is in place to support the TRPA mission and policies through the MPO and Regional Transportation Planning Agency authorities and planning requirements.

TAHOE REGIONAL PLANNING AGENCY TRPA is statutorily designated by the State of California as a Regional Transportation Planning Agency for the Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act, coordination with California Department of Transportation (Caltrans) on the development of Regional Transportation Plans and Regional Transportation Improvement Programs and other project related activities. The TRPA Governing Board indicates that it is sitting as the RTPA when taking a policy action, but no changes to the membership of the Governing Board occur.

Article IX of the Tahoe Regional Planning Compact created the Tahoe Transportation District. The TTD is responsible for the implementation of transportation plans, programs and projects. The TTD may acquire, own and operate public transportation systems and parking facilities, and other transportation infrastructure serving the Tahoe Region and provide access to convenient transportation terminals outside of the Region. The TTD also has limited authority to generate revenue to support transit and transportation facilities. Board membership includes representation from the Basin's two Transportation Management Associations, an at-large member representing transit providers, and a representative for any special transit districts formed under California law. Caltrans and the Nevada Department of Transportation (NDOT) each have a non-voting member on the Board of Directors. New legislation from the State of California (SB-785) and Nevada amended Article IX Transportation District of the compact changing membership of the board by adding to the board three new appointees; one by the Governor of California, one by the Governor of Nevada and one by the Tahoe Regional Planning Agency. The TTD is an important partner for implementing the RTP and increasing project implementation capacity region-wide.

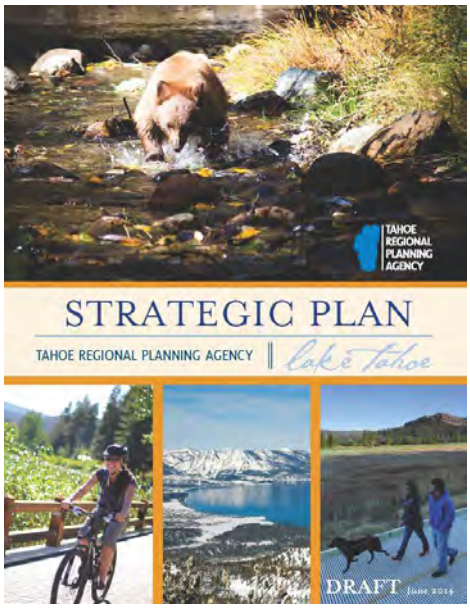
**TAHOE TRANSPORTATION COMMISSION**

The Tahoe Transportation Commission (TTC) is a designated advisory body in the metropolitan planning process responsible with providing the MPO and TRPA transportation planning and policy recommendations. The TTC was formalized through TRPA and TMPO resolutions passed in 1999.

The TTC is charged with providing the MPO with technical input and recommendations on transportation plans and programs, offering proactive public participation through its meeting noticing requirements, and providing the MPO Board time necessary to address the full range of complex and interrelated transportation issues facing the Lake Tahoe Basin. The TTC provides policy guidance to the TRPA and is where additional debate can take place prior to final actions being taken. The TTC is comprised of the voting membership of the TTD, with the addition of representatives from the Washoe Tribe of California and Nevada, USFS-LTBMU and the TRPA Advisory Planning Commission (APC).

## TRPA Strategic Plan and The Transportation Program

The Transportation Planning Program plays an integral role in implementing the TRPA Strategic Plan. The TRPA Strategic Plan encompasses the intent of the federal cooperative, continuing, and comprehensive transportation planning approach required of MPOs. Building partnerships that result in projects that support the human and natural environment is a fundamental vision of the Strategic Plan.

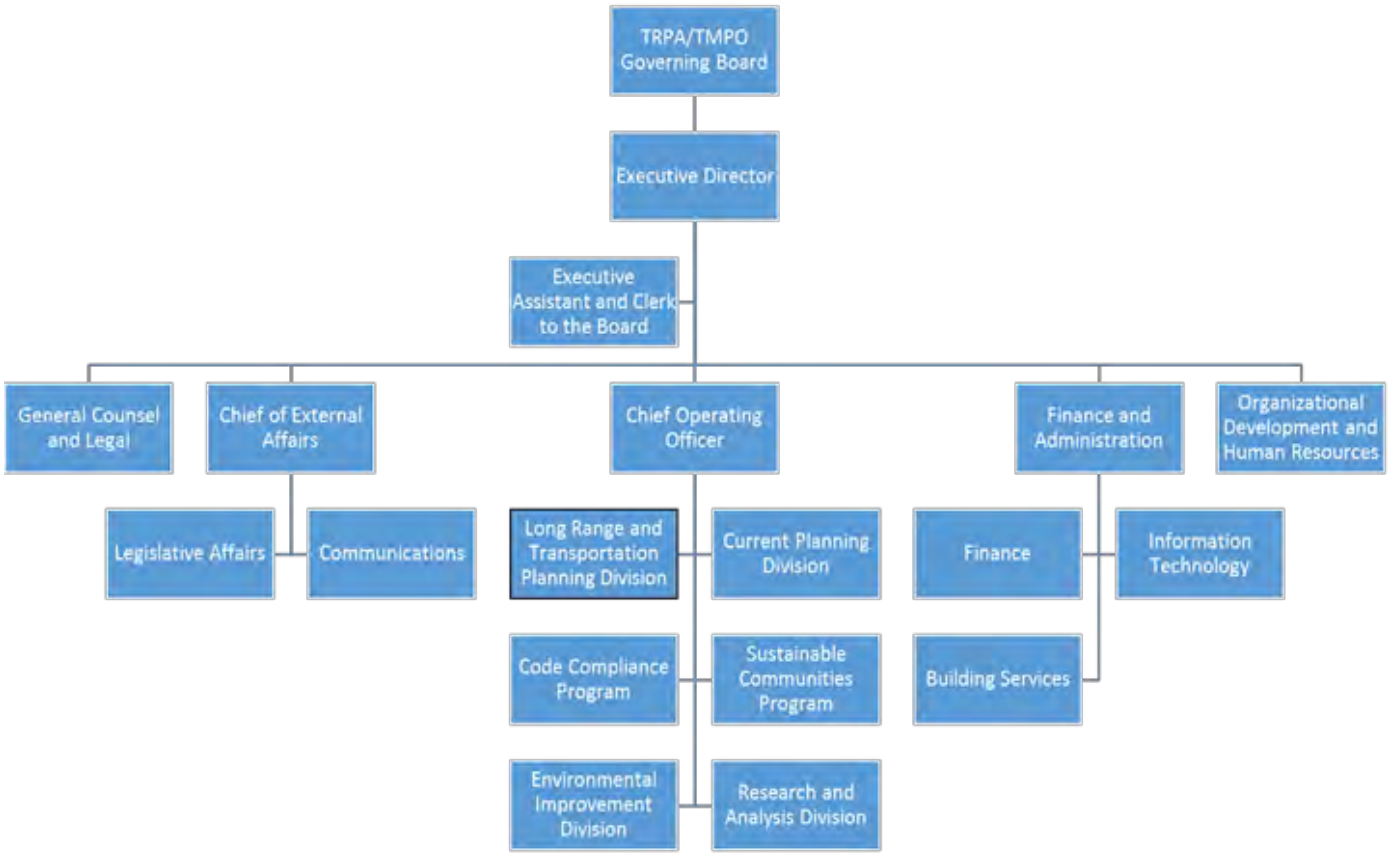



TRPA "Strategic Goals" include:

1) **Accelerate Threshold Attainment**
   Focus on Regional issues and develop new funding opportunities to continue the Environmental Improvement Program.
2) **Propel the Development and Use of Best Information, Data and Science**
   Continue strong relations with the science community and improve measurement and reporting for accountability.
3) **Establish TRPA as a Leader in Environmental & Sustainability Programs**
   Seek best practices and form new strategic alliances.
4) **Operate as a High-Performance Organization**
   Create an enduring organizational culture of high performance and continuous improvement.

| TRPA Strategic Plan | Work Elements | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Strategic Priorities** | **101** | **102** | **103** | **104** | **105** | **106** | **107** | **108** |
| **1) Accelerate Threshold Attainment** | | ◊ | | ◊ | | ◊ | ◊ | ◊ |
| **2) Propel the Development and Use of Best Information, Data and Science** | ◊ | | ◊ | ◊ | ◊ | | ◊ | ◊ |
| **3) Establish TRPA as a Leader in Environmental & Sustainability Programs** | | | | ◊ | | | ◊ | ◊ |
| **4) Operate as a High-Performance Organization** | ◊ | | ◊ | | | | ◊ | ◊ |

## TAHOE REGIONAL PLANNING AGENCY
## ORGANIZATIONAL CHART



**TAHOE REGIONAL PLANNING AGENCY**
**GOVERNING BOARD**

**Representing:**

| | |
|---|---|
| Governor of Nevada Appointee | Mark Bruce, Chair |
| Placer County Board of Supervisors | Cindy Gustafson, Vice Chair |
| Carson City Representative | Shelly Aldean |
| California Senate Rules Committee Appointee | William Yeates Nevada |
| Department of Conservation & Natural Resources | James Lawrence |
| Governor of California Appointee | Casey Beyer |
| Douglas County Commissioner | Wesley Rice |
| El Dorado County Supervisor | Sue Novasel |
| Nevada Secretary of State | Barbara Cegavske |
| City of South Lake Tahoe Council Member | John Friedrich |
| Washoe County Commissioner | Alexis Hill |
| Governor of California Appointee | Vacant |
| Nevada At-Large Member | Hayley Williamson |
| California Assembly Speaker Appointee | Belinda Faustinos |
| President of the United States Appointee | A.J. “Bud” Hicks |

TRPA Executive Director ..... Joanne S. Marchetta

**TAHOE METROPOLITAN PLANNING ORGANIZATION**
**GOVERNING BOARD**

**Representing:**

| | |
|---|---|
| Governor of Nevada Appointee | Mark Bruce, Chair |
| Placer County Board of Supervisors | Cindy Gustafson, Vice Chair |
| California Senate Rules Committee Appointee | William Yeates |
| Carson City Representative | Shelly Aldean |
| Nevada Department of Conservation & Natural Resources | James Lawrence |
| Governor of California Appointee | Casey Beyer |
| Douglas County Commissioner | Wesley Rice |
| El Dorado County Supervisor | Sue Novasel |
| Nevada Secretary of State | Barbara Cegavske |
| City of South Lake Tahoe Council Member | John Friedrich |
| Washoe County Commissioner | Alexis Hill |
| Governor of California Appointee | vacant |
| Nevada At-Large Member | Hayley Williamson |
| California Assembly Speaker Appointee | Belinda Faustinos |
| President of the United States Appointee | A.J. “Bud” Hicks |
| USFS Forest Supervisor | William “Bill” Jackson |

TRPA Executive Director ..... Joanne S. Marchetta
Long Range and Transportation Planning Division Manager ..... Nick Haven

**TAHOE TRANSPORTATION COMMISSION**
**BOARD OF DIRECTORS**

**Representing:**

| | |
|---|---|
| Placer County | Cindy Gustafson, Chair |
| Carson City | Lucia Maloney, Vice Chair |
| Douglas County | Wesley Rice |
| South Shore TMA | Steve Teshara |
| City of South Lake Tahoe | Cody Bass |
| Washoe County | Alexis Hill |
| Truckee - North Tahoe TMA | Andy Chapman |
| El Dorado County | Sue Novasel |
| Member At-large | Brian Bigley |
| USFS Lake Tahoe Basin Management Unit | Michael Gabor |
| TRPA Advisory Planning Commission | Vacant |
| TRPA Appointee | Mark Bruce |
| Nevada Governor Appointee | Kyle Davis |
| California Governor Appointee | Sherry Hao |
| California Department of Transportation (non-voting) | Sukhvinder (Sue) Takhar |
| Nevada Department of Transportation (non-voting) | Sondra Rosenberg |
| Washoe Tribe of Nevada and California | Serrell Smokey |

Long Range and Transportation Planning Division Manager ..... Nick Haven

**OUTREACH AND PUBLIC INVOLVEMENT**

An important component of the MPO transportation planning process is consultation and public participation in the development of plans, programs and policy. The regional transportation planning program establishes an important forum for discussing and resolving regional transportation issues. Some examples of executing the continuing, coordinated, and cooperative planning process include board meetings, public workshops, technical committees, issue specific meetings, public hearings, and formal public document review periods. TRPA has developed specific policies and procedures for consulting partners and engaging public participation through the recently updated *Public Participation Plan (PPP)* (link). The PPP emphasizes efforts to coordinate with underserved and underrepresented groups and the utilization of both new technology and conventional in-person communication to maximize public participation and engagement. Additional information regarding TRPA's effort to provide a transparent non-discriminatory operation is documented by the TRPA Title VI Program.

**NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION**

The Lake Tahoe Region is home to one Tribal Government, the Washoe Tribe of California and Nevada. TRPA conducts regular government-to–government communication with the Washoe Tribe to consider tribal needs in the planning and programming process. The Washoe Tribe is a voting member of the Tahoe Transportation Commission, the advisory body to the TMPO Governing Board. TRPA is actively working with the Washoe Tribe on a MOU to memorialize the government-to-government relationship between the two parties.

**CORE MPO PLANNING FUNCTIONS**

TRPA ensures MPO core planning functions are identified in the OWP and include a clear description of the activities, products, and schedules that support the federal transportation planning process as identified in 23 CFR 450. MPO Core Functions include:

- Overall Work Program (**Work Element 101**)
- Public Participation and Education (**Work Element 103**)
- Regional Transportation Plan (**Work Element 104 and 108**)
- Federal Transportation Improvement Program (**Work Element 106**)
- Congestion Management Process (**Work Element 107**)
- Annual Listing of Projects (**Work Element 106**)

**FEDERAL HIGHWAY ADMINISTRATION (FHWA) PLANNING FACTORS**

The latest Federal transportation bill (FAST Act) expanded the scope of factors to consider in the transportation planning process. The matrix below illustrates how FAST Act planning factors (23 USC Section 134(h)) are addressed across work elements in the OWP.

**Fiscal Year 21/22 FHWA Transportation Planning Factors (Carried over from FY 20/21)**

| | | Work Elements | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | **101** | **102** | **103** | **104** | **105** | **106** | **107** | **108** |
| | | | | | | | | | |
| **FAST Act Planning Considerations** | ***Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency*** | | | | X | | | X | |
| | ***Increase the safety of the transportation system for motorized and non-motorized users.*** | | | | X | | | X | X |
| | ***Increase the security of the transportation system for motorized and non-motorized users.*** | | | | X | | | X | X |
| | ***Increase the accessibility and mobility of people and for freight.*** | | X | | X | | | X | X |
| | ***Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*** | | | | X | | X | X | X |
| | ***Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.*** | | | X | X | | | X | X |
| | ***Promote efficient system management and operation.*** | | X | | X | | X | X | X |
| | ***Emphasize the preservation of the existing transportation system.*** | | | | X | | | | X |
| | ***Improve transportation system resiliency and reliability and reduce or mitigate the storm water impacts of surface transportation*** | | | | X | | X | X | X |
| | ***Enhance travel and tourism coordination*** | | | | X | X | | X | X |

# FY 21/22 WORK ELEMENTS

*Outreach and Administration*

WE 101 – Program Administration

WE 102 – Transportation Development Act

WE 103 – Public Outreach and Coordination

*Regional Intermodal Planning*

WE 104 – Regional Intermodal Planning

WE 105 – Transportation Data Management and Forecasting

*Tracking & Financial Management*

WE 106 – Project Tracking and Financial Management

*Regional Partnerships*

WE 107 –Performance-Based Planning

*Sustainable Communities*

WE 108 –Sustainable Communities Planning

NOTE: **All activities and products identified in the following Work Elements are part of the regional transportation planning process and are assumed to be eligible expenses for the budgeted funding sources unless otherwise noted. Each task identifies the responsible party for carrying out the task: (S) Staff TRPA/TMPO, (C) Consultant and (OO) Outside organization.**

## WORK ELEMENT 101: PROGRAM ADMINISTRATION

**PURPOSE**

To support tasks necessary for the overall administration of the regional transportation planning program; to support the MPO core planning function to provide on-going management of the OWP/UPWP; to support staff career development through professional trainings and seminars related to transportation planning.

**DISCUSSION**

The TRPA regional transportation planning program is administered through a Unified Planning Work Program (UPWP), also known as an Overall Work Program (OWP). The OWP must include all anticipated transportation planning activities proposed with federal and state planning funds. As a priority MPO core planning function, TRPA staff develops the OWP in a transparent public process and is ultimately adopted by the MPO Governing Board.

In the most recent federal transportation authorization bill, Fixing America's Surface Transportation Act (FAST Act), the Lake Tahoe Region was recognized as a Transportation Management Area (TMA) with a total population of 210,000. As a TMA there are additional requirements that address congestion management, additional planning and programming considerations, and FHWA Planning Certification reviews every four years. The activities included in this work element involve administrative efforts to support the MPO program as required by federal planning statues. TRPA completed its first Federal Certification Review as a TMA in 2019 and had no corrective actions and one commendation regarding its public involvement process. The next certification review is due by December of 2023. Specific ongoing TMA planning activities are called out in subsequent Work Elements.

TRPA invests in the professional development of its workforce to aid in creating a high-performance organization.

**PREVIOUS WORK**

- FY 20/21 OWP administration and financial reporting
- TRPA staff attended transportation planning professional development trainings
-

| PRODUCTS | | COMPLETION DATE |
|---|---|---|
| P-1 | Closeout FY 20/21 OWP | **July 2021** |
| P-2 | Final FY 21/22 OWP and OWPA | **July 2021** |
| P-3 | Quarterly Progress Reports | **Quarterly** |
| P-4 | FY 21/22 OWP Amendment(s) | **April 2022** |
| P-5 | Draft FY 22/23 OWP | **March 2022** |

**TASKS**

T-1 (S) **Overall Work Program/Budget**

- Administer FY 21/22 OWP document and related amendments
- Coordinate quarterly and end of year reporting
- Provide grant management and oversight of transportation planning grants
- Budget and agreement administration

- Host annual meeting with State and Federal partners to review proposed FY 22/23 OWP initiatives
- FY 22/23 OWP development

T-2 (S) **Staff Development in Regional Transportation Planning**

- Support internal cross training to promote diverse staffing capabilities in regional transportation planning
- Attend trainings, both in-house and outside courses and seminars, that directly relate to transportation planning

**Work Element 101 Budget:**

| Direct Costs: | | Direct Costs: | |
|---|---|---|---|
| TRPA General | $20,000 | Travel/Training | $20,000 |
| | | | |
| **Subtotal:** | **$20,000** | **Subtotal:** | **$20,000** |
| **TMPO Staff:** | | **TMPO Staff:** | |
| FHWA PL (CA) | $57,246 | | |
| -Toll Credits (PL-CA) | $6,566 | | |
| FHWA PL (CA-Carryover) | $70,000 | | |
| -Toll Credits (CA-PL Carry) | $8,029 | | |
| | | **Wages/Benefits:** | **$72,713** |
| | | **Est. Indirect Cost:** | **$54,533** |
| **Subtotal:** | **$127,246** | **Subtotal:** | **$127,246** |
| **Total:** | **$147,246** | **Total:** | **$147,246** |

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

## WORK ELEMENT 102: TRANSPORTATION DEVELOPMENT ACT

**PURPOSE**

To administer requirements of the California Transportation Development Act (TDA); to process the Local Transportation Funds (LTF) and State Transit Assistance (STA) funds for allocation to local entities; to prepare the annual Unmet Transit Needs Assessment; to monitor the completion of necessary operational and financial audits; to conduct productivity and efficiency analysis of TDA-funded transit operations per TDA requirements and provide recommendations.

**DISCUSSION**

LTF and STA funds are eligible for funding transportation projects in the Tahoe Region. TRPA, serving as the Regional Transportation Planning Agency, is responsible for processing and monitoring the distribution and use of these funds. These required roles help TRPA ensure LTF and STA funds are being administered in accordance with TDA requirements.

One of the annual tasks included in this work element is the "Unmet Transit Needs" process, which is required under California Public Utilities Code (PUC) Section 99401.5. TRPA's unmet transit needs process is accomplished through the Social Services Transportation Advisory Council (SSTAC), in accordance with TDA requirements, with additional assistance from the Tahoe Area Coordinating Council for the Disabled (TACCD), Truckee - North Tahoe Transportation Management Association (TNT-TMA), Community Collaborative of Truckee Tahoe (CCTT), South Shore Transportation Management Association (SSTMA). The process is also conducted in cooperation with Placer County Transportation Planning Agency (PCTPA) and Nevada County Transportation Commission (NCTC). The unmet needs process is also coordinated with transit operators and short-range transit plan development.

Per PUC Section 99244, TRPA is required to annually identify, analyze, and recommend potential transit productivity improvements, which could lower operating costs and increase efficiency. TRPA fulfills this requirement with the Transit Productivity Improvement Program (PIP) that monitors operations data and works cooperatively with the transit operators to implement recommended service improvements.

All TDA funds are used for public transit, therefore TRPA conducts unmet needs hearings as transit forums that provide for the identification of needs and direct operational feedback to transit operators. SSTAC reviews the information annually at a public hearing.

**PREVIOUS WORK**

- Completed Triennial Performance Audits of transit operators receiving TDA funds
- Utilized TDA Handbook for use by claimants
- Provided LTF and STA Estimates
- Processed TDA Claims

| PRODUCTS | | COMPLETION DATE |
|---|---|---|
| P-1 | Submit TDA Schedule of Performance Audits | **August 2021** |
| P-2 | Submit Annual Report of Financial Transactions | **September 2021** |
| P-3 | Develop Productivity Improvement Recommendations | **April 2022** |
| P-4 | Complete claimant and TRPA Financial Audits | **December 2021** |
| P-5 | Conduct and document Unmet Transit Needs/Transit Forums | **October 2021** |

| | | |
|---|---|---|
| P-6 | Release LTF and STA Preliminary Findings of Apportionment | **February 2022** |
| P-7 | Prepare and produce FY 20 Unmet Transit Needs Assessment | **March 2022** |
| P-8 | Release Final LTF Apportionments | **May 2022** |
| P-9 | LTF and STA allocation instructions to County Auditors | **June 2022** |

**TASKS**

T-1 **TDA Administration**

(S)
- Process TDA Claims: notify claimants of funds available for apportionment; process claims for TRPA approval; submit allocation instructions to Auditor-Controllers
- Monitor quarterly reports from Auditor-Controllers
- Audit Coordination: provide assistance to auditors for TRPA fiscal audits; monitor completion and submittal of claimant audits.
- Review statutes, rules and regulations, and pending legislation pertinent to transit and transit funding
- Analyze service performance and recommend productivity improvements

T-2 **Social Services Transportation Advisory Council**

(S)
- Preparation and coordination for holding unmet transit needs/transit forum hearings
- Conduct meetings of the SSTAC on the north and south shores

T-3 **Unmet Transit Needs**

(S)
- Review and analyze Unmet Transit Needs, make a determination to the SSTAC regarding unmet transit needs and those that are reasonable to meet, discuss, review and accept the Transit Needs Assessment
- Conduct and document unmet transit needs hearings and outreach efforts with traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)

### Work Element 102 Budget:

| REVENUES | | EXPENDITURES | |
|---|---|---|---|
| **Direct Costs:** | | **Direct Costs:** | |
| TDA Administration | $6,789 | TDA Financial Audit | $6,789 |
| TDA Planning | | | |
| **Subtotal:** | **$6,789** | **Subtotal:** | **$6,789** |
| **TMPO Staff:** | | **TMPO Staff:** | |
| TDA Administration | 33,211 | **Wages/Benefits:** | **$18,978** |
| | | **Est. Indirect Cost:** | **$14,233** |
| **Subtotal:** | **$33,211** | **Subtotal:** | **$33,211** |
| **Total:** | **$40,000** | **Total:** | **$40,000** |

## WORK ELEMENT 103: PUBLIC OUTREACH AND COORDINATION

**PURPOSE**

To support policy boards and attend various local, regional, state, and federal meetings; to coordinate and involve community members, visitors, organizations, and individuals, including the Washoe Tribe of Nevada and California in the regional transportation planning process; to utilize electronic and innovative outreach to maximize the reach to the public; to monitor and report on outreach effectiveness in the next Public Participation Plan (PPP)

**DISCUSSION**

As part of the regional transportation planning process, staff supports the TRPA/MPO Governing Board and Tahoe Transportation Commission through the development of agendas, staff reports and other board requests. TRPA's regional transportation planning and programming process fosters coordination, consultation, and cooperation and includes participation in various local, regional, state, and federal meetings and committees. Regional collaboration is one of TRPA's core functions. The approach to public involvement and reporting on effectiveness of outreach is contained in the TRPA Public Participation Plan (PPP) and is updated every four years prior to the development of the Regional Transportation Plan.

TRPA has established a transparent inclusive regional transportation planning forum that invites and solicits public input on proposals. Existing policies and procedures are in place to ensure a non-discriminatory transparent public process and are documented in TRPA's Title VI program.

TRPA engages with the Washoe Tribe of California and Nevada through coordination meetings that ensure the Washoe Tribe is involved and aware of transportation policies and projects under consideration in the region. This consultation with the Washoe Tribe is considered a formal government-to-government consultation and is above and beyond any general public outreach. As a member of the TTC, the Washoe Tribe is formally included in the regional planning process and has additional opportunity to provide input on various transportation and associated environmental considerations affecting Tribal interests. TRPA is engaging with the Washoe Tribe to formalize the government-to-government consultation process through a Memorandum of Understanding (MOU) between TRPA and the Washoe Tribe.

TRPA actively engages with agency partners, key stakeholder groups, and the public on a variety of transportation topics and planning processes. Establishing open communication channels for dialogue through interactive web tools, social media, e-newsletters, workshops, events, and speaker series deepens public understanding of transportation issues and provides continual input for planners.

TRPA continues to improve access to information by making documents and data readily available to the public in both electronic and print versions, including key documents translated to Spanish. The recently updated TRPA transportation website is maintained to provide the latest information.

**PREVIOUS WORK**

- Supported development of the repurposed South Shore TMA
- Maintained on-going communication with the public through press releases, updates to the web site, and social media on transportation planning activities and concepts

| **PRODUCTS** | | **COMPLETION DATE** |
|---|---|---|
| P-1 | Quarterly Transportation E-Newsletter | **Quarterly** |
| P-2 | TRPA website and social media updates to promote new programs and news | **Monthly** |
| P-3 | Board and Committee Staff Reports and Technical Analysis | **Monthly** |

**TASKS**

T-1 **TRPA Board Support and Regional Coordination**

(S)
- Development of agendas, staff reports, technical analysis, and related materials for public and board distribution
- Preparation for and participation in local, regional, state, and federal committees, ad hoc meetings, and workshops directly relating to regional transportation planning

T-2 **Tribal Government Coordination, Consultation, and Collaboration**

(S)
- Confer with Washoe Tribe of Nevada and California regarding transportation plans and programs via meetings, TTC agendas, direct correspondence, and response to issues raised by the Tribal government.
- Formalize government-to-government partnership approach with the Washoe Tribal government

T-3 **Public Participation and Involvement**

(S)
- Administer the Public Participation Plan (PPP), including documented public involvement procedures
- Support public outreach strategy for the 2020 Linking Tahoe: RTP/SCS
- Support public outreach strategy for the Active Transportation Plan update
- Release public notices and other public information to media outlets as appropriate
- Produce maps, brochures, displays, and other visualization tools supporting transportation proposals
- Participate in and hold public meetings and workshops for various transportation planning concepts and issues
- Participate in appropriate regional events to support and promote regional transportation goals and current transportation planning initiatives
- TRPA transportation program web maintenance and content updates
- Produce quarterly e-newsletters for regional transportation news and involvement opportunity issues
- Support community participation and education workshops, speaker series, and webinars
- Participate in the Bi-state Transportation Consultation Group as needed, a cabinet-level working group representing high-level officials from the States of California and Nevada, Federal agencies, Local Government, and private sector partners.

T-4 **Transportation Management Association Coordination**

(S, OO)
- Work with SS/TMA and TNT-TMA, local jurisdictions, and other community groups to generate partnerships to support effective and widespread adoption and monitoring of TDM program strategies including Commute Tahoe.
- Coordinate with TTD, Tahoe Chamber, Lodging and Visitor Associations, and Recreation Providers to strategize on various transportation issues (local work force, resource sharing, improved communication, etc.) and generate targeted recommendations and identify opportunities for public/private partnerships.

T-5 **Environmental Justice**

(S) • Preparation for and conduct meetings designed to inform and solicit feedback from minority and low-income populations regarding the transportation planning process and to assess impacts on those communities

T-6 **Civil Rights**

(S) • Title VI, DBE, ADA program management, compliance, monitoring, and reporting

## Work Element 103 Budget:

| REVENUES | | EXPENDITURES | |
|---|---|---|---|
| **Direct Costs**: | | **Direct Costs:** | |
| FHWA PL (CA) | $22,000 | Noticing/Advertising/Meetings | $15,000 |
| -Toll Credits (CA-PL) | $2,523 | *Subscriptions/Dues | $12,000 |
| FHWA PL (CA-Carryover) | $20,000 | TMA Cooperative Agreements | $27,000 |
| -Toll Credits (CA-Carry) | $2,294 | | |
| TRPA General | $12,000 | *Not funded by CPG funds* | |
| **Subtotal:** | **$54,000** | **Subtotal:** | **$54,000** |
| **TMPO Staff**: | | **TMPO Staff:** | |
| FHWA PL (CA) | $111,827 | | |
| -Toll Credits (CA-PL) | $12,827 | | |
| FHWA PL (CA-Carryover) | $40,834 | | |
| -Toll Credits (CA-Carry) | $4,684 | | |
| | | **Est. Indirect Cost:** | **$76,598** |
| TRPA General | $23,364 | | |
| TDA Planning | $2,708 | | |
| | | **Wages/Benefits:** | **$102,135** |
| | | **Est. Indirect Cost:** | **$76,598** |
| **Subtotal:** | **$178,733** | **Subtotal:** | **$178,733** |
| **Total:** | **$232,733** | **Total:** | **$232,733** |

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

## WORK ELEMENT 104: REGIONAL INTERMODAL PLANNING

**PURPOSE**

To carry out and support the integration of federal, state, and local transportation planning processes; to complete activities and products to satisfy core planning functions, federal metropolitan planning requirements (FAST Act), and California and Nevada requirements; to support transportation policy development and analysis; to consider all modes of transportation in implementing regional transportation goals; to support corridor-level transportation planning; to develop innovative transportation demand management programs; to develop partnerships inside and outside of the Region to further transportation goals.

**DISCUSSION**

TRPA, in its role as the Metropolitan Planning Organization, supports the established continuing, comprehensive, and *coordinated transportation planning process to establish* a multi-modal transportation system that can adapt to the continually evolving goals and needs of the Lake Tahoe Region and its diverse communities. Transportation staff will develop planning studies in-house, contract for planning services by consultants, conduct public hearings, hold meetings on specific issues with affected public agencies, the general public, and interest groups through various outreach efforts, including community workshops.

The TRPA has committed to an adaptive policy management framework that will provide for coordinated updates of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, or as otherwise necessary. The Tahoe Region is maximizing the effectiveness of having integrated land use and transportation plans, as supported by federal and state planning guidance. TRPA just completed the 2020 Linking Tahoe. In support of the new RTP, TRPA will be supporting corridor planning on the US 50 East Corridor between Stateline and Spooner Summit in Nevada. TRPA will also continue to participate the US50 South Shore Community Revitalization planning, continuing SR89/Emerald Bay corridor Planning and the SR28/89 corridor alongside Placer County and it's Resort Triangle Transportation Plan.

TRPA is increasing its focus on coordination with public and private sector entities to share research and increase awareness of existing travel options for residents and visitors. The Transportation Demand Management (TDM) tasks will also launch a broader pilot program to increase awareness of employer transportation options through participation in the Commute Tahoe program. TRPA will continue focusing on large employers through the Commute Tahoe program with assistance from the TNT-TMA and SS/TMA and reach out to medium and small employers to ensure the program is reflective of all employer sizes. TRPA will continue to support the annual Bike Challenge to increase active transportation in the Region.

In addition to the Regional Transportation Plan TRPA also maintains various modal specific plans including the Active Transportation Plan (ATP)-formerly the Bicycle and Pedestrian Plan, and Intelligent Transportation Systems (ITS) Plan. An update to the ATP will be completed in this fiscal year folding in natural surface trails in addition to other plan updates.

TRPA also supports the transit operators in updating short-range transit plans and coordinates with local or state led safety, goods movement, aviation, and system management planning efforts. As a recognition of the impact of the visitor market to Lake Tahoe's transportation system, TRPA will continue to increase participation in other Northern California Megaregion planning efforts. The shared interests of surrounding transportation agencies, including Sacramento Area Council of Governments (SACOG), the Washoe County Regional Transportation

Commission (Washoe RTC), county and local governments support a partnership approach to identifying inter-regional transportation solutions.

**PREVIOUS WORK**

- Launched update to Active Transportation Plan
- Initiated Commute Tahoe program activities
- Coordinated local Area Plans and project consistency with *2017 RTP/SCS*
- Convened the Pathway Partnership to coordinate project prioritization, tracking, and programming
- Finalized 2020 RTP/SCS
- Coordinated new regional transit service form Reno to north Tahoe
- Supported US50 East Corridor Management Plan
- Submitted final 2020 RTP/SCS Methodology to CARB

| **PRODUCTS** | | **COMPLETION DATE** |
|---|---|---|
| P-1 | Draft 2022 Active Transportation Plan | **November 2021** |
| P-2 | Final 2022 Active Transportation Plan | **February 2022** |
| P-3 | TDM Educational Materials and Website Update | **April 2021** |
| P-4 | Safety Agreement with transit operators | **June 2022** |

**TASKS**

T-1 (S, C) **Regional Transportation Plan (Core Planning Function)**

- Administration of *2020 RTP/SCS,* including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan
- Process amendments to *2020 RTP/SCS* as necessary
- Participate in public and interagency meetings as a transportation technical resource
- Develop special studies as needed for the 2024 Linking Tahoe: RTP/SCS update (i.e.: technology, freight, aviation, etc.)
- Review projects to ensure consistency with established transportation plans and *2020 RTP/SCS* policies
- Participate on Steering Committee for US 50 East Corridor Plan and supporting work

T-2 (S) **Inter-Regional Planning**

- Develop formal planning partnerships with surrounding transportation agencies (Northern California Megaregion – SACOG, MTC, San Joaquin, Washoe RTC, etc.)
- Identify freight movement issues and coordinate with Nevada DOT and Caltrans on State Freight Plans
- Support the Tahoe-Truckee PEV Readiness Plan and coordinate Regional EV strategy

T-3 (S) **Active Transportation Planning**

- Update the *Linking Tahoe: Active Transportation Plan* for approval in 2022
- Monitor and utilize state and federal bicycle and pedestrian planning requirements and other resources
- Support the Pathway Partnership and Sustainable Recreation Committee to coordinate regional partners on active transportation policy and planning

T-4 (S, C)

**Transit Planning**

- Administer Transit Planning MOU between TMPO/TRPA, TTD, and Placer County
- Collect and monitor operating data identified by the Transit Planning MOU to support regional performance measures and transit data reporting
- Develop supporting analysis and materials regarding transit recommendations from the *2020 Linking Tahoe: RTP/SCS*
- Support the update of Short-Range Transit Plans (next 1-5 years) for TTD and TART services
- Partner with TART and TTD to conduct periodic rider surveys and other outreach to assess current service and provide recommendations based on survey results
- Coordinate transit elements of regional emergency preparedness programs
- Notify transit operators of available funding and grants for transit
- Coordinate with other service providers to plan for inter-regional connections (i.e. Washoe RTC, Carson City RTC, Capitol Corridor JPA, SACOG, SacRT, Etc.)
- Centralize monitoring of regional transit data and utilize www.LakeTahoeinfo.org to share and display data

T-5 (S, C, OO)

**Transportation Demand Management (Travel Management)**

- Work with TNT-TMA, SS/TMA and employers to support the Commute Tahoe Program
- Work in partnership with Lake Tahoe Bicycle Coalition and support the annual Tahoe Bike Challenge
- Coordinate the Safe Routes to School Program, active transportation education and community outreach program
- Disseminate educational materials related to Commute Tahoe strategies and programs.
- Update www.linkingtahoe.com website to include information on existing transportation options

T-6 (S)

**Intelligent Transportation Systems**

- Maximize efficiency of the existing roadway network through the use of technology
- Encourage the use of Intelligent Transportation Systems (ITS) consistent with the *Lake Tahoe ITS Architecture and Strategic Plan*.
- Coordinate with EDCTC, TMA's, NDOT, Caltrans, and local jurisdictions regarding traveler information, adaptive roadway management, and emergency planning between Sacramento and South Lake Tahoe, through participation on SP & R grant project team and other relevant efforts.
- Continue evaluation and gaining endorsement of a transportation trip planning platform to coordinate and increase awareness of inter-regional and intra-regional travel options and pilot a regional application with a recreation focus.
- Provide recommendations and coordinate with State DOTs and local jurisdictions regarding traffic signalization improvements Region-wide.

T-7 (S) **Aviation/Rail/Freight Planning**

- Coordinate with Caltrans Division of Aeronautics and CSLT on Lake Tahoe Airport ground transportation access, resiliency and reliability planning, and the Lake Tahoe Airport Master Plan
- Encourage connections to Lake Tahoe in State Rail Plans in California and Nevada
- Coordinate with State Freight Plans and associated freight programs

T-8 (S) **Safety Planning**

- Support local agency grant applications for safety projects identified in the TRPA Safety Strategy
- Support implementation of recommended best practices for safety data collection and reporting
- Gain agreement with regional implementing agencies on project design volumes and best practices for the design of safety improvements.

## Work Element 104 Budget:

| REVENUES | | EXPENDITURES | |
|---|---|---|---|
| **Direct Costs:** | | **Direct Costs:** | |
| FHWA PL (CA) | $117,000 | Regional Planning Tech Svcs. | $86,227 |
| -Toll Credits (CA-PL) | $13,420 | Transit/TDM Support Svcs. | $60,000 |
| FHWA PL (CA-Carryover) | $26,227 | Corridor Planning Svcs. | $47,000 |
| -Toll Credits (CA-Carry) | $3,008 | | |
| FTA 5303 (CA) | $50,000 | | |
| -Toll Credits (FTA 5303 CA) | $5,735 | | |
| **Subtotal:** | **$193,227** | **Subtotal:** | **$193,227** |
| **TMPO Staff:** | | **TMPO Staff:** | |
| FHWA PL (CA) | $119,133 | | |
| -Toll Credits (PL-CA) | $13,665 | | |
| FHWA PL (CA-Carryover) | $26,008 | | |
| -Toll Credits (CA-Carry) | $2,983 | | |
| FTA 5303 (CA) | $36,415 | | |
| -Toll Credits (FTA 5303 CA) | $4,177 | | |
| FHWA PL (NV) | $101,000 | | |
| FTA 5303 (NV) | $32,415 | **Wages/Benefits:** | **$183,999** |
| TDA Planning | $7,022 | **Est. Indirect Cost:** | **$137,994** |
| | | | |
| | | | |
| **Subtotal:** | **$321,993** | **Subtotal:** | **$321,993** |
| **Total:** | **$515,220** | **Total:** | **$515,220** |

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

# WORK ELEMENT 105: TRANSPORTATION DATA MANAGEMENT AND FORECASTING

**PURPOSE**

To administer the regional transportation data collection and modeling efforts of TRPA; to collect the necessary transportation, demographic, and land use information to support transportation planning; to analyze different planning scenarios and impacts of regional land use and transportation proposals; to support data requests from staff, partners, and the general public; to support the refinement of transportation measures that support regional goals; to provide the results of annual monitoring to the public and partners; to coordinate data collection among TRPA, state DOTs, and local agencies to support various data needs.

**DISCUSSION**

The Lake Tahoe Region continues to develop a centralized regional information website www.laketahoeinfo.org that provides a transparent platform for coordinating and disseminating regional data, project-level details, and information on the transportation performance-based planning framework. Transportation monitoring data is easily accessible on the Transportation Monitoring Dashboard (https://transportation.laketahoeinfo.org/MeasuresDashboard/Index). Another valuable transportation planning and programming tool is the Transportation Tracker (https://transportation.laketahoeinfo.org/) that provides project level funding and performance data that supports the RTP, FTIP and other key transportation planning efforts.

TRPA is responsible for the collection, analysis, and dissemination of transportation data to support the regional transportation planning process. In addition to supporting data needs for recent performance-based planning requirements discussed in Work Element 106, a critical role is travel demand forecasting. Currently TRPA utilizes its travel demand model package (TransCAD) to assess the effect of proposed land use and transportation proposals on various aspects of the region. An on-going transportation data collection program is in place and provides data on levels of use of the system, vehicle delay, and travel mode share. Other data collection, consistent with TRPA's annual transportation data collection program, includes regional travel patterns, bicycle and pedestrian counts, transit performance, and traffic counts at identified locations. Purchased data sets are also an efficient tool to supply difficult to obtain data for analysis. TRPA has utilized the latest data to update primary inputs to the travel demand model to provide the base and forecast analysis for the 2020 RTP/SCS. TRPA convenes a Model Working Group to provide a venue to discuss model updates, new techniques and data availability among various stakeholders and technical users of TRPA's model data.

**PREVIOUS WORK**

- Maintained Transportation Monitoring Dashboard to include new sources to display up to date transportation data.
- Completed updates to the travel demand model including new data sources, and functionality
- Convened Model Working Group to share 2020 RTP/SCS model updates and assumptions including longer term model improvements
- Completed final 2020 RTP/SCS model forecast
- Analysis using new Streetlight Data package

| PRODUCTS | | COMPLETION DATE |
|---|---|---|
| P-1 | Publish transportation monitoring data to LakeTahoeinfo.org | **Quarterly** |

P-2 Track and publish policy performance (VMT, GHG, Etc.) via dashboards and visual tools on Laketahoeinfo.org **Quarterly**

**TASKS**

T-1 (S) **Data Management**

- Manage and make available various transportation data sources utilized by TRPA
- Develop and manage Transportation Tracker including monitoring programs, measures and trend analysis through www.LakeTahoeinfo.org

T-2 (S, C) **Performance Measure Data Collection**

- Coordinate data from local jurisdictions, transit operators, and state DOTs in response to established performance measure targets
- Coordinate bicycle/pedestrian monitoring data and reporting in accordance with established monitoring protocol
- Coordinate transit monitoring data and reporting in accordance with established transit monitoring protocol and Transit Productivity Improvement Program (TPIP)

T-3 (S, C) **Modeling**

- Reconvene Model Working Group as necessary for additional travel demand model improvements
- Support modeling for final project impact assessment tool and VMT standard monitoring
- Maintain travel demand model to enhance functionality and new tools as necessary to support transportation planning
- Continue to utilize existing and new data sources to improve analysis capabilities

## Work Element 105 Budget:

| REVENUES | | EXPENDITURES | |
|---|---|---|---|
| **Direct Costs:** | | **Direct Costs:** | |
| FHWA PL (CA-Carryover) | $70,000 | Data and Forecasting System Svcs. | $45,000 |
| -Toll Credits (CA-Carry) | $8,029 | Data Collection Contract Svcs. | $50,000 |
| FTA 5303 (CA) | | | |
| -Toll Credits (FTA 5303 CA) | $0 | | |
| FTA 5303 (CA Carryover) | $25,000 | | |
| -Toll Credits (CA 5303-Carry) | $2,868 | | |
| **Subtotal:** | **$95,000** | **Subtotal:** | **$95,000** |
| **TMPO Staff:** | | **TMPO Staff:** | |
| FHWA PL (CA) | $75,838 | | |
| -Toll Credits (PL-CA) | $8,699 | | |
| FHWA PL (CA-Carryover) | $46,931 | | |
| -Toll Credits (CA-Carry) | $5,383 | | |
| FTA 5303 (CA) | $3,585 | | |
| -Toll Credits (FTA 5303 CA) | $411 | | |
| FTA 5303 (CA Carryover) | $46,312 | | |
| -Toll Credits (CA 5303-Carry) | $5,312 | | |
| FHWA PL (NV) | $82,000 | **Wages/Benefits:** | **$147,842** |
| TDA Planning | $4,053 | **Est. Indirect Cost:** | **$110,877** |
| | | | |
| | | | |
| **Subtotal:** | **$258,719** | **Subtotal:** | **$258,719** |
| **Total:** | **$353,719** | **Total:** | **$353,719** |
| **Toll Credits are displayed for tracking purposes and are not a form of cash or revenue. | | | |

## WORK ELEMENT 106: PROJECT TRACKING AND FINANCIAL MANAGEMENT

**PURPOSE**

To support the selection of transportation projects for state and federal funding; to document funded projects in the Federal Transportation Improvement Program (FTIP); to support project implementation through identification of available state and federal funds; to provide workshops, training, technical assistance, and information to assist local partners with timely implementation of transportation projects in Lake Tahoe; to distribute and program various federal and state funding sources; to establish a project tracking system to ensure the appropriate funding is available for timely completion of transportation projects.

**DESCRIPTION**

TRPA, as the MPO is required to adopt and maintain a Transportation Improvement Program intended to coordinate and track federal funds used for transportation projects. As a core MPO planning function, staff will continue maintaining the current 2019 FTIP through administrative modifications and amendments to maintain required financial constraint and accountability. The new 2021 FTIP is approved as adopted by TMPO February 2021. Maintenance of the FTIP including amendments will be ongoing.

TRPA is responsible for project selection and regional distribution of various federal and state funding sources. TRPA administers a Regional Grant Program to conduct project selection for multiple Federal and State funding programs to ensure consistency with regional goals and the RTP/SCS. As funding is awarded to projects in the Lake Tahoe Region it requires project programming, monitoring and tracking to ensure the funds are used in a timely manner. The FAST Act increased the amount of funding allocated by various programs to Lake Tahoe. This increase of funding has required additional resources for TRPA's programming function along with other related activities.

In addition to the FTIP administration TRPA, as the Regional Transportation Planning Agency (RTPA) in California, is required to adopt and maintain a Regional Transportation Improvement Program (RTIP) to track state transportation funding specifically. The RTIP is updated every two years and was last updated in early 2020.

In order to provide public and partner access transparency, the Transportation Project Tracker (transportation.laketahoeinfo.org) displays real-time project tracking and information. The tracker involves significant coordination with local implementation partners and also serves as the transportation project database for both the RTP and FTIP. The Tracker also includes a linkage to TRPA's Performance-Based Planning program (see Work Element 107).

**PREVIOUS WORK**

- Maintenance of the 2019 FTIP
- Maintenance of the 2020 RTIP
- Annual Federal Obligation Report (FY 20/21)
- Regional Grant Program (RGP) Cycle 5 Updates
- Participation on the California RTPA Working Group
- Participation on the California Federal Programming Group (CFPG)
- Participation on the Nevada statewide STIP/TIP Working Group
- Coordination with California, Nevada, and local agencies in project programming

| PRODUCTS | | COMPLETION DATE |
|---|---|---|
| P-1 | Maintenance of 2021 FTIP | **Quarterly** |
| P-2 | Maintenance of the 2020 RTIP | **Quarterly** |
| P-3 | Adoption of 2022 RTIP | **December 2021** |
| P-4 | Annual Federal Obligations Report | **December 2021** |

**TASKS**

**(S) All to be completed by staff**

T-1 **Federal Transportation Improvement Program (FTIP) (Core MPO Planning Function)**

- Monitor and maintain the current FTIP through administrative modifications and amendments
- Maintain California Transportation Improvement Program (CTIP) database and Nevada electronic Statewide Transportation Improvement Program (e-STIP)
- Publish TRPA programming information on www.trpa.org/transportation
- Participate in FHWA-NV/NDOT Planning Executive Group initiatives related to programming
- Participate monthly with CFPG, RTPA Working Group, and Rural Counties Task Force
- Coordination with FHWA CA and NV Division offices, FTA, Caltrans, NDOT, and local agencies on project development and funding

T-2 **Regional Transportation Improvement Program**

- 2020 RTIP document maintenance
- Work with regional stakeholders to prepare the 2022 RTIP

T-3 **Regional Grant Program**

- Manage the Regional Grant Program (RGP) funding cycles (CMAQ, STBG, TAP & ATP)
- Coordinate priority project identification and reporting efforts
- Monitor and update transportation projects in the Transportation Tracker
- Integration of Transportation Tracker projects between EIP, FTIP, and RTP/SCS
- Support implementation of 2020 RTP/SCS

T-4 **Project Tracking and Statewide Transportation Improvement Program Coordination**

- Monitor and provide guidance on available federal and state funding to project partners
- Track project performance measures and post project consideration in EIP tracker
- Continue to improve the EIP Tracker tool for use in transportation funding allocations, programming, and project tracking
- Coordinate with Caltrans and NDOT regarding STIP consistency with TRPA programming
- Support Caltrans CTIPS database
- Work with NDOT to support Nevada E-STIP tool
- Develop annual list of federal obligated projects

T-5 **FTA**

- Project application review for consistency with FTIP, programming activities necessary to ensure FTA projects are accurately reflected in the FTIP
- Notify transit operators of FTA funding allocations based on the agreed upon process in the Lake Tahoe Region Transit Planning MOU
- Consideration of Transit Asset Management Plan(s) in FTIP

T-6 **Documentation**

- Document public outreach on regional programming activities
- Coordinate distribution of information regarding location and status of funded projects
- Conduct program consistent with TRPA Title VI Plan
- Document continuing, coordinated and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)

## Work Element 106 Budget:

| REVENUES | | EXPENDITURES | |
|---|---|---|---|
| **Direct Costs**: | | **Direct Costs:** | |
| | | | |
| **Subtotal:** | **$0** | **Subtotal:** | **$0** |
| **TMPO Staff**: | | **TMPO Staff:** | |
| FHWA PL (CA) | $120,900 | | |
| -Toll Credits (PL-CA) | $13,867 | | |
| FHWA PL (NV) | $75,000 | **Wages/Benefits:** | **$114,200** |
| TDA Planning | $3,947 | **Est. Indirect Cost:** | **$85,647** |
| **Subtotal:** | **$199,847** | **Subtotal:** | **$199,847** |
| **Total:** | **$199,847** | **Total:** | **$199,847** |

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

## WORK ELEMENT 107: PERFORMANCE-BASED PLANNING

**PURPOSE**

To enhance and support TRPA's performance-based planning program; to continue a performance-based planning framework that integrates federal, state and regional requirements; to refine performance measure goals and targets for the transportation system and planning program based on federal, state, and regional requirements for the required Safety (PM1), Pavement and Bridge (PM2), System Performance, Freight and applicable CMAQ (PM3) measures; to refine and monitor RTP performance measures; to enhance linkages between the planning process and project implementation to evaluate progress toward established regional goals; refine the Congestion Management Process as necessary to support regional transportation goals in accordance with federal planning requirements.

**DISCUSSION**

Performance-based planning defines current performance levels, establishes target performance levels, and identifies strategies for achieving these targets. This approach was strengthened with the passing of MAP-21 and continued with the FAST Act, which requires performance-based plans and programs that establish the foundation and core elements of transportation planning.

In the FAST Act, the Lake Tahoe Region was recognized as a Transportation Management Area (TMA) with a total population of 210,000. Additional TMA requirements include the establishment of a Congestion Management Process (CMP) that evaluates strategies to reduce congestion that do not increase roadway capacity. This CMP requirement aligns well with TRPA's existing mandate to reduce the dependency on the private automobile and the future CMP for TMPO will contribute toward the accomplishment of each DOT targets for the portion of the planning area within each State.

The Lake Tahoe Region continues to enhance the practice of evaluating project effectiveness and monitoring progress toward regional and local goals. This process is intended to provide useful information for decision-making, while fostering program alignment across multiple stakeholders. TRPA's performance-based transportation planning framework integrates Federal performance-based planning requirements outlined in MAP-21 and the FAST Act, TRPA threshold and Regional Plan performance measures, and various state performance metrics.

Performance Management Framework is built into the TMPO work plan including grant project selection outlined in WE106, the core of RTP Implementation in WE104 corridor management planning and the previous work on the Safety Plan Strategy that shapes the planning and programming of projects to support each states PM1 Safety Targets.

**PREVIOUS WORK**

- Established and provided reporting on performance metrics for Federal Transportation Performance Measures PM-1, PM-2 and PM-3
- Submitted PM-2 Targets
- Included performance-based planning framework into the Regional Grant Program
- Final CMP Documentation

| | PRODUCTS | COMPLETION DATE |
|---|---|---|
| P-1 | Maintained Performance-Based Planning Framework | **On-going** |
| P-2 | 2022 PM1 Safety Target set with Caltrans and Nevada DOT | **February 2022** |

T-1 **Performance-Based Planning**

(S)
- Continue Refine the Region's contemporary performance-based planning framework
- Participate in federal workshops on performance-based planning
- Refine the tools within the performance management framework to ensure the project evaluation processes for the regional grant program remains adaptable to regional goals
- Revise Performance-Based Planning as Federal Performance Measures and Targets as necessary based on the State target setting process and deadlines
- Stakeholder coordination to improve information sharing that supports the performance system and updates to LT Info
- Coordinate the performance management process, data gathering, funding programming, project sequencing, etc. with the Transportation Coordination working group
- Ensure timely transmittal of data to Caltrans, NDOT, FHWA and FTA

T-2 **Congestion Management Process**

(S)
- Track and respond to federal and state sustainability planning guidance, including system resiliency and reliability
- Monitor and refine the CMP as necessary

### Work Element 107 Budget:

| REVENUES | | EXPENDITURES | |
|---|---|---|---|
| **Direct Costs:** | | **Direct Costs:** | |
| | | | |
| **Subtotal:** | **$0** | **Subtotal:** | **$0** |
| **TMPO Staff:** | | **TMPO Staff:** | |
| FHWA PL (CA) | $11,056 | | |
| -Toll Credits (PL-CA) | $1,268 | | |
| FTA 5303 (CA) | $10,000 | | |
| -Toll Credits (FTA 5303 CA) | $1,147 | | |
| FHWA PL (NV) | $69,000 | **Wages/Benefits:** | **$53,537** |
| TDA Planning | $3,632 | **Est. Indirect Cost:** | **$40,151** |
| **Subtotal:** | **$93,688** | **Subtotal:** | **$93,688** |
| **Total:** | **$93,688** | **Total:** | **$93,688** |

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

## WORK ELEMENT 108: SUSTAINABLE COMMUNITIES PLANNING

### PURPOSE

To further the region's Regional Transportation Plan/Sustainable Communities Strategy; to contribute to the State GHG reduction goals in Nevada and California through integration of land use and transportation planning; to support development corridor management plans; to collect and analyze necessary corridor level data; to identify roles and responsibilities of multiple partnering agencies; to incorporate public input and needs into decision making; to consider impacts on the constrained transportation system due to increased interregional tourism and visitor traffic; to evaluate and develop project VMT reduction tools and strategies that support the RTP/SCS; to advance sustainable regional transportation funding.

### DISCUSSION

TRPA, along with 12 other agencies, has committed to a partner-based planning process that is conducted at a corridor scale. This comprehensive planning approach has shown success on the recreation heavy East and West shores of Lake Tahoe. The Corridor planning approach is lead by a entity with a vested interest in the corridor and typically utilizes a steering committee of other principal entities to drive the process. For purposes of corridor planning, the Region has been divided into six internal corridors and two entry/exit corridors (Link). The corridor planning approach is an organizing framework to support regional transportation policy as well as align and accelerate implementation of various entity's policy documents. For TRPA corridor planning supports the RTP/SCS at a sub-regional scale. This planning approach requires multi agency collaboration, commitments, and resources. The TTD developed the 2017 Linking Tahoe: Corridor Connection Plan (Link), which collected and synthesized large amounts of data for all internal and external corridors. This document provides a foundation for more detailed corridor management plans. Current corridor management plans underway are the SR89 Emerald Bay Recreation Corridor and the US 50 South Shore (Main Street Management Plan). The US50 East Shore Corridor (not funded by this work element), and the SR89/28 Corridor (Resort Triangle Transportation Plan) including connections to Truckee will be completed later in FY 21.

This work element, funded by SB1 Sustainable Communities Formula Funds, highlights the next phase of corridor planning , VMT/GHG reduction activities, and collaborating on a regional funding strategy. The corridor planning effort will be a multi-year program that will be captured in this and subsequent OWPs. Additional tasks supporting the evaluation and development of VMT/GHG reduction strategies and tools to support state requirements will also be included in the work element. In order to accelerate implementation of the Sustainable Communities Strategy TRPA is co-leading a collaborative process to identify new transportation funding sources.

TRPA is working with Placer County to further the RTP/SCS by creating a common set of methodologies, metrics and tools for project impact analysis to better integrate transportation, housing and land use planning to support local and regional Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) reduction goals and to ultimately achieve the State's GHG reduction target in AB32. This VMT/GHG reduction analytical framework will be adapted to other jurisdictions in Lake Tahoe using unique data to determine the most effective strategies for VMT and GHG reduction. TRPA and local jurisdictions will be responsible for data collection as necessary to support VMT/GHG analysis and evaluation going forward. As a follow-up task, TRPA will investigate necessary travel demand model updates and other tools to support the VMT/GHG evaluation and forecasting process.

The evaluation and recommendation of new transportation funding strategies to deliver the RTP/SCS is a critical activity for Lake Tahoe. Conventional transportation funding from Federal and State and Federal programs are typically allocated by resident population or are delivered via extremely competitive grant processes that favor large urban areas with high matching funds from alternative sources. The Tahoe Region is seeking to remain competitive and create sustainable revenue sources that can allow for a more reliable implementation and service delivery. The activities included in this work element will assist in producing a Funding Strategy that will evaluate funding mechanisms, including the consideration of social equity and interplay with local and state emerging or existing funding sources. Activities to support the Funding strategy will include stakeholder and public outreach, screening of potential mechanisms, legislative analysis, identification of implementation priorities from RTP/SCS, regional consensus process, and packaging a final proposal, among other tasks.

TRPA will conduct a Transportation Equity Study aimed at analyzing the transportation planning process carried out by the MPO role. The equity analysis framework and activities funded by this work element will pull from recommendations in TRCP Research and other best practices. TRPA strives to continually evaluate its processes and improve practice as an organization. This analysis will evaluate TRPA's connection with underserved communities and provide recommendations to enhance public engagement, identify needs and concerns at the regional and neighborhood levels, evaluate impacts of transportation planning activities (i.e.: decision-making, funding, project selection, public engagement, advancing or mitigating inequity, and measurement and tracking of outcomes). The recommendations of this study will be carried forward by TRPA as appropriate in modifying its procedures, practices, and policies. The activities to support this study will likely span two fiscal years and that timing reflected below.

**PREVIOUS WORK**

- SR 89 – Emerald Bay Recreation Corridor Management Plan:
    - Adopted Project Charter
    - Draft Corridor Alternative Scenarios
    - Draft SR89/Emerald Bay Corridor Management Plan
- US 50 South Shore - Main Street Management Plan:
    - Established Steering committees and public outreach strategy
    - Secured consultant and initiated contracted support activities
    - Developed and analyzed two alternatives for street design
    - Selected preferred alternative for street design
- VMT/GHG Evaluation Tools:
    - Technical papers supporting tool development
    - Draft project level VMT tool
    - Supporting data purchase and analysis

## WORK ELEMENT 108.3 (FY 19/20 – RMRA)

| PRODUCTS | | COMPLETION DATE |
|---|---|---|
| **P-1** | Final project evaluation and impact analysis | **September 2021** |

**TASKS**

**T-1** **Regional VMT/GHG Evaluation Program**

**(S, C)**
- Finalize tools for evaluation and impact analysis to support RTP/SCS

**Work Element 108.3 Budget:**

| WE 108.3 | | | |
|---|---|---|---|
| **REVENUES** | | **EXPENDITURES** | |
| **Direct Costs:** | | **Direct Costs:** | |
| TDA Planning | $16,028 | | |
| CA-RMRA 19/20 C/O | $123,707 | Sustainable Comm Planning | $139,735 |
| | | | |
| **Subtotal:** | **$139,735** | **Subtotal:** | **$139,735** |
| **TMPO Staff:** | | **TMPO Staff:** | |
| | $0 | | $0 |
| **Total:** | **$139,735** | **Total:** | **$139,735** |

## WORK ELEMENT 108.4 (FY 20/21 – RMRA)

| PRODUCTS | | COMPLETION DATE |
|---|---|---|
| **P-1** | Draft Regional Funding Strategy/Proposal | **September 2021** |
| **P-2** | Transportation Equity Study Initial Draft Products | **March 2022** |

**TASKS**

**T-1** **Regional Funding Strategy**

**(S, C)**
- Educate stakeholders and decision makers on pricing and other funding strategies
- Public and stakeholder outreach
- Illustrate RTP/SCS implementation priorities and resulting GHG, VMT and other benefits
- Enhance social equity and avoid inequitable cost burdens
- Investigate relationship with state pricing programs under consideration (i.e.: VMT Pilot)
- Evaluate and screen potential funding mechanisms
- Develop recommendations for funding proposal
- Package final strategy and proposal

**T-2** **Regional Transportation Equity Study**

**(S, C)**
- Establish final scope of work to support study
- Propose an equity framework to guide evaluate TRPA transportation planning
- Initiate equity evaluation of transportation planning activities, impacts, and outcomes per the established framework

**Work Element 108.4 Budget:**

| WE 108.4 | | | |
|---|---|---|---|
| **REVENUES** | | **EXPENDITURES** | |
| **Direct Costs:** | | **Direct Costs:** | |
| TRPA General | $20,835 | | |
| CA-RMRA 20/21 C/O | $160,750 | Sustainable Comm Planning | $181,585 |
| | | | |
| **Subtotal:** | **$181,585** | **Subtotal:** | **$181,585** |
| **TMPO Staff:** | | **TMPO Staff:** | |
| | $0 | | $0 |
| **Total:** | **$181,585** | **Total:** | **$181,585** |

## WORK ELEMENT 108.5 (FY 21/22 – RMRA)

| PRODUCTS | | COMPLETION DATE |
|---|---|---|
| **P-1** | Final Regional Strategy/Proposal | **April 2022** |
| **P-2** | Final Transportation Equity Study | **June 2022** |

**TASKS**

**T-1** **Regional Funding Strategy**
**(S, C)**
- Develop final strategy, including supporting documentation
- Package proposal materials for public and legislative education
- Public and stakeholder outreach activities

**T-2** **Regional Transportation Equity Study**
**(S, C)**
- Continue equity evaluation of transportation planning activities, impacts, and outcomes per the established framework
- Review best practices for equity and inclusion
- Prepare recommendations and action steps for TRPA transportation planning program
- Prepare final Transportation Equity Study

**Work Element 108.5 Budget:**

| WE 108.5 | | | |
|---|---|---|---|
| **Direct Costs:** | | **Direct Costs:** | |
| TRPA General | $20,835 | | |
| CA-RMRA 21/22 | $160,750 | Sustainable Comm Planning | $181,585 |
| | | | |
| **Subtotal:** | **$181,585** | **Subtotal:** | **$181,585** |
| **TMPO Staff:** | | **TMPO Staff:** | |
| | $0 | | $0 |
| **Total:** | **$181,585** | **Total:** | **$181,585** |

## CALTRANS REGIONAL PLANNING ACTIVITIES FOR FY 2021/22

| ACTIVITY | DESCRIPTION | PRODUCTS |
|---|---|---|
| **System Planning** | Completion of system planning products used by Caltrans and its transportation partners | Caltrans District 3 System Planning documents consistent with the Caltrans District 3 System Planning Five-Year Work Plan. |
| **Advance Planning** | Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects | Project Initiation Documents (PIDs), as indicated in the current Two-Year PID Work Plan |
| **Regional Planning** | Participate in and assist with various regional planning projects and studies | Participation in the following projects and studies:<br>**Agency Coordination**<br>• Attend TTD Board Meetings<br>• Coordinate Annual Meeting<br>**Studies / PDTs**<br>• SR 89 Corridor Management Plan PDT<br>• US 50 Recreational Travel Management Hot Spot Study |
| **Local Development Review Program** | Review of local development proposals potentially impacting the State Highway System | Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State's smart mobility goals |

# FY 21/22 FINANCIAL SUMMARY

## Table 1 – FY 21/22 TRPA/TMPO Programmed Revenues

| Funding Source | FY 2022 |
|---|---|
| **Federal** | |
| FHWA PL (CA) | $635,000 |
| FHWA PL (CA-Carryover) | $300,000 |
| FTA 5303 (CA) | $100,000 |
| FTA 5303 (CA Carryover) | $71,312 |
| FHWA PL (NV) | $327,000 |
| FTA 5303 (NV) | $32,415 |
| **Federal Subtotal:** | **$1,465,727** |
| **Non-Federal** | |
| CA-RMRA 20/21 C/O | $160,750 |
| CA-RMRA 19/20 C/O | $123,707 |
| CA-RMRA 21/22 | $160,750 |
| TRPA General | $97,034 |
| TDA Administration | $40,000 |
| TDA Planning | $37,390 |
| **Non-Federal Subtotal:** | **619,631** |
| | |
| **GRAND TOTAL:** | **$2,085,358** |

### Funding Source Descriptions

**FHWA & FTA Planning funds (PL & 5303) California and Nevada (CA and NV)**- Current fiscal year allocation of Federal transportation planning (PL & FTA 5303) funds to support metropolitan planning and may be used for transit or highway planning activities. These funds are administered by Caltrans on behalf of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) via a Consolidated Planning Grant Agreement.

**Toll Credits** - Toll credits are not revenue or cash, but rather a substitute for local match required by CPG funds. Toll credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5303 funds. The FHWA PL and FTA 5303 amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore toll credits are not included in the total revenue amount. Toll credits can be applied to the current year allocation of California CPG funds, and any carryover balance. These are tracked separately and can be found on Table 7.

**PL & 5303 Carryover** - Carryover balance of funding from prior PL and 5303 allocations. (See above)

**CA-RMRA** - The California Road Maintenance and Rehabilitation Account (RMRA) was established by Senate Bill 1 in 2017. These funds are part of the Sustainable Transportation Planning formula grants that is aimed at supporting state GHG/VMT reduction goals.

**TRPA General Funds** – This funding comes directly from the TRPA general budget and is used as a non-federal match to leverage federal planning funds.

**TDA (Planning and Administration)** – This State of California funding is provided through the California Transportation Development Act (TDA) and can be used for administration of the TDA program, and transportation planning activities.

## Table 2 – FY 21/22 Transportation Staffing Costs

**Lake Tahoe Transportation Planning - Fiscal Year 2019/2020**

| TRPA/TMPO Transportation Team | Salary and Wages | Benefits | IDC Rate 75.00% | Total Salary, Benefits and Overhead |
|---|---|---|---|---|
| | | | | |
| Total FY 20/21 Salaries | $541,147 | $148,305 | $523,984 | **$1,213,437** |
| | | | | |
| **Total** | **$541,147** | **$148,305** | **$523,984** | **$1,213,437** |

## Table 3 – FY 21/22 Staffing Costs and Revenues

| WORK ELEMENTS | Consolidated Planning Grant (CPG) | | | | | | Toll Credit Match | Toll Credit Match | Toll Credit Match | Toll Credit Match | TRPA (Local) | TDA - ADMIN | TDA - PLNG | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CA-PL | CA PL -Carry | CA 5303 | CA 5303 - Carry | NV - PL | NV 5303 | CA-PL | CA- PL Carry | CA 5303 | CA 5303 Carry | | | | |
| 101- Program Administration | 57,246 | 70,000 | - | - | - | - | 6,566 | 8,029 | - | - | - | - | - | $ 127,246 |
| 102 - Transportation Dev't. Act | - | - | - | - | - | - | - | - | - | - | - | 33,211 | - | $ 33,211 |
| 103 - Public Outreach | 111,827 | 40,834 | - | - | - | - | 12,827 | 4,684 | - | - | 23,364 | - | 2,708 | $ 178,733 |
| 104 - Intermodal Planning | 119,133 | 26,008 | 36,415 | - | 101,000 | 32,415 | 13,665 | 2,983 | 4,177 | - | - | - | 7,022 | $ 321,993 |
| 105 - Data Collection & Forecasting | 75,838 | 46,931 | 3,585 | 46,312 | 82,000 | - | 8,699 | 5,383 | 411 | 5,312 | - | - | 4,053 | $ 258,719 |
| 106 - Proj. Tracking + Financial Mgt. | 120,900 | - | - | - | 75,000 | - | 13,867 | - | - | - | - | - | 3,947 | $ 199,847 |
| 107 - Performance-Based Planning | 11,056 | - | 10,000 | - | 69,000 | - | 1,268 | - | 1,147 | - | - | - | 3,632 | $ 93,688 |
| 108.3 - Sustainable Communities Planning | - | - | - | - | - | - | - | - | - | - | - | - | - | $ - |
| 108.4 - Sustainable Communities Planning | - | - | - | - | - | - | - | - | - | - | - | - | - | $ - |
| 108.5 - Sustainable Communities Planning | | | | | | | | | | | | | | |
| TOTAL: | $ 496,000 | $ 183,773 | $50,000 | $ 46,312 | $ 327,000 | $ 32,415 | $ 56,891 | $21,079 | $ 5,735 | $ 5,312 | $ 23,364 | $ 33,211 | $21,362 | $ 1,213,437 |

## Table 4 – FY 21/22 Direct Costs and Revenues

| WORK ELEMENTS | Consolidated Planning Grant (CPG) | | | | Toll Credit Match | Toll Credit Match | Toll Credit Match | Toll Credit Match | TRPA (Local) | CA-RMRA 20/21 | CA-RMRA 19/20 | CA-RMRA 21/22 | TDA Admin | TDA Planning | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CA-PL | CA PL-Carry | CA-5303 | CA-5303 Carry | CA-PL | CA-PL Carry | CA-5303 | CA-5303 Carry | | Carry-over | Carry-over | | | | |
| 101- Program Administration | - | - | - | - | - | - | - | - | 20,000 | - | - | - | - | - | $ 20,000 |
| 102 - Transportation Dev't. Act | - | - | - | - | - | - | - | - | - | - | - | - | 6,789 | - | $ 6,789 |
| 103 - Public Outreach | 22,000 | 20,000 | - | - | 2,523 | 2,294 | - | - | 12,000 | - | - | - | - | - | $ 54,000 |
| 104 - Intermodal Planning | 117,000 | 26,227 | 50,000 | - | 13,420 | 3,008 | 5,735 | - | - | - | - | - | - | - | $ 193,227 |
| 105 - Data Collection & Forecasting | - | 70,000 | - | 25,000 | - | 8,029 | - | 2,868 | - | - | - | - | - | - | $ 95,000 |
| 106 - Proj. Tracking + Financial Mgt. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $ - |
| 107 - Performance-Based Planning | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $ - |
| 108.3 - Sustainable Communities Planning | - | - | - | - | - | - | - | - | - | - | 123,707 | | - | 16,028 | $ 139,735 |
| 108.4 - Sustainable Communities Planning | | - | - | - | - | - | - | - | 20,835 | 160,750 | - | - | - | - | $ 181,585 |
| 108.5 - Sustainable Communities Planning | | | | | | | | | 20,835 | | | 160,750 | | | $ 181,585 |
| TOTAL: | $ 139,000 | $ 116,227 | $ 50,000 | $ 25,000 | $ 15,943 | $ 13,331 | $ 5,735 | $ 2,868 | $ 73,670 | $ 160,750 | $ 123,707 | $ 160,750 | $ 6,789 | $ 16,028 | $ 871,921 |

## Table 5 – FY 21/22 Staffing & Direct Costs by Work Element

| WORK ELEMENTS | Staff | Direct | Total |
|---|---|---|---|
| 101- Program Administration | $ 127,246 | $ 20,000 | $ 147,246 |
| 102 - Transportation Dev't. Act | $ 33,211 | $ 6,789 | $ 40,000 |
| 103 - Public Outreach | $ 178,733 | $ 54,000 | $ 232,733 |
| 104 - Intermodal Planning | $ 321,993 | $ 193,227 | $ 515,220 |
| 105 - Data Collection & Forecasting | $ 258,719 | $ 95,000 | $ 353,719 |
| 106 - Proj. Tracking + Financial Mgt. | $ 199,847 | $ - | $ 199,847 |
| 107 - Performance-Based Planning | $ 93,688 | $ - | $ 93,688 |
| 108.3 - Sustainable Communties Planning | | $ 139,735 | $ 139,735 |
| 108.4 - Sustainable Communties Planning | $ - | $ 181,585 | $ 181,585 |
| 108.5 - Sustainable Communties Planning | $ - | $ 181,585 | $ 181,585 |
| **TOTAL:** | **$ 1,213,437** | **$ 871,921** | **$ 2,085,358** |

## Table 6 – FY 21/22 Staffing Direct Costs by Revenue Source

| | Consolidated Planning Grant (CPG) | | | | | | Toll Credit Match | Toll Credit Match | Toll Credit Match | Toll Credit Match | TRPA (Local) | CA-RMRA 20/21 | CA-RMRA 19/20 | CA-RMRA 21/22 | TDA Admin | TDA Planning | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CA- PL | CA-PL Carry | CA-5303 | CA-5303 Carry | NV - PL | NV-5303 | CA-PL | CA- PL Carry | CA-5303 | CA-5303 Carry | | | Carry | Carry | | | |
| Total Staff: | 496,000 | 183,773 | 50,000 | 46,312 | 327,000 | 32,415 | 56,891 | 21,079 | 5,735 | 5,312 | 23,364 | - | - | - | 33,211 | 21,362 | 1,213,437 |
| Total Direct: | 139,000 | 116,227 | 50,000 | 25,000 | - | - | 15,943 | 13,331 | 5,735 | 2,868 | 73,670 | 160,750 | 123,707 | 160,750 | 6,789 | 16,028 | 871,921 |
| TOTAL: | $ 635,000 | $ 300,000 | $ 100,000 | $ 71,312 | $ 327,000 | $ 32,415 | $ 72,835 | $ 34,410 | $ 11,470 | $ 8,179 | $ 73,670 | $ 160,750 | $ 123,707 | $ 160,750 | $ 40,000 | $ 37,390 | $ 2,085,358 |

## Table 7– FY 21/22 Toll Credit Summary

| Toll Credits | CA-PL | CA PL-Carry | CA-5303 | CA-5303 Carry | TOTAL |
|---|---|---|---|---|---|
| | | | | | |
| Total Staff: | 56,891 | 21,079 | 5,735 | 5,312 | 83,705 |
| Total Direct: | 15,943 | 13,331 | 5,735 | 2,868 | 37,877 |
| | | | | | |
| TOTALS: | $ 72,835 | $ 34,410 | $ 11,470 | $ 8,179 | $ 126,894 |

** Toll Credits are not a form of cash or revenue, but are in lieu of local matching funds in lieu of local matching funds.

## Table 8– FY 21/22 Staff and Direct by Fund

| WORK ELEMENTS | Consolidated Planning Grant (CPG) | | | | | | Toll Credit Match | Toll Credit Match | Toll Credit Match | Toll Credit Match | TRPA (Local) | CA-RMRA 20/21 | CA-RMRA 19/20 | CA-RMRA 21/22 | TDA Admin | TDA Planning | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CA-PL | CA PL-Carry | CA-5303 | CA-5303 Carry | NV-PL | NV 5303 | CA-PL | CA PL - Carry | CA-5303 | CA-5303 Carry | | | | | | | |
| 101- Program Administration | 57,246 | 70,000 | - | - | - | - | 6,566 | 8,029 | - | - | 20,000 | - | - | - | - | - | $ 147,246 |
| 102 - Transportation Dev't. Act | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 40,000 | - | $ 40,000 |
| 103 - Public Outreach | 133,827 | 60,834 | - | - | - | - | 15,350 | 6,978 | - | - | 35,364 | - | - | - | - | 2,708 | $ 232,733 |
| 104 - Intermodal Planning | 236,133 | 52,235 | 86,415 | - | 101,000 | 32,415 | 27,084 | 5,991 | 9,912 | - | - | - | - | - | - | 7,022 | $ 515,220 |
| 105 - Data Collection & Forecasting | 75,838 | 116,931 | 3,585 | 71,312 | 82,000 | - | 8,699 | 13,412 | 411 | 8,179 | - | - | - | - | - | 4,053 | $ 353,719 |
| 106 - Proj. Tracking + Financial Mgt. | 120,900 | - | - | - | 75,000 | - | 13,867 | - | - | - | - | - | - | - | - | 3,947 | $ 199,847 |
| 107 - Performance-Based Planning | 11,056 | - | 10,000 | - | 69,000 | - | 1,268 | - | 1,147 | - | - | - | - | - | - | 3,632 | $ 93,688 |
| 108.3 - Sustainable Communities Planning | - | - | - | - | - | - | - | - | - | - | - | - | 123,707 | - | - | 16,028 | $ 139,735 |
| 108.4 - Sustainable Communities Planning | - | - | - | - | - | - | - | - | - | - | 20,835 | 160,750 | - | - | - | - | $ 181,585 |
| 108.5 - Sustainable Communities Planning | | | | | | | | | | | 20,835 | | | 160,750 | | | $ 181,585 |
| TOTAL: | $ 635,000 | $ 300,000 | $ 100,000 | $ 71,312 | $ 327,000 | $ 32,415 | $ 72,835 | $ 34,410 | $ 11,470 | $ 8,179 | $ 97,034 | $ 160,750 | $ 123,707 | $ 160,750 | $ 40,000 | $ 37,390 | $ 2,085,358 |

# ADOPTING RESOLUTION AND FEDERAL CERTIFICATIONS

- **TMPO Adopting Resolution**
- **FHWA – FTA FY 21/22 Planning Certification**
- **FTA Debarment and Suspension Certification**
- **FTA FY 21/22 Certifications and Assurances**

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2021-__

ADOPTION OF THE TMPO 2022 TRANSPORTATION OVERALL WORK PROGRAM

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) has been designated by the Governors of California and Nevada for the preparation of transportation plans and programs under Title 23, CFR 450; and

WHEREAS, each MPO is required to adopt an Overall Work Program (OWP), also referred to as the Unified Planning Work Program (UPWP), describing the planning priorities facing the Region and the planning activities anticipated for the Region over the next year; and

WHEREAS, staff have prepared an OWP that describes the anticipated revenues and expenditures and planning activities and products for transportation and air quality planning purposes over the next year; and

WHEREAS, the Federal Highway Administration, the Federal Transit Administration, Caltrans and the Nevada Department of Transportation have reviewed and commented upon a draft version of the 2022 OWP; and

WHEREAS, the Tahoe Transportation Commission has conducted public meetings at which the 2022 OWP has been an officially noticed item of discussion; and

WHEREAS, staff is requesting that the TMPO Governing Board adopt a final 2022 OWP for submittal to state and federal agencies for approval, and authorize staff to take actions necessary for this approval; and

WHEREAS, the TMPO certifies that the transportation planning process is addressing the major transportation issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the federal statutes listed on the MPO Planning Process Certification and Federal Transit Administration certifications included in the 2022 OWP document.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2022 Tahoe Basin Transportation Overall Work Program.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on May 26, 2021, by the following vote:

Ayes:

Absent:

_____
Mark Bruce, Chair
TMPO Governing Board

## FY 2021/22 FHWA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and Tahoe Regional Planning Agency, the designated Metropolitan Planning Organization for the Lake Tahoe urbanized area hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;

(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

| | |
|---|---|
| _____ | _____ |
| MPO Authorizing Signature | Caltrans District 3 Approval Signature |
| Executive Director_____ | _____ |
| Title | Title |
| _____ | _____ |
| Date | Date |

## Department of Transportation
## Debarment and Suspension Certification for Fiscal Year 2021/22

*As required by U.S. DOT regulations on government-wide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:*

1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
    a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
    b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
    c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
    d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

## DEPARTMENT OF TRANSPORTATION
## DEBARMENT AND SUSPENSION CERTIFICATION
## FISCAL YEAR 2021/22

### SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature_____ Date:_____

Printed Name: __Joanne S. Marchetta, Executive Director

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For: _Tahoe Metropolitan Planning Organization_____

Signature:_____ Date: _____

Printed Name of Applicant's Attorney: _____John L. Marshall_____

**FEDERAL FISCAL YEAR 2021 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

**Name of Applicant: ____Tahoe Metropolitan Planning Organization__**

The Applicant certifies to the applicable provisions of categories 01–21. _**X**__

OR

The Applicant certifies to the applicable provisions of the categories it has selected:

| Category | Description | |
|---|---|---|
| 01. | Certifications and Assurances Required of Every Applicant | _____ |
| 02. | Public Transportation Agency Safety Plans | _____ |
| 03. | Tax Liability and Felony Convictions | _____ |
| 04. | Lobbying | _____ |
| 05. | Private Sector Protections | _____ |
| 06. | Transit Asset Management Plan | _____ |
| 07. | Rolling Stock Buy America Reviews and Bus Testing | _____ |
| 08. | Urbanized Area Formula Grants Program | _____ |
| 09. | Formula Grants for Rural Areas | _____ |
| 10. | Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program | _____ |
| 11. | Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs | _____ |
| 12. | Enhanced Mobility of Seniors and Individuals with Disabilities Programs | _____ |
| 13. | State of Good Repair Grants | _____ |
| 14. | Infrastructure Finance Programs | _____ |
| 15. | Alcohol and Controlled Substances Testing | _____ |
| 16. | Rail Safety Training and Oversight | _____ |
| 17. | Demand Responsive Service | _____ |
| 18. | Interest and Financing Costs | _____ |

19. Construction Hiring Preferences _____

20. Cybersecurity Certification for Rail Rolling Stock and Operations _____

21. Tribal Transit Programs _____

FEDERAL FISCAL YEAR 2021 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
*(Required of all Applicants for FTA assistance to be awarded by FTA in FFY 2021)*

AFFIRMATION OF APPLICANT

Name of Applicant: **Tahoe Metropolitan Planning Organization**

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2021, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.
FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2021.
The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 et seq., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute
In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature_____ Date: _____

Name: Joanne S. Marchetta, Executive Director - Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): **Tahoe Metropolitan Planning Organization**

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.
I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature_____Date: _____

Name: John L. Marshall Attorney for Applicant

*Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.*

Tahoe Transportation DISTRICT

*Connecting our communities*

MEMORANDUM

Date: April 5, 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 January 31, 2021

---

**Action Requested**:
It is requested the Board accept the Financial Statement of Operations for the first seven months of fiscal year 2021 (FY21) ending January 31, 2021.

**Fiscal Analysis:**
TTD is in good financial standing with three 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. Currently, zero-fare expenses are covered by federal COVID and CMAQ sources. However, if zero-fare is to continue beyond FY 22, a non-federal source will need to be available to cover costs and qualify under California law as an offset to fares, therefore meeting the fare targets. Legislation has been introduced in California that could defer the compliance target for a longer period of time. TTD is tracking this legislation and is looking towards locally/regionally generated revenues to sustain the system and meet the farebox recovery requirement.

The third is a growing concern regarding funds needed to complete capital projects, relating to an increasing risk to TTD's ability to retain staff and the risk due to the use of funds, if projects are unable to continue to make progress with implementation. A typical factor in capital project development for transportation at Lake Tahoe, as has been discussed with the Board at various times over the years, is that funding a capital transportation project is a lengthy piecemeal approach, requiring the collection of enough funds to complete projects. Projects are funded through competitive application processes unless an entity has fund sources of its own, which TTD does not have. In spite of this fact, TTD has had a good share of success by being creative and persistent, but the process has gotten much more difficult as each year rolls by. Match requirements have gotten larger, just as transportation projects have gotten more expensive. The reality is, that at any scale of project, there is little non-federal match funds available to TTD, so this is a major challenge when applying for grants for its capital projects.

JS/ja AGENDA ITEM: IX.A.

Another fact is that the applicant demand for discretionary grants far exceeds the amount available. Staff continues to seek and apply for funds where TTD can meet grant requirements.

**Background:**
Staff has completed analyzing financial information for the first seven months of FY21, ending January 31, 2021. The presentation of the financial information will highlight January 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 an increase of $6,036 for January activity. The increase can be summarized as follows:

| District Operations Revenues | | District Operations Expenses | |
|---|---|---|---|
| Rental Car Mitigation Fees (RCMF) | $1,766 | Salaries & Benefits | $18,805 |
| Administrative Support | $33,352 | Insurance | $1,873 |
| Contributions | $4,167 | Rent/Utilities | $3,756 |
| Miscellaneous | $0 | Telephone | $1,052 |
| Administrative Fee | $0 | Professional Services | $2,040 |
| Interest | $0 | Supplies | $1,225 |
| | | Dues & Subscriptions | $600 |
| | | Legal | $1,709 |
| | | Transfer – Grant Match | $1,390 |
| | | Other | $799 |
| Total Revenue | $39,285 | Total Expenses | $33,249 |

Year over year, RCMF decreased $9,180 or 14% from $68,844 to $59,664. TTD will reach the budgeted revenue of $60,000 in February. Tahoe North Truckee -Transit Management Association (TNT-TMA) has invoiced TTD the budgeted $12,000 contribution for FY21 in March. Once the total FY21 RCMF's are determined, an additional contribution will be calculated based on 20% of total RCMF revenue up to a maximum of $20,000.

TTD did utilize the Nevada State Bank line of credit and incurred nominal interest of $132 in January.

The net result increased the General Fund's overall fund balance to $848,233, which is $114,444 more than at the start of the fiscal year.

*CIP Fund* –
January activity ended in an increase of $2 resulting from interest earned in January on project advances. Below is a brief recap of January activity for the CIP Fund.

| Funding Source | Expenditures | Grant Balance |
|---|---|---|
| Caltrans | | |
| Active Transportation Program | $983 | $150,289 |
| Congestion Mitigation Air Quality (CMAQ) | $0 | $752,871 |
| Federal Transit Administration | | |
| NDOT Value Pricing Pilot Program (VPPP) | $2,384 | $0 |
| FTA 5310 (ADA) | $0 | $45,545 |

| | | |
|---|---|---|
| Surface Transportation Block Grant (STBG) | | |
| Caltrans – US 50 | $17,228 | $2,804,108 |
| NDOT – Rec Travel | $26,402 | $0 |
| General Fund Transfer (Match) | $1,390 | $0 |
| Caltrans – Rec Travel | ($8,833) | $15,566 |
| Highway Infrastructure Program (HIP) | | |
| Caltrans – US 50 | $0 | $561,961 |
| Contributions | | |
| Mariner AQMF (VPPP Match) | $3,467 | $21,359 |
| Transit Fund (LCTOP Match) | $0 | $0 |
| Prop 1B | | |
| PTMISEA – Engine Replacements | $29,127 | $32,706 |
| PTMISEA – Modernization | $0 | $402 |
| Washoe County | | |
| Bond Sale | $0 | $355,990 |
| Total Expenditures | $72,148 | |

The Phase I NDOT Rec Travel grant agreement ended on December 31, 2020. In January, TTD shifted the previously classed expenses from the Caltrans-Rec Travel grant to the NDOT-Rec Travel grant and reversed the Rec Travel payroll charged through December from the General Fund to the NDOT-Rec Travel grant and issued the final invoice in the amount of $26,402 to NDOT. The balance of $21,619 of the Phase I agreement will be requested to roll into the Phase II agreement.

NDOT was invoiced for the remaining grant balance of $2,384 for the VPPP program. TTD will continue to utilize Mariner AQMF match on the parking lot expenditures for operations and compliance expenses until exhausted or through June 30. At that time, expenses will be recorded in the Parking System Fund where the revenues are already being recorded.

The first installment of Bus 3310's engine replacement totaled $29,127 and was funded with Prop 1B PTMISEA. It was transferred from CIP to the Transit Fund balance sheet "Work In Progress" and upon completion, will be added the Fixed Assets and depreciated over the remaining life of the bus.

The net result increased CIP's overall fund balance to $2,118, which is $83 less than at the start of the fiscal year.

*Transit Fund -*

Overall, the District ended with a decrease of $11,487 for January activity. The decrease can be summarized as follows:

| | **Operations** |
|---|---|
| **Revenue Detail** | |
| FTA 5307 (CMAQ) | $0 |
| FTA 5307 (CARES) | $0 |
| FTA 5307 (FY19) | $134,758 |
| NDOT | |
| FTA 5311 | $236,399 |
| NV State Parks | $0 |
| Contributions | |
| STPUD | $0 |

| | Operations |
|---|---|
| Transportation Development Act (TDA) | |
| Local Transportation Fund (LTF) | $111,529 |
| State Transit Assistance (STA) | $0 |
| State Transit Assistance (SGR) | $0 |
| Farebox Revenue (LCTOP) | $39,902 |
| Miscellaneous | $6 |
| Insurance Claim Revenue | $0 |
| Interest | $73 |
| **Total Revenues** | **$522,667** |
| | |
| **Expense Detail** | |
| Personnel | $303,237 |
| Fuel/Fuel Tax | $20,002 |
| Insurance | $20,477 |
| Repairs/Maintenance | $61,936 |
| Professional Services/Contracts | $35,698 |
| Facility Rent/Utilities/Phone | $23,914 |
| Supplies | $9,525 |
| ICAP | $31,802 |
| Depreciation | $52,493 |
| Advertising / Outreach | $957 |
| Capital Outlay | ($29,127) |
| Other Expenses | $3,240 |
| **Total Expenses** | **$534,154** |
| | |
| Increase/(Decrease) | ($11,487) |

As mentioned earlier, the CIP fund transferred $29,127 in fixed assets to ”Work In Progress” for the first installment of Bus 3310’s engine replacement.

The net result decreased Transit’s overall fund balance for the year to $4,574,918, which is $334,408 less than at the start of the fiscal year.

*Parking System (PS) Fund-*
The Parking System Fund experienced a decrease of $1,556 for January. The recap is as follows: Parking revenues totaled $0, admin fees $0, bank/credit card fees $265, depreciation of $1,292 and interest revenue of $1.

The meters were turned off on December 13 for the winter season.

The net result decreased Parking System’s overall fund balance for the year to $181,253, which is $141,046 more than at the start of the fiscal year.

*Balance Sheet-*
The detailed balance sheet as of January 31, 2021 is attached (Attachment A).

The fixed asset balances, net of depreciation, include $2,089,380 in Transit funds, $0 in the Government-wide funds, and $17,014 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. January Financial Statement

# Tahoe Transportation District
## Balance Sheet
## As of January 31, 2021

| | TOTAL | General | CIP | Transit | PS | GFA |
|---|---|---|---|---|---|---|
| ASSETS | | | | | | |
| Cash & Equivalents | 1,574,172 | 737,010 | (274,396) | 953,517 | 158,041 | |
| Accounts Receivable | 2,442,558 | 29,990 | 625,216 | 1,787,352 | | |
| Prepaids | 136,468 | 94,424 | | 42,044 | | |
| Inventory | 302,906 | | | 293,607 | 9,299 | |
| *Capital Assets, Net Depreciation | 2,243,491 | | | 2,222,224 | 21,267 | |
| **TOTAL ASSETS** | **6,699,595** | **861,424** | **350,820** | **5,298,744** | **188,607** | **0** |
| | | | | | | |
| LIABILITIES | | | | | | |
| Accounts Payable | 360,478 | 4,859 | 249,645 | 105,975 | | |
| Deferred Revenues | 595,875 | 8,333 | 99,057 | 481,131 | 7,353 | |
| Nevada State Bank - LOC | | | | | | |
| Insurance Payable | | | | | | |
| EE Compensated Absences | 136,719 | | | 136,719 | | 44,605 |
| **TOTAL LIABILITIES** | **1,093,072** | **13,192** | **348,702** | **723,825** | **7,353** | **44,605** |
| | | | | | | |
| NET POSITION | | | | | | |
| Invested in Capital Assets | 2,537,810 | | | 2,507,459 | 30,351 | 1,398 |
| Restricted | 147,438 | | | 147,438 | | |
| Unrestricted | 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** | **(79,001)** | **114,444** | **(83)** | **(334,408)** | **141,046** | **3,962** |
| | | | | | | |
| **TOTAL NET POSITION** | **5,606,523** | **848,233** | **2,118** | **4,574,918** | **181,253** | **(44,605)** |
| | | | | | | |
| **TOTAL LIABILITIES & NET POSITION** | **6,699,595** | **861,424** | **350,820** | **5,298,744** | **188,607** | **0** |

* The fixed asset balances, net of depreciation, include $2,089,380 in transit funds, $0 in the governmental-wide fund account and $17,014 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 January 31, 2021**

| | TOTAL | General | CIP | Transit | PS | GFA |
|---|---|---|---|---|---|---|
| **Revenues** | | | | | | |
| Federal Grants | 4,078,834 | | 1,271,308 | 2,807,526 | | |
| State Funding | 408,468 | | 149,345 | 259,123 | | |
| Contributions | 155,062 | 54,167 | 67,799 | 33,096 | | |
| General Revenues | 288,244 | 231,546 | | 56,698 | | |
| Charges for Services | 503,558 | 128,643 | | 185,126 | 189,789 | |
| Special Items | 2,096 | 78 | 46 | 1,966 | 6 | |
| **TOTAL REVENUES** | **5,436,262** | **414,434** | **1,488,497** | **3,343,535** | **189,795** | **0** |
| | | | | | | |
| **Expenses** | | | | | | |
| Personnel | 2,379,523 | 144,311 | 197,677 | 2,037,536 | | |
| Personnel - Compensated Absences | 31,268 | | | 31,268 | | (5,359) |
| Contracts | 1,095,887 | | 1,082,288 | | 13,599 | |
| Fuel | 117,182 | | | 117,182 | | |
| Depreciation | 397,804 | | | 388,720 | 9,084 | 1,398 |
| Other Operating | 1,263,064 | 148,625 | 103,218 | 985,156 | 26,066 | |
| ICAP - 10% | 230,394 | | 14,728 | 215,666 | | |
| Capital Outlay | | | | | | |
| Interest | 140 | 140 | | | | |
| Other Funding Sources | | 6,915 | 90,670 | (97,585) | | |
| **TOTAL EXPENSES** | **5,515,263** | **299,991** | **1,488,581** | **3,677,943** | **48,749** | **(3,962)** |
| | | | | | | |
| **FY 21 Increase / (Decrease) to Net Position** | **(79,001)** | **114,444** | **(83)** | **(334,408)** | **141,046** | **3,962** |

# Tahoe Transportation District
## General Fund
## Statement of Operations
## July 1, 2020 through January 31, 2021

| | | | General Fund Activity | | Actual vs Budget | | | Program YTD |
|---|---|---|---|---|---|---|---|---|
| | 1st Qtr | 2nd Qtr | Jan | 3rd Qtr | YEAR TO DATE | Board Approved Budget | Var % | District Ops |
| **Revenues** | | | | | | | | |
| **General Revenues** | | | | | | | | |
| Admin Support | 86,942 | 110,100 | 33,352 | 33,352 | 230,394 | 435,166 | 52.94% | 230,394 |
| Miscellaneous | 1,152 | | | | 1,152 | | -100.00% | 1,152 |
| Contributions | 12,500 | 37,500 | 4,167 | 4,167 | 54,167 | 100,000 | 54.17% | 54,167 |
| **Total General Revenues** | **100,594** | **147,600** | **37,519** | **37,519** | **285,713** | **535,166** | **53.39%** | **285,713** |
| **Charges for Services** | | | | | | | | |
| Administrative Fees | 62,949 | 6,030 | | | 68,979 | 71,000 | 97.15% | 68,979 |
| Rental Car Mitigation Fees | 38,445 | 19,454 | 1,766 | 1,766 | 59,664 | 60,000 | 99.44% | 59,664 |
| **Total Charges for Services** | **101,394** | **25,483** | **1,766** | **1,766** | **128,643** | **131,000** | **98.20%** | **128,643** |
| **Special Items** | | | | | | | | |
| Sale of Fixed Assets | | | | | | | | |
| Interest Revenue | 14 | 64 | 0 | 0 | 78 | 120 | 65.38% | 78 |
| **Total Special Revenues** | **14** | **64** | **0** | **0** | **78** | **120** | **65.38%** | **78** |
| **TOTAL REVENUES** | **202,002** | **173,147** | **39,285** | **39,285** | **414,434** | **666,286** | **62.20%** | **414,434** |
| **Expenses** | | | | | | | | |
| **Operating** | | | | | | | | |
| Personnel | 51,194 | 74,312 | 18,805 | 18,805 | 144,311 | 335,676 | 42.99% | 144,311 |
| Repairs & Maintenance | | | | | | 500 | 0.00% | |
| Insurance | 5,621 | 5,620 | 1,873 | 1,873 | 13,114 | 22,434 | 58.46% | 13,114 |
| Facility Rent | 11,379 | 11,374 | 3,756 | 3,756 | 26,508 | 46,445 | 57.07% | 26,508 |
| Telephone | 3,143 | 3,925 | 1,052 | 1,052 | 8,120 | 13,560 | 59.88% | 8,120 |
| Supplies | 4,795 | 5,141 | 1,225 | 1,225 | 11,162 | 25,652 | 43.51% | 11,162 |
| Advertising & Public Relations | | | | | | 2,100 | 0.00% | |
| Reproduction & Printing | 202 | | | | 202 | 1,184 | 17.02% | 202 |
| Postage | | | 364 | 364 | 364 | 375 | 97.07% | 364 |
| Dues, Subscriptions & Publications | 4,737 | 1,850 | 600 | 600 | 7,187 | 26,865 | 26.75% | 7,187 |
| License & Permits | | | 153 | 153 | 153 | 0 | 100.00% | 153 |
| Professional Services | 6,353 | 28,590 | 2,040 | 2,040 | 36,983 | 96,590 | 38.29% | 36,983 |
| Legal Services | 4,695 | 8,433 | 1,709 | 1,709 | 14,838 | 45,000 | 32.97% | 14,838 |
| Auditing Services | | 22,000 | | | 22,000 | 35,000 | 62.86% | 22,000 |
| Bank Fee / CC Fees | 400 | | | | 400 | 1,000 | 40.00% | 400 |
| Transit Management - No Shore | | | | | | 12,000 | 0.00% | |
| Training | | 680 | | | 680 | 10,800 | 6.30% | 680 |
| Travel | | 20 | | | 20 | 12,960 | 0.15% | 20 |
| Events | 130 | 273 | | | 403 | 3,575 | 11.27% | 403 |
| Taxes | 2,698 | 2,723 | | | 5,421 | 12,000 | 45.18% | 5,421 |
| Miscellaneous Expenses | 425 | 496 | 150 | 150 | 1,071 | 7,083 | 15.12% | 1,071 |
| **Total Operating** | **95,772** | **165,436** | **31,727** | **31,727** | **292,936** | **710,799** | **41.21%** | **292,936** |
| **Capital Outlay** | | | | | | | | |
| Office & Equipment over $5000 | | | | | | | | |
| Office & Equipment under $5000 | | | | | | | | |
| CIP over $5000 | | | | | | | | |
| Reimbursed Capital Expenses | | | | | | | | |

**Tahoe Transportation District**
**General Fund**
**Statement of Operations**
**July 1, 2020 through January 31, 2021**

| | | | General Fund Activity | | Actual vs Budget | | | Program YTD |
|---|---|---|---|---|---|---|---|---|
| | 1st Qtr | 2nd Qtr | Jan | 3rd Qtr | YEAR TO DATE | Board Approved Budget | Var % | District Ops |
| **Total Capital Outlay** | **0** | **0** | **0** | **0** | **0** | **0** | **100.00%** | **0** |
| **Interest** | | | | | | | | |
| Interest Expense | | 8 | 132 | 132 | 140 | 2,450 | 5.71% | 140 |
| **Total Interest Expense** | **0** | **8** | **132** | **132** | **140** | **2,450** | **5.71%** | **140** |
| **Other Financing Sources** | | | | | | | | |
| Preventive Maint (In) | | | | | | | | |
| Capital Outlay (In) Out | | | | | | | | |
| Transfer (In) Out | 2,645 | 2,880 | 1,390 | 1,390 | 6,915 | 2,486 | 278.14% | 6,915 |
| **Total Other Financing Sources** | **2,645** | **2,880** | **1,390** | **1,390** | **6,915** | **2,486** | **278.14%** | **6,915** |
| **TOTAL EXPENSES** | 98,417 | 168,324 | 33,249 | 33,249 | 299,991 | 715,735 | 41.91% | 299,991 |
| **Increase/(Decrease) to Net Position** | **103,585** | **4,823** | **6,036** | **6,036** | **114,444** | **(49,449)** | **-231.44%** | **114,444** |

# Tahoe Transportation District
## CIP Fund
## Statement of Operations
## July 1, 2020 through January 31, 2021

| | CIP Fund | | | | Actual vs Budget | | | Program YTD | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1st Qtr | 2nd Qtr | Jan | 3rd Qtr | YEAR TO DATE | Board Approved Budget | Var % | US 50 | Rec Travel | Bikeway / Parking / VPPP | Meeks / SR 89 (Fanny( | Corridor Mgmt | Other CIP Projects | Transit Ops Projects | Program Total |
| **Revenues** | | | | | | | | | | | | | | | |
| **Capital Grant & Contributions** | | | | | | | | | | | | | | | |
| Surface Transportation Program (STP) | 145,901 | 119,414 | 34,797 | 34,797 | 300,111 | 4,164,880 | 7.21% | 175,878 | 124,232 | | | | | | 300,111 |
| Active Transportation Program (ATP) | 373,215 | 482,321 | 983 | 983 | 856,520 | 913,900 | 93.72% | | | | 856,520 | | | | 856,520 |
| Congestive Mitigation & Air Quality (CMAQ) | 49,323 | 3,845 | | | 53,168 | 771,000 | 6.90% | 53,168 | | | | | | | 53,168 |
| Highway Infrastructure Pgm (HIP) | | | | | | 561,961 | 0.00% | | | | | | | | |
| STS Funding Alternatives (STSFA) | | | | | | 999,936 | 0.00% | | | | | | | | |
| Federal Transportation Administration | 9,702 | 9,703 | | | 19,405 | 6,585,438 | 0.29% | | | | | | | 19,405 | 19,405 |
| Transportation Alternative Programs (TAP) | | | | | | 239,212 | 0.00% | | | | | | | | |
| Value Pricing Pilot Program (VVVP) | 30,019 | 8,159 | 2,384 | 2,384 | 40,563 | 15,715 | 258.12% | | | 40,563 | | | | | 40,563 |
| Prop 1B | 13,785 | 19,587 | 29,127 | 29,127 | 62,500 | 61,632 | 101.41% | | | | | | | 62,500 | 62,500 |
| Low Carbon Transit Operations | 17,265 | 6,873 | | | 24,138 | | -100.00% | | | | | | | 24,138 | 24,138 |
| 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 | 48,977 | 3,467 | 3,467 | 67,799 | 751,055 | 9.03% | | | 63,326 | | | | 4,473 | 67,799 |
| **Total Capital Grants & Contributions** | **718,813** | **698,881** | **70,758** | **70,758** | **1,488,452** | **15,633,186** | 9.52% | **229,046** | **124,232** | **157,210** | **856,520** | **1,542** | **9,385** | **110,516** | **1,488,452** |
| **Special Items** | | | | | | | | | | | | | | | |
| Interest Revenue | 28 | 15 | 2 | 2 | 46 | 0 | -100.00% | | | 42 | | | | 3 | 46 |
| **Total Special Items** | **28** | **15** | **2** | **2** | **46** | **0** | -100.00% | **0** | **0** | **42** | **0** | **0** | **0** | **3** | **46** |
| **TOTAL REVENUES** | **718,842** | **698,896** | **70,760** | **70,760** | **1,488,497** | **15,633,186** | **9.52%** | **229,046** | **124,232** | **157,252** | **856,520** | **1,542** | **9,385** | **110,519** | **1,488,497** |
| **Expenses** | | | | | | | | | | | | | | | |
| Personnel | 91,488 | 85,789 | 20,399 | 20,399 | 197,677 | 330,440 | 59.82% | 104,597 | 35,609 | 46,129 | 6,791 | 2,513 | 2,038 | | 197,677 |
| Contract Services | 511,484 | 550,689 | 20,115 | 20,115 | 1,082,288 | 7,585,912 | 14.27% | 104,087 | 89,904 | 32,148 | 848,803 | | 7,347 | | 1,082,288 |
| 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 | 30 | 480 | 480 | 544 | | -100.00% | 60 | | 484 | | | | | 544 |
| Advertising / Outreach | | | | | | 5,650 | 0.00% | | | | | | | | |
| Expenses Continued | | | | | | | | | | | | | | | |
| Postage | | | | | | | 100.00% | | | | | | | | |
| Professional Services | 19,917 | 30,820 | 476 | 476 | 51,214 | 141,320 | 36.24% | 9,837 | 1,102 | 27,214 | | | | 13,060 | 51,214 |
| 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 |

**Tahoe Transportation District**
**CIP Fund**
**Statement of Operations**
**July 1, 2020 through January 31, 2021**

| | | | CIP Fund | | Actual vs Budget | | | Program YTD | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1st Qtr | 2nd Qtr | Jan | 3rd Qtr | YEAR TO DATE | Board Approved Budget | Var % | US 50 | Rec Travel | Bikeway / Parking / VPPP | Meeks / SR 89 (Fanny( | Corridor Mgmt | Other CIP Projects | Transit Ops Projects | Program Total |
| Dues & Subscriptions | 90 | 135 | | | 225 | 500 | 45.00% | | | | 225 | | | | 225 |
| ICAP - 10% | 6,457 | 6,720 | 1,550 | 1,550 | 14,728 | 35,166 | 41.88% | 10,466 | 3,561 | | 702 | | | | 14,728 |
| **Total Operating** | **680,706** | **674,185** | **43,020** | **43,020** | **1,397,910** | **8,167,038** | **17.12%** | **229,046** | **130,176** | **157,210** | **856,520** | **2,513** | **9,385** | **13,060** | **1,397,910** |
| **Capital Outlay** | | | | | | | | | | | | | | | |
| Equipment / CIP over $5000 | 40,752 | 27,705 | 29,127 | 29,127 | 97,585 | 4,989,634 | 1.96% | | | | | | | 97,585 | 97,585 |
| Equipment / CIP under $5000 | | | | | | 129,000 | 0.00% | | | | | | | | |
| Property Acquisition | | | | | | 2,350,000 | 0.00% | | | | | | | | |
| Reimb Capital Expenses | (40,752) | (27,705) | (29,127) | (29,127) | (97,585) | (7,468,634) | 1.31% | | | | | | | (97,585) | (97,585) |
| **Total Capital Outlay** | **0** | **0** | **0** | **0** | **0** | **0** | **100.00%** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **Other Financing Sources** | | | | | | | | | | | | | | | |
| Preventive Maint (In) | | | | | | | | | | | | | | | |
| Capital Outlay (In) Out | 40,752 | 27,705 | 29,127 | 29,127 | 97,585 | 7,468,634 | 1.31% | | | | | | | 97,585 | 97,585 |
| Transfer (In) Out | (2,645) | (2,880) | (1,390) | (1,390) | (6,915) | (2,486) | 278.14% | | (5,943) | | | (971) | | | (6,915) |
| **Total Other Financing Sources** | **38,107** | **24,825** | **27,738** | **27,738** | **90,670** | **7,466,148** | **1.21%** | **0** | **(5,943)** | **0** | **0** | **(971)** | **0** | **97,585** | **90,670** |
| **TOTAL EXPENSES** | **718,813** | **699,010** | **70,758** | **70,758** | **1,488,581** | **15,633,186** | **9.52%** | **229,046** | **124,232** | **157,210** | **856,520** | **1,542** | **9,385** | **110,645** | **1,488,581** |
| **Increase / (Decrease) to Fund Balance** | **28** | **(114)** | **2** | **2** | **(83)** | **0** | **-100.00%** | **0** | **0** | **42** | **0** | **0** | **0** | **(126)** | **(83)** |

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2020 through January 31, 2021

| | | | TO Fund Activity | | Actual vs Budget | | | Program YTD |
|---|---|---|---|---|---|---|---|---|
| | 1st Qtr | 2nd Qtr | Jan | 3rd Qtr | YEAR TO DATE | Board Approved Budget | Var % | Transit Operations |
| **Revenues** | | | | | | | | |
| **Grants & Contributions** | | | | | | | | |
| FTA 5311 | 620,891 | 708,243 | 236,399 | 236,399 | 1,565,533 | 3,088,411 | 50.69% | 1,565,533 |
| FTA 5307 | 502,970 | 404,265 | 134,758 | 134,758 | 1,041,993 | 1,628,851 | 63.97% | 1,041,993 |
| CMAQ - 5307 | | 200,000 | | | 200,000 | 450,000 | 44.44% | 200,000 |
| TDA - LTF | | 131,225 | 111,529 | 111,529 | 242,753 | 1,157,358 | 20.97% | 242,753 |
| TDA - STA | | | | | | 572,403 | 0.00% | |
| TDA - SGR | 16,370 | | | | 16,370 | 91,572 | 17.88% | 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 | 32,316 | | | 33,096 | 43,674 | 75.78% | 33,096 |
| **Total Grants & Contributions** | **1,141,011** | **1,476,049** | **482,686** | **482,686** | **3,099,745** | **7,475,383** | **41.47%** | **3,099,745** |
| **Charges for Services** | | | | | | | | |
| FareBox Revenue | 56,357 | 88,867 | 39,902 | 39,902 | 185,126 | 201,652 | 91.80% | 185,126 |
| Pass Sales | | | | | | 0 | 100.00% | |
| Advertising Revenue | | | | | | 0 | 100.00% | |
| **Total Charges for Services** | **56,357** | **88,867** | **39,902** | **39,902** | **185,126** | **201,652** | **91.80%** | **185,126** |
| **Special Items** | | | | | | | | |
| Sale of Fixed Assets | 1,676 | | | | 1,676 | 2,500 | 67.03% | 1,676 |
| Miscellaneous | 21 | 27 | 6 | 6 | 54 | | -100.00% | 54 |
| Insurance Claim Revenues | 56,644 | | | | 56,644 | | -100.00% | 56,644 |
| Interest Revenue | 121 | 96 | 73 | 73 | 290 | 1,790 | 16.21% | 290 |
| **Total Special Items** | **58,462** | **123** | **79** | **79** | **58,664** | **4,290** | **1367.45%** | **58,664** |
| **TOTAL REVENUES** | **1,255,829** | **1,565,039** | **522,667** | **522,667** | **3,343,535** | **7,681,325** | **43.53%** | **3,343,535** |
| **Expenses** | | | | | | | | |
| **Operating** | | | | | | | | |
| Personnel | 772,310 | 993,257 | 303,237 | 303,237 | 2,068,803 | 4,118,156 | 50.24% | 2,068,803 |
| Vehicle Fuel | 46,741 | 50,439 | 20,002 | 20,002 | 117,182 | 315,720 | 37.12% | 117,182 |
| Sales Tax on Fuel | 182 | 184 | | | 366 | 735 | 49.80% | 366 |
| Repair and Maintenance | 225,714 | 135,809 | 61,936 | 61,936 | 423,459 | 879,655 | 48.14% | 423,459 |
| Insurance | 60,417 | 65,196 | 20,477 | 20,477 | 146,090 | 311,427 | 46.91% | 146,090 |
| Reproduction & Printing | 1,496 | 950 | 734 | 734 | 3,180 | 22,105 | 14.38% | 3,180 |
| Facility Rent | 36,290 | 36,326 | 12,867 | 12,867 | 85,483 | 145,758 | 58.65% | 85,483 |
| Facility Utilities | 12,807 | 20,180 | 8,757 | 8,757 | 41,744 | 72,746 | 57.38% | 41,744 |
| Telephone | 6,673 | 7,891 | 2,289 | 2,289 | 16,854 | 28,968 | 58.18% | 16,854 |
| Expenses Continued | | | | | | | | |
| Supplies | 20,407 | 17,908 | 9,525 | 9,525 | 47,840 | 93,665 | 51.08% | 47,840 |
| Advertising & Public Relations | 6,107 | 779 | 957 | 957 | 7,844 | 85,000 | 9.23% | 7,844 |
| License & Permits | | | 150 | 150 | 150 | 953 | 15.74% | 150 |

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2020 through January 31, 2021

| | | | TO Fund Activity | | Actual vs Budget | | | Program YTD |
|---|---|---|---|---|---|---|---|---|
| | 1st Qtr | 2nd Qtr | Jan | 3rd Qtr | YEAR TO DATE | Board Approved Budget | Var % | Transit Operations |
| Dues, Subscriptions and Publications | 2,145 | 754 | 1,014 | 1,014 | 3,913 | 6,557 | 59.68% | 3,913 |
| Professional Services | 70,044 | 89,127 | 35,698 | 35,698 | 194,869 | 395,608 | 49.26% | 194,869 |
| Bank Fees | 1,179 | 1,151 | 457 | 457 | 2,787 | 5,481 | 50.84% | 2,787 |
| Training | | 1,629 | 699 | 699 | 2,328 | 25,500 | 9.13% | 2,328 |
| Travel | 177 | 172 | 86 | 86 | 435 | 33,088 | 1.31% | 435 |
| Reimbursed Travel | | | | | | | 100.00% | |
| Miscellaneous Expenses | 1,527 | 1,716 | 100 | 100 | 3,343 | 48,000 | 6.96% | 3,343 |
| Grant Match | 1 | 4,472 | | | 4,473 | 631,114 | 0.71% | 4,473 |
| ICAP - 10% | 80,485 | 103,379 | 31,802 | 31,802 | 215,666 | 400,000 | 53.92% | 215,666 |
| Depreciation Expense | 170,099 | 166,127 | 52,493 | 52,493 | 388,720 | 853,580 | 45.54% | 388,720 |
| **Total Operating** | **1,514,800** | **1,697,446** | **563,281** | **563,281** | **3,775,528** | **8,473,816** | **44.56%** | **3,775,528** |
| | | | | | | | | |
| **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** | **0** | **159,308** | **0.00%** | **0** |
| | | | | | | | | |
| **Other Financing Sources** | | | | | | | | |
| Capital Outlay (In) Out | (40,752) | (27,705) | (29,127) | (29,127) | (97,585) | (7,468,634) | 1.31% | (97,585) |
| Transfer (In) Out | | | | | | | 100.00% | |
| **Total Other Financing Sources** | **(40,752)** | **(27,705)** | **(29,127)** | **(29,127)** | **(97,585)** | **(7,468,634)** | **1.31%** | **(97,585)** |
| | | | | | | | | |
| **TOTAL EXPENSES** | **1,474,048** | **1,669,741** | **534,154** | **534,154** | **3,677,943** | **1,164,490** | **315.84%** | **3,677,943** |
| | | | | | | | | |
| **Increase / Decrease) to Fund Balance** | **(218,219)** | **(104,702)** | **(11,487)** | **(11,487)** | **(334,408)** | **6,516,835** | **-5.13%** | **(334,408)** |

Tahoe Transportation District
Parking Systems Fund
Statement of Operations
July 1, 2020 through January 31, 2021

| | | | Parking System Activity | | Actual vs Budget | | | Program YTD |
|---|---|---|---|---|---|---|---|---|
| | 1st Qtr | 2nd Qtr | Jan | 3rd Qtr | YEAR TO DATE | Board Approved Budget | Var % | Parking System Operations |
| **Revenues** | | | | | | | | |
| General Revenues | | | | | | | | |
| Contributions | | | | | | 7,000 | 0.00% | |
| **Total General Revenues** | 0 | 0 | 0 | 0 | 0 | 7,000 | 0.00% | 0 |
| Charges for Services | | | | | | | | |
| Parking Revenue | 129,490 | 60,299 | | | 189,789 | 210,000 | 90.38% | 189,789 |
| **Total Charges for Services** | **129,490** | **60,299** | **0** | **0** | **189,789** | **210,000** | 90.38% | **189,789** |
| Special Items | | | | | | | | |
| Interest Revenue | 1 | 4 | 1 | 1 | 6 | 0 | -100.00% | 6 |
| **Total Special Revenues** | **1** | **4** | **1** | **1** | **6** | **0** | -100.00% | **6** |
| **TOTAL REVENUES** | **129,491** | **60,302** | **1** | **1** | **189,795** | **217,000** | **87.46%** | **189,795** |
| **Expenses** | | | | | | | | |
| Personnel | | | | | | 17,955 | 0.00% | |
| Contracts | | 13,599 | | | 13,599 | 89,430 | 15.21% | 13,599 |
| Professional Services | | | | | | 2,800 | 0.00% | |
| Rent / Lease | | | | | | 12,000 | 0.00% | |
| Advertising / Outrech | | | | | | 0 | 100.00% | |
| Supplies | | | | | | 1,500 | 0.00% | |
| Repairs & Maintenance | | | | | | 3,000 | 0.00% | |
| Admin Fees | 12,949 | 6,030 | | | 18,979 | 21,000 | 90.38% | 18,979 |
| Travel - Auto | | | | | | 500 | 0.00% | |
| Bank / CC Fees | 2,778 | 4,043 | 265 | 265 | 7,087 | 4,194 | 168.98% | 7,087 |
| Misc Fees | | | | | | 7,920 | 0.00% | |
| Depreciation | 3,875 | 3,918 | 1,292 | 1,292 | 9,084 | 41,430 | 21.93% | 9,084 |
| **TOTAL OPERATING EXPENSES** | 19,602 | 27,590 | 1,557 | 1,557 | 48,749 | 201,729 | 24.17% | 48,749 |
| Capital Outlay | | | | | | | | |
| Equipment over $5000 | | | | | | | 100.00% | |
| Equipment under $5000 | | | | | | | 100.00% | |
| **Total Capital Outlay** | **0** | **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** | **0** | 100.00% | **0** |
| **Total Expenses and Other Funding Sources** | **19,602** | **27,590** | **1,557** | **1,557** | **48,749** | **201,729** | **24%** | **48,749** |
| **Increase /(Decrease) to Fund Balance** | **109,889** | **32,712** | **(1,556)** | **(1,556)** | **141,046** | **15,271** | **923.62%** | **141,046** |

Tahoe Transportation DISTRICT

*Connecting our communities*

MEMORANDUM

Date: April 5, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approval of the Modified Rate Structure for the Park Tahoe Parking Management Program for Nevada State Route 28 East Shore Trailhead Parking Lots

---

**Action Requested**:
It is requested the Board approve the modified rate structure for the Park Tahoe parking management program for Nevada State Route 28 East Shore Trailhead parking lots.

**Fiscal Analysis:**
All expenditures associated with this item for the fiscal year are in the approved FY21 budget. Current expenditures associated with the setting up of both the parking meter and non-compliance systems were funded through a variety of existing mechanisms, including the Value Pricing Pilot Program (VPPP) grant, Washoe County funds, and meter revenue.

**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. This project aligns with Strategic Goal SG-3 Increase the connectivity and reliability of a regional multi-modal transit system around the Basin, which includes micro-transit and other support components.

**Background:**
At the January 22, 2021 Board meeting, the Board approved Ordinance No. 2021-01, which formalized the Park Tahoe Parking Management Program to provide for parking operations, including the collection of parking fees by TTD for the benefit of the corridor safety and access. The program further authorizes the District Manager or his/her designee to collect fees, maintain responsibility for the administration, operation, maintenance and use of parking meters/kiosks within the Park Tahoe System. As such, the ordinance defines necessary elements, such as metered parking spaces, parking time limitations, revenue collection and administration and operations, etc.

TTD began collecting meter revenue at the parking lots on July 27, 2020 and turned the meters on for the 2021 season on March 15, 2021. The program approach establishes demand based metered parking system and prioritized investments under the Park Tahoe Parking Management Program.

DH/ja AGENDA ITEM: IX.B.

**Discussion:**
As recommended in the SR28 2020 Monitoring Report, Staff has simplified the rate structure (Fee Chart-Attachment A) in two primary ways: 1) removing one full column, “Other Summer” rates and relabeling the column heading “Peak Summer” as “Summer”. Based on usage, the Summer timeframe is now tied to a more traditional timeframe of Memorial Day through Labor Day weekend. 2) The 50 cent hourly fees were rounded up or down and the hourly rows were combined to simplify the table. The hourly rates were adjusted up or down depending on peak periods and is the changes are intended to keep the revenues about the same as the 2020 pricing plan.

Staff sought input from the Board, the Corridor Management Team (CMT), and engaged in outreach to individuals to review and provide input messaging and readability of the rate structure, as well as signage that will be provided around the lots. The group was comprised of a mix of user types: Gen X, Millennials, Boomers, Incline residents, Reno residents, and Bay Area residents of varied gender and race, as well as the Incline Village Crystal Bay Visitors Bureau who regularly interacts with parking patrons. The following is a summary of findings:

- Both the public and CMT like the Park Safe, Park Smart message.
- Although the public group was more mixed on wanting the “Pay before you Play” messaging, the CMT and others in the public group supported “Don’t Risk a Fine” as the messaging.
- Both groups supported dropping the $43 to $150 range on fine and feel the sign should say ‘up to $150 Fine”
- Removed the word “Per” TTD Ordinance at the Board’s request.
- Both groups preferred the simplification of the fees and even though the meter fee went up or down a small amount, they were in favor of the new look. The reduction in both columns and hours helped to simplify the program.
- There were some public members not familiar with parking meters who still had trouble with the hourly rates, so language was added over the column for hours to help reinforce that the fee is by the hour. It was also suggested that on the meter it might further explain the hourly rate is by hour.
- Both groups like the messaging on “Come Early Come Late Pay a Lower Rate” and it was easy to understand in the chart. The locals like they can come for a lower rate.
- The public really liked that the money stays in the corridor to maintain the facilities so the font was enlarged.
- The public liked the numbered circles for instructions, which highlighted what they needed or how to proceed.
- The holiday column was revised to list the three holidays and make it clearer based on the input.

TTD will be working with CMT Public Information Officers on joint outreach efforts for 2021 operations as rates are updated and signage is installed throughout the parking lots, encouraging paying at the meter and not risking a notice/ticket with the maximum non-compliance amount listed. A Parking Ambassador will be available to the public during peak periods to answer questions on the parking program and to issue non-compliance notices.

DH/ja AGENDA ITEM: IX.B.

Partners will continue to work collaboratively on outreach campaigns on social media, websites and news media alerting the public that the parking lot meter payments will be enforced, promoting come early, come late, and pay a lower rate, and in general, educating the public on shoulder parking and transit to trails options to serve the peak demand.

Staff recommends approval of the Fee Chart.

**Additional Information:**
If you have any questions or comments regarding this item, please contact Danielle Hughes at (775) 557-4901 or dhughes@tahoetransportation.org.

**Attachment:**
A. Fee Chart

# Hourly Rates

PARK TAHOE

## 7AM TO 7PM MARCH - NOV.

COME EARLY • COME LATE • PAY A LOWER RATE

FREE from 5:30am to 7am and 7pm to 11pm

| | SPRING March 1 – May 23 FALL Sept 10 – Nov 30 | | SUMMER May 24 – Sept 9 | | HOLIDAYS Memorial, Independence and Labor Day Weekends |
|---|---|---|---|---|---|
| PER HOUR | M-Th | F-Sun | M-Th | F-Sun | |
| 7am-9am | $1 | $1 | $1 | $1 | $4 |
| 9am-11am | $3 | $4 | $4 | $6 | $6 |
| 11am-3pm | $4 | $5 | $6 | $7 | $7 |
| 3pm-5pm | $3 | $4 | $4 | $6 | $6 |
| 5pm-7pm | FREE | | $1 | $1 | $4 |

1. License Plate # Required ~ Receipt In Windshield Not Necessary
2. Credit Card Only ~ Pay At Any Parking Kiosk
3. Touch Screen To Start ~ More Info On Meter

Your parking fees help maintain the Tahoe East Shore Trail.

Tahoe Transportation DISTRICT

TahoeTransportation.org/parking

**NO OVERNIGHT PARKING 11PM TO 5:30AM**

Tahoe Transportation DISTRICT

*Connecting our communities*

MEMORANDUM

Date: April 5, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approve Award of Contract to Passport Labs, Inc. for the Non-Compliance Software System as a Service as part of the Park Tahoe Parking Management Program for Nevada State Route 28 Tahoe East Shore Trailhead Parking Lots

---

**Action Requested**:
It is requested the Board approve a contract award to Passport Labs, Inc. for the non-compliance software system as a service (SaaS) as part of the Park Tahoe parking management program for Nevada State Route 28 Tahoe East Shore Trailhead parking lots.

**Fiscal Analysis:**
All expenditures associated with this item for the fiscal year are in the approved FY21 budget. Current expenditures associated with the setting up of both the parking meter and non-compliance systems were funded through a variety of existing mechanisms, including the Value Pricing Pilot Program (VPPP) grant, Washoe County funds, and meter revenue.

**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. This project aligns with Strategic Goal SG-3 Increase the connectivity and reliability of a regional multi-modal transit system around the Basin, which includes micro-transit and other support components.

**Background:**
At the February 12, 2021 Board meeting, the Board approved the rate structure for the Non-Compliance Park Tahoe Program and directed staff to seek vendor services to provide the non-compliance program developed as a part of the overall Parking Management Program developed through the VPPP for the Tahoe East Shore Trailhead parking lots.

**Discussion:**
TTD completed a Request for Proposal and review process to establish a vendor scope of work and contract negotiations. Staff received proposals from five vendors and one letter declining the opportunity. The key factors in determining a vendor choice were whether they could work seamlessly with the existing Flowbird parking system, could they provide a noticing program

versus a ticketing program, and could they provide a hands-off approach requiring the least amount of TTD staff time in the non-compliance noticing, objections, and collections with good quality assurance and quality controls. Meeting these criteria will assist TTD ascertain the performance of the vendor, and simplifies the financial tracking. Proposals ranged in pricing, level of automation, and services they were able to provide. Passport's proposal ranked the highest in both necessary services and value. Staff reviewed estimated revenue and expenditures of the vendor's system proposal with the contract to assure all expenditures are accounted for in TTD's estimated cost for operation consistent with that approved by the Board in February. Legal Counsel has reviewed and approved the contract.

Staff recommends contract award for the non-compliance SaaS for the Park Tahoe Program operations of the parking lots. Contract costs will be paid with the user fees approved in the compliance rate structure. The rate structure approved by the Board was based on a 15% non-compliance rate assumption as follows:

| | |
|---|---|
| First Notice on Windshield | $30 |
| First Notice written paid within 30 days | $30 |
| Second Notice paid within the following 30 days | $60 |
| Third Notice paid within the following 30 days | $100 |

After 90 days, unpaid notices are automatically sent to collections.

Note: The violator, upon paying the notice of non-compliance, is also paying the vendor a $4 convenience fee and a 28.5% service charge on the above rate structure.

**Additional Information:**
If you have any questions or comments regarding this item, please contact Danielle Hughes at (775) 557-4901 or dhughes@tahoetransportation.org.

**Attachment:**
A. Passport Labs, Inc. Draft Contract and Scope of Work

DH/ja AGENDA ITEM: VII.C.

**SOFTWARE LICENSE AND SERVICE AGREEMENT**
**For Tahoe East Shore Parking-North Parking Areas**

This Software License and Service Agreement is effective as of _____ (the "Effective Date") and entered into by and between Passport Labs, Inc., a Delaware corporation ("Passport") duly qualified to conduct business in Nevada and California whose principal place of business is 128 S Tryon St., Suite 2200, Charlotte, NC 28202, and the Tahoe Transportation District ("TTD"), a bi-state special purpose district created by the Tahoe Regional Planning Compact. Passport and TTD are each a "Party" and collectively the "Parties."

WHEREAS, the TTD has installed and been operating parking meters at the North Parking Areas since July 2020 and desires to implement a program to notice non-compliant parkers who have not paid; and

WHEREAS, the TTD has through a procurement solicitation process has selected Passport to provide the software, hardware and provide all related services necessary to provide the notices to non-compliant parkers; and

WHEREAS, Passport is in the business of providing software, hardware and services related to noticing of non-compliant parkers and has represented to TTD that Passport is experienced, qualified and competent to provide the services and can provide the goods and services in conformity with all applicable federal, state and local laws and ordinances; and

WHEREAS, this Agreement establishes the master terms and conditions that will apply to TTD's purchase from Passport of the products and services under this Agreement and Passport's delivery of the same to TTD for the North Parking Areas managed by TTD and located on SR 28 near Ponderosa Ranch Road, Incline Village, Washoe County, NV;

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, as well as other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. **DEFINITIONS.**

For purposes of this Agreement, the following terms shall have the meaning set forth below (or as otherwise defined in the Agreement):

1.1. "Agreement" means this Software License and Service Agreement, the Product-Specific Terms, the Order Form(s), the Statement(s) of Work, and all other attachments, exhibits, and schedules hereto.

1.2. "Confidential Information" means all information of either Party ("Disclosing Party") which is disclosed to the other Party ("Receiving Party") pursuant or in relation to this Agreement (a) if in written form, that is marked "Confidential," "Proprietary," or with words of similar import; and (b) if in written form, but not marked "Confidential," "Proprietary," or with words of similar import, or if disclosed verbally that a reasonable person would regard such information as confidential under the circumstances of disclosure or in view of the nature of the information. Confidential Information includes, by way of illustration and not limitation, this Agreement, the Passport System and all components thereof, the Intellectual Property, and all non-public know-how, inventions, techniques, processes, algorithms, software programs, schematics, designs, contracts, customer lists, financial information, pricing information, marketing information, and product plans.

1.3. "TTD" is the entity specified in the preamble.

1.4. "Documentation" means the technical documentation for the Passport System provided by Passport to TTD, including all updates and versions thereof, whether in the form of electronic or printed materials, magnetic media, or machine-readable format.

1.5. "End User" means any individual who uses any component of the Passport System to transact for any Product.

1.6. "Exhibit 1" means Exhibit 1 to this Agreement, captioned "Services, Equipment, Products, Fee Schedule, Invoicing Format and Billing Information For Notice of Non-Compliance Management Platform" on which the Products, Third Party Products, and any other software, hardware, products, or services ordered by TTD under this Agreement, among other things, are specified, and incorporated herein by reference.

1.7. "Go-Live Date" means the date on which the Passport System, or any individual Product thereof if more than one Product is purchased under this Agreement, is launched and begins to be utilized by TTD.

1.8. "Initial Term" means a period of thirty-six (36) months from the Go-Live Date, unless otherwise indicated in an Exhibit 1.

1.9. "Intellectual Property" means all tangible and intangible property of Passport or its third-party vendors provided to TTD pursuant to this Agreement that is embodied in or used in connection with the Passport System, including, without limitation, trade names, source code, trademarks, copyrights, patents, and trade secrets, and/or which is protected or is protectable under copyright, patent, trade secret, service mark, trademark, or other intellectual property laws and/or regulations.

1.10. "License Fees" means the fees owed to Passport in consideration of providing Customer or End User the Passport System pursuant to this Agreement as memorialized in the Exhibit 1 or elsewhere in the Agreement.

1.11. "Licensed Hardware" means the Passport hardware and any Third Party Hardware as more particularly set forth in an Exhibit 1.

1.12. "Licensed Software" means the Passport software and any Third Party Software as more particularly set forth in Exhibit 1.

1.13. "Notice of Non-Compliance Management Platform" or "NNCMP" means the management platform for the noticing of non-compliant parkers (Passport's Citiation Management Platform (CMP)).

1.14. "Passport System" means collectively the Licensed Software, Licensed Hardware, Documentation, and any Third Party Products licensed or sold under this Agreement by Passport to Customer.

1.15. "Product" means any product offered by Passport, including a, Citation management platform, as well as any other product identified in Exhibit 1.

1.16. "Product-Specific Terms" means those separate legal terms appended to this Agreement that apply to each Product purchased by TTD under this Agreement.

1.17. "Renewal Term" means a period of twelve months following the Initial Term, unless otherwise indicated in Exhibit 1.

1.18. "Statement of Work" or "SOW" means a statement of work agreed upon by the parties with reference to each Product purchased under this Agreement and appended to this Agreement Exhibit 1. Any variation to a Statement of Work must be memorialized in a change order that is agreed upon and signed by the parties.

1.19. "Substantial Completion Date" means the date that Passport has completed configuring the Passport System, or any individual Product thereof if more than one Product is purchased under this Agreement, to the specifications as set forth in the applicable SOW and is ready to be launched and utilized by TTD. Passport will notify TTD when it has achieved the Substantial Completion Date for each Product.

1.20. "Term" means the Initial Term and any Renewal Term(s).

1.21. "Third Party Hardware" means the hardware (and any related software embedded in or distributed with the hardware by the manufacturer of such hardware) manufactured by third parties and resold and/or sublicensed by Passport to Customer.

1.22. "Third Party Products" means Third Party Hardware and Third Party Software.

1.23. "Third Party Software" means all software owned by third parties, sublicensed by Passport to Customer and integrated into or interfaced by Passport into the Passport System.

2. **SERVICES**

2.1. Performance. Passport shall perform the services and deliver the software and products under this Agreement in a competent, professional, and workmanlike manner consistent with industry practices. Passport will maintain all state registrations, permits, certificates and licenses required by applicable law and Passport's employees performing the services will be qualified to perform the services and licensed as required. Passport will at all times during the Term be duly organized, validly existing and in good standing under the laws of the state of Delaware.

2.2. Exhibit 1. The attached Exhibit 1 shall set forth what Passport is to provide to TTD under this Agreement. To the extent TTD wishes to procure, and Passport wishes to provide, any additional products or services, the parties shall enter into one or more additional purchase orders as applicable that shall each form a part of and be subject to this Agreement upon approval by the TTD District Manager.

2.3. Products. As of the Effective Date, Passport provides the Products (as defined above and in Exhibit 1) in the marketplace (as well as related Third Party Products). TTD may request the addition of any Products and related services to the extent not provided by Passport to TTD as of the Effective Date and any additional software or platforms developed by Passport from and after the Effective Date, which shall be memorialized in a subsequent purchase order along with any additional terms (if applicable).

3. **COMPLIANCE WITH LAW**

3.1. In providing the services under this Agreement, Passport will comply at its sole cost and expense with all applicable federal, state, provincial, county, and municipal laws, statutes, rules, regulations and ordinances.

4. **LICENSE; SERVICES**

4.1. License Grant. Subject to the terms and conditions of this Agreement and all Third Party Software licenses, including, without limitation, the payment of all applicable License Fees, Passport hereby grants TTD a revocable, non-exclusive, nontransferable, non-subleaseable, and non-assignable license to use the Passport System during the Term for TTD's own internal operations in accordance with the terms of, and subject to the restrictions contained in, this Agreement.

4.2. License Restrictions. As a condition to the license set forth in Section 4.1, TTD shall not, directly, indirectly, alone, or with another person or entity (a) decompile, disassemble, interpret, reverse engineer, translate, or otherwise determine or attempt to determine any source code, algorithms, or underlying ideas of the Licensed Software or any portion thereof; (b) remove or modify any Passport or third-party markings, identification, copyright, or other notices from the Passport System; (c) sublicense, provide, lease, lend, pledge, use for timesharing or service bureau purposes, or allow others to use the Passport System to or for the benefit of third parties; (d) modify, change, incorporate into other software, create any databases other than as permitted herein, or create a derivative work of any part of the Licensed Software or Documentation; (e) disclose results of any performance information, analysis, or program benchmark tests without Passport's prior written consent; (f) make the Passport System, in whole or in part,

available in any manner to any third party; (g) install or use the Passport System in any manner not in accordance with the license grant pursuant to Section 5.1; or (h) attempt to do any of the foregoing whether individually or with others.

4.3. No Other Licenses. Except as specifically granted in this Agreement, no license or other right is granted, either directly or indirectly, by implication or otherwise, to TTD, and all other rights are expressly reserved to Passport or its third-party vendors, as applicable.

## 5. THIRD PARTY PRODUCTS

5.1. The successful delivery of the Passport System may require that TTD use certain Third Party Products depending on TTD's operations, and, if so, TTD will be notified. TTD agrees to be bound to all licenses, obligations, restrictions, and limitations in connection with any Third Party Products. Excluding warranty of title to any Third Party Products, all other Third Party Product warranties, including, without limitation, warranties with respect to materials, workmanship, capability, and intellectual property rights are made by such manufacturers and not by Passport. Passport will use commercially reasonable efforts to pass through to TTD for TTD's benefit all end-user warranties that the Third Party Products vendor(s) provides directly to Passport. TTD will look solely to such vendors or manufacturers for all remedies under such warranties.

## 6. INTELLECTUAL PROPERTY

6.1. Ownership. TTD acknowledges and agrees that the Intellectual Property is exclusively owned by and reserved to Passport, or to Passport's Third Party Software or Third Party Hardware providers, as the case may be, and Passport or such Third Party Software or Third Party Hardware providers will retain all right, title, and interest in the Intellectual Property. TTD will neither acquire nor assert any ownership or other proprietary rights in the Intellectual Property or in any derivation, adaptation, or variation thereof (regardless of who creates the derivation, adaptation, or variation) except as otherwise explicitly set forth in this Agreement.

6.2. Feedback. Nothing in this Agreement or in the Parties' dealings arising out of or related to this Agreement will restrict Passport's right to use, profit from, disclose, publish, keep secret, or otherwise exploit Feedback (as defined below), without compensating or crediting TTD or the individual providing such Feedback, except to the limited extent that Section 21 (Confidentiality; Trade Secrets) governs Feedback that constitutes TTD's Confidential Information. Notwithstanding the provisions of Section 21 (Confidentiality; Trade Secrets), TTD may not designate Feedback as its Confidential Information to the extent that such Feedback relates to the Passport System. "Feedback" refers to any suggestion or idea for improving or otherwise modifying the Passport System, but does not include any right to use TTD's name, likeness, property, or facilities, for the purpose of advertising the Passport System.

## 7. PRIVACY POLICY; TERMS OF USE

7.1. End users' use of the Passport System shall at all times be governed by Passport's Privacy Policy, which can be viewed at https://passportinc.com/privacy-policy/, and Passport's Terms and Conditions, which can be viewed at https://passportinc.com/terms-and-conditions/. Passport's Privacy Policy and Terms and Conditions may be amended from time to time in Passport's sole discretion.

## 8. SUPPORT SERVICES

8.1. TTD Support. Passport will provide telephone and email support to TTD's staff Monday through Friday between 8:00 a.m. to 7:00 p.m. ET to address technical support issues. Passport will provide 24/7 after-hours telephone support. Passport can be contacted for support issues at:

- 980-939-0990 or via email at help@passportinc.com (Monday-Friday 8AM-7PM ET)
- 866.815.3043 or help247@passportinc.com (after-hours support)

8.2. End User Support. TTD shall provide initial support, including inquiries via telephone and email, for End Users. If TTD is unable to address End User inquiries, TTD may direct End Users to Passport's End User support team, which is available Monday through Saturday between the hours of 8:00 a.m. to 9:00 p.m. ET at 704-817-2500 or via email at support@passportinc.com. TTD should not display Passport's support phone numbers (or other direct contact information for Passport) on any marketing or signage visible by End User.

9. **PRODUCT UPDATES**

9.1. Updates. To the extent that Passport releases any system-wide improvements, modifications, updates, or enhanced versions of the Licensed Software during the Term, the improvements, modifications, updates, or enhanced versions will, when available, be provided to TTD at no charge and will automatically be subject to the terms of this Agreement.

9.2. New Features. TTD may request new features or functionality to be built into the Passport System, and, to the extent that Passport plans in its sole discretion to incorporate such requested new features or functionality into the Passport System, Passport will develop such features and functionality at no cost to TTD pursuant to Passport's development timeline. If TTD desires to expedite such development, Passport may, in its sole discretion, charge TTD an expedite fee to develop the requested features or functionality, provided, however, that Passport shall first notify TTD of the expedite fee and receive written approval from TTD to proceed. If TTD's requested features or functionality are created for TTD's use and Passport does not plan to incorporate such requested features into the Passport System, Passport may, in its sole discretion, charge TTD a custom development fee for the development of such features or functionality, provided again, however, that Passport shall first notify TTD of the custom development fee and receive written approval from TTD to proceed.

10. **UPTIME**

10.1. Passport will provide the Passport System with Uptime (as defined below) of at least ninety-nine percent (99.0%) calculated over a rolling six-month period ("Uptime Guarantee"). For any month during which the Passport System uptime drops below the Uptime Guarantee, Passport will provide a billing credit in an amount equal to the percentage difference between a) the lowest uptime reached at any point during the month (calculated on a rolling six month period) and b) the Uptime Guarantee, multiplied by the total fees payable to Passport for such month. For example, if Uptime falls to ninety-five percent (95.0%) during a given month and if during that month the fees payable to Passport were one hundred dollars ($100.00), Passport will issue a billing credit of four dollars ($4.00). Uptime is defined as any period of time during which end users of the Passport System can use the Passport System, excluding any scheduled maintenance performed by Passport after hours or unavailability or impaired functionality of the Passport System due to causes outside of Passport's reasonable control (e.g., disruptions caused by Passport's hosting or payment processing partners).

11. **FEES; PAYMENT**

11.1. License Fees. In consideration for the licenses granted to Customer under this Agreement, TTD shall pay to Passport the License Fees as set forth in Exhibit 1.

11.2. Annual License Fees. For any License Fees that are payable on an annual basis, as indicated in an Exhibit 1, License Fees for the first year of the Term are due and payable upon the Effective Date and, thereafter, on the anniversary of the Effective Date for the duration of the Term.

11.3. Third Party Products Fees. Customer shall pay Passport all fees related to Third Party Products supplied to TTD under this Agreement as set forth in an Exhibit 1 (collectively, the "Third Party Product Fees"), if applicable. Fees for Third Party Products provided through Passport from and after the Effective Date may be subject to change based on the then-prevailing market rates of any Third Party Product provider for such products.

11.4. Implementation or Monthly Minimum Fees. Passport waives the implementation fees or monthly minimum fees, if any.

11.5. Fee Assumptions. Passport's License Fees, gateway services fees, and merchant services provider fees as set forth in this Agreement as of the Effective Date are conditioned upon certain underlying information pertaining to TTD's operations provided to Passport by TTD relating to transaction volume (e.g., number of mobile pay transactions, number of citations written, or number of parking permits purchased), transaction rates (e.g., hourly parking rates, citation rates, and permits rates), and average dollar amount of transactions as of the Effective Date, as well as card network fees in effect as of the Effective Date. To the extent there are non-trivial changes in any of the foregoing from and after the Effective Date, the License Fees, gateway services fees, and/or merchant services provider fees are subject to change to maintain, as closely as possible, the economic arrangement anticipated, or subsequently achieved, based on the information and card network fees in effect as of the Effective Date. Passport and TTD shall negotiate in good faith with respect to the same, provided, however, that Passport shall not be obligated to continue providing the Passport System if the Parties are unable to reach agreement on a revised fee structure.

11.6. Expenses. TTD shall reimburse Passport for any travel, lodging, and meal expenses, that have been previously approved in writing by TTD, incurred in connection with Passport's performance under this Agreement, which shall be invoiced as incurred.

11.7. Payment Terms. Unless otherwise indicated in Exhibit 1, all payments due to Passport hereunder are due and payable within thirty (30) days after the date of the invoice. Any amounts not timely paid shall bear interest at the rate of one and one-half percent (1.5%) per month from the due date or, if lower, the maximum rate permissible by law. If TTD fails to remit payment when due, Passport will have, in its sole discretion, the right to immediately suspend or terminate TTD's access to the Passport System in accordance with Section 17.2.1 and/or withhold funds in Passport's possession that would otherwise be remitted to TTD, in addition to any other remedies available to Passport under this Agreement or under law. , All amounts payable to Passport hereunder are payable in full in United States Dollars without deduction or set off and shall be in addition to all tax obligations of TTD. . If TTD requires remittance of funds by check or custom invoicing inconsistent with Passport's standard format, Passport reserves the right to assess reasonable additional fees that shall be communicated and agreed upon with TTD in advance. Passport shall provide invoices that are received by TTD no later than the 10th of the month following the end of each month, invoices must reconcile to what is deposited into TTD's account and with any remittance to Passport. Passport is required to provide a monthly report that includes the gross revenue, fees incurred by detailed task, and other expenses by task or an explanation of expenses and reconcilable with the amount deposited in TTD's account or paid to Passport or Passport's third party. In the event of dispute or inconsistency, TTD shall pay any undisputed amounts within 30 days of the date of invoice, and pay any disputed amounts within 30 days of resolution.

12. **TTD OBLIGATIONS**.

In addition to the payment of fees as set forth above any other obligations of TTD set forth in this Agreement, TTD shall also be subject to the following covenants:

12.1. TTD shall use Passport as Customer's sole provider for the Products and services procured by TTD under this Agreement.

12.2. Passport's pricing is conditioned on TTD's continuous use of the Passport System throughout the Term consistent with historical use of the Passport System. TTD covenants that it will not, during the Term, take any action that would materially diminish or cease the use of the Passport System, except in the case of a termination pursuant to Section 17.2.

12.3. From and after the Effective Date, TTD shall cooperate reasonably and promptly with Passport, and devote sufficient personnel and resources, to support the configuration and implementation of the Passport System through and including the Substantial Completion Date and Go-

Live Date, and thereafter as reasonably necessary to continue the ongoing operations and maintenance of the Passport System on behalf of TTD.

13. **PAYMENT GATEWAY PROVIDER**

13.1. Passport is a payment gateway provider and shall provide payment gateway services to TTD in connection with the Products delivered under the Passport System at the rates indicated in Exhibit 1..

14. **MERCHANT SERVICES PROVIDER**

14.1. Passport is a full-service Merchant Services Provider, meaning a service provider certified by the major card networks (Visa, Mastercard, Discover, and American Express) to processes credit and debit card transactions. Passport shall serve as the Merchant Services Provider in connection with the provision of the Passport System at the rates indicated in Exhibit 1. TTD will be responsible for paying all merchant processing costs, including, without limitation, chargeback fees, settlement fees and interchange reimbursement fees.

15. **TAXES**

15.1. To the extent applicable, TTD agrees to pay all taxes levied by a duly constituted taxing authority against or upon the products and services provided pursuant to this Agreement, or arising out of this Agreement (excluding, however, taxes based on Passport's income) regardless of whether such taxes become due or payable at the time of delivery or use of the Passport System or subsequent thereto. TTD is a tax-exempt entity and shall provide Passport with evidence of such exemption upon request.

16. **SHIPMENT AND DELIVERY**

16.1. If any Third Party Products are purchased by TTD under this Agreement, Passport will deliver the same FOB shipping point for delivery to the installation site designated by TTD. TTD agrees to pay all reasonable delivery charges for the Third Party Products. Delivery schedules may not be canceled, postponed, or changed without Passport's prior written consent. Unless otherwise expressly stated, shipments shall be separately invoiced and paid as billed without regard to subsequent deliveries. Failure to timely pay Passport any monies due or owing Passport shall excuse Passport from making further deliveries, in addition to any other remedies to which Passport is entitled under this Agreement. Title to and risk of loss in the Third Party Products shall pass to TTD when the delivery carrier takes possession of the Third Party Products. Passport will assist TTD if necessary in tracking of lost products.

17. **TERM AND TERMINATION**

17.1. Term. This Agreement is effective as of the Effective Date and shall remain effective for 3 years from go live date, unless sooner terminated pursuant to Section 17.2 below. Upon expiration of the Initial Term and a determination by TTD that Passport has succeffuly provided the products and services contained in this agreement, TTD may at its discretion allow, with written notice, the renewal for additional, one-year successive periods therafter, on the same terms and conditions, unless either Party notifies the other in writing not less than ninety (90) calendar days prior to the expiration date of the Initial Term of its intent not to renew.

17.2. Termination. The following termination rights are in addition to any rights provided elsewhere in this Agreement and are without prejudice to any other right or remedy available to Passport or TTD at law or in equity:

17.2.1. Passport may terminate this Agreement and all licenses granted hereunder upon notice to TTD in the event that TTD fails to make full payment when due of any amount required to be paid

by TTD under this Agreement within thirty (30) calendar days of Passport's written notice of such failure to pay

17.2.2. TTD may terminate this Agreement upon notice to Passport in the event Passport does not provide timely, monthly, reconcilable invoices and backup information required by TTD Comptroller under this Agreement within thirty (30) calendar days of TTD's written notice of such failure.

17.2.3. This Agreement may be terminated by either Party upon thirty (30) calendar days' prior written notice to the other Party in the event of a material breach of a material provision of this Agreement, provided, however, that the termination shall not be effective if, during the thirty (30) day notice period, or such other cure period as mutually agreed upon by the Parties, the breaching Party cures the breach.

17.2.4. Termination for Convenience. TTD may terminate this agreement for convenience, and without cause or fault of Passport, upon ninety (90) days written notice to Passport.

17.3. Effect of Termination. Upon expiration or termination of this Agreement for any reason, (a) any licenses granted to TTD and all rights of TTD in and to the Passport System will immediately terminate; (b) TTD shall immediately cease using the Passport System; (c) TTD shall return to Passport any Licensed Hardware which TTD has not paid for or obtained title to as of such expiration or termination, and (d) all monies paid or due or owing to Passport by TTD up to such cancellation, completion, expiration, or termination shall be deemed non-refundable. TTD shall make payment on Passport's final invoice as set forth in Section 12.4. Passport will provide commercially reasonable assistance to TTD to enable the transition of the services to a successor vendor, if requested by TTD, provided first, however, that TTD has remitted to Passport all outstanding balances. Passport will remit to TTD all monies due or owing to TTD up to such cancellation, completion, expiration or termination.

18. **WARRANTIES.**

18.1. Passport Warranties.

18.1.1. Passport warrants that it has full power and authority to license the Passport System to TTD as provided herein without the consent of any other person, or, in the event such consent is required, Passport has obtained said consent.

18.1.2. Passport warrants that the unmodified Passport System will operate in accordance with its specifications. Under this warranty, Passport will correct any errors in the unmodified Passport System at no extra charge to TTD. The foregoing warranty shall not apply to Third Party Products.

18.1.3. Passport further represents and warrants that (a) it has the full power and authority to enter into this Agreement and to carry out its obligations under this Agreement; (b) this Agreement shall be the legal, valid, and binding obligation of Passport, enforceable against it in accordance with the terms hereof; (c) the execution and performance of this Agreement will not violate any federal, state, or local statute, rule, or regulation or any other contractual obligation of Passport, and (d) the person signing this Agreement on behalf of Passport is authorized to bind Passport to this Agreement.

18.2. TTD Warranties.

TTD represents and warrants that (a) it has the full power and authority to enter into this Agreement and to carry out its obligations under this Agreement; (b) this Agreement shall be the legal, valid, and binding obligation of TTD, enforceable against it in accordance with the terms hereof; (c) the execution and performance of this Agreement will not violate any federal, state, or local statute, rule, or regulation or any other contractual obligation of TTD, and (d) the person signing this Agreement on behalf of TTD is authorized to bind TTD to this Agreement.

19. **DISCLAIMERS**

19.1. GENERAL. EXCEPT AS EXPLICITLY SET FORTH IN THIS AGREEMENT, PASSPORT EXPRESSLY DISCLAIMS, AND TTD HEREBY EXPRESSLY WAIVES, ALL WARRANTIES OR REPRESENTATIONS, EXPRESS OR IMPLIED, INCLUDING, WITHOUT LIMITATION, WARRANTIES OF QUALITY, CAPABILITIES, OPERATIONS, PERFORMANCE, SUITABILITY, MERCHANTABILITY, OR FITNESS FOR A PARTICULAR PURPOSE, AND ANY IMPLIED WARRANTIES ARISING FROM COURSE OF DEALING OR COURSE OF PERFORMANCE. PASSPORT DOES NOT WARRANT AND SPECIFICALLY DISCLAIMS ANY WARRANTIES OR REPRESENTATIONS THAT THE PASSPORT SYSTEM WILL MEET CUSTOMER'S REQUIREMENTS OR THAT THE OPERATION OF THE PASSPORT SYSTEM AND/OR ITS USE WILL BE UNINTERRUPTED OR ERROR-FREE, OR THAT EVERY DEFECT IN THE PASSPORT SYSTEM WILL BE CORRECTED. THE PASSPORT SYSTEM IS EXPRESSLY PROVIDED "AS IS."

19.2. THIRD PARTY SOFTWARE AND THIRD PARTY HARDWARE DISCLAIMER. PASSPORT MAKES NO WARRANTIES OR REPRESENTATIONS, EXPRESS OR IMPLIED, AS TO THE THIRD PARTY SOFTWARE AND AS TO THE THIRD PARTY HARDWARE INCLUDING, WITHOUT LIMITATION, AS TO QUALITY, CAPABILITIES, OPERATIONS, PERFORMANCE, SUITABILITY, MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR NON-INFRINGEMENT, AND ALL OTHER WARRANTIES OR REPRESENTATIONS WITH RESPECT TO ANY THIRD PARTY SOFTWARE OR THIRD PARTY HARDWARE ARE HEREBY EXPRESSLY DISCLAIMED. THIRD PARTY SOFTWARE OR THIRD PARTY HARDWARE PROVIDED UNDER THIS AGREEMENT ARE EXPRESSLY PROVIDED "AS IS."

19.3. EXCLUSIONS. Notwithstanding any other provisions of this Agreement to the contrary, the limited warranties provided in this Agreement shall not apply to nonconformities, errors, or defects of any goods or services provided by Passport pursuant to this Agreement or any amendments thereto due to any of the following: (a) TTD misuse of the Passport System; (b) TTD modification of the Licensed Software; (c) TTD failure to utilize compatible computer and networking hardware and software or to install updated or enhanced versions of the Licensed Software provided by Passport; or (d) interaction with software or hardware not provided by Passport.

20. **LIMITATION OF LIABILITY; INDEMNITY; INSURANCE**

20.1. IN NO EVENT SHALL PASSPORT'S LIABILITY ARISING OUT OF THIS AGREEMENT EXCEED THE AMOUNT OF ALL FEES ACTUALLY PAID BY TTD TO PASSPORT PURSUANT TO THIS AGREEMENT DURING THE SIX (6) MONTH PERIOD ENDING ON THE DATE OF THE EVENT GIVING RISE TO SUCH LIABILITY. IN NO EVENT SHALL EITHER PARTY HAVE ANY LIABILITY FOR ANY INDIRECT, INCIDENTAL, SPECIAL, CONSEQUENTIAL, COST OF COVER, PUNITIVE, OR EXEMPLARY DAMAGES, HOWEVER CAUSED AND ON ANY THEORY OF LIABILITY, ARISING OUT OF THIS AGREEMENT, INCLUDING BUT NOT LIMITED TO LOSS OF BUSINESS, LOSS OF REVENUE, OR LOSS OF ANTICIPATED PROFITS, EVEN IF THE PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THESE LIMITATIONS SHALL APPLY NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OF ANY LIMITED REMEDY. THE FOREGOING LIMITATIONS OF LIABILITY SHALL NOT APPLY (A) TO TTD'S PAYMENT OBLIGATIONS UNDER THIS AGREEMENT; OR (B) IN THE EVENT OF A BREACH OF THE PARTIES' CONFIDENTIALITY OBLIGATIONS CONTAINED IN THIS AGREEMENT.

20.2. **NOTWITHSTANDING THE FOREGOING SECTION 20.1**, to the fullest extent permitted by law, Passport shall defend (with legal counsel reasonably acceptable to TTD), indemnify and hold harmless TTD and its officers, elected officials, employees, agents, and volunteers (collectively "Indemnitees") from and against any and all claims, loss, cost, damage, injury (including, without limitation, injury to or death of an employee of Passport or its subconsultants), expense and liability of every kind, nature and description (including, without limitation, fines, penalties, incidental and consequential damages, reasonable court costs and attorneys fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith, and costs of investigation), where the same arise out of, are a

consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Passport or by any individual or entity for whom Passport is responsible, including but not limited to, officers, agents, employees, subcontractors or consultants of Passport. Neither termination of Passport nor completion of the services shall release Passport from its obligations under this section, as long as the event giving rise to the claim, loss, cost, damage, injury, expense or liability occurred prior to the effective date of any such termination or completion, and this section shall survive the termination of the Agreement. If any action is instituted by a third party against TTD based upon a claim that any part of the Licensed Software, Licensed Hardware, or any Product provided by Passport (an "Infringing Item"), infringes a United States patent, copyright or trademark, Passport's shall defend, indemnify and hold harmless TTD from such claim, and its option and expense to (a) procure for TTD the right to continue using the Infringing Item, (b) replace or modify the Infringing Item so that it is no longer infringing but continues to provide comparable functionality, or (c) terminate this Agreement and TTD's access to the Service, in which case Passport shall refund a prorated amount of any amounts paid for which Service have not yet been received. Passport shall have no liability to TTD for any infringement action to the extent such action arises out of a breach of the terms and conditions of this Agreement by TTD or of the use of the Licensed Software, Licensed Hardware, or any Product provided by Passport (or any component part thereof) after it has been modified by TTD without Passport's prior written consent. TTD's Indemnification of Passport.

**Notwithstanding Section 20.1, Passport's liability for damages shall be limited to the amount of proceeds of insurance coverage required by this Agreement for the following types of claims: (1) any third-party claim or action alleging that the software or services delivered pursuant to this Agreement infringes or misappropriates any third party's patent, copyright, trade secret, or other intellectual property rights, (2) claims arising out of Passport's negligence, willful misconduct, or criminal conduct, or such conduct by its contractors or subcontractors, (3) claims related to Passport's breach of security for which notice must be given pursuant to Civil Code section 1798.82 or section 1798.29, or similar statutes as may be enacted under Nevada or federal law, (4) Passport's violation of the California Consumer Privacy Act of 2018 or Chapter 603A of the Nevada Revised Statutes, as may be subsequently amended, or (5) violations of state or federal debt collection laws by Passport or Passport's subcontractors, including without limitations the Fair Debt Collection Practices Act.**

20.3. PASSPORT AND TTD EACH ACKNOWLEDGE THAT THE PROVISIONS OF THIS AGREEMENT WERE NEGOTIATED TO REFLECT AN INFORMED, VOLUNTARY ALLOCATION BETWEEN THEM OF ALL RISKS (BOTH KNOWN AND UNKNOWN) ASSOCIATED WITH THE TRANSACTIONS CONTEMPLATED HEREUNDER. THE PROVISIONS OF THIS SECTION SHALL BE ENFORCEABLE INDEPENDENT OF AND SEVERABLE FROM ANY OTHER PROVISION OF THIS AGREEMENT.

20.4. INSURANCE REQUIRED. The following minimum levels of insurance coverage shall be provided during the term of this Agreement. Prior to the execution of the Agreement, Passport shall provide proof of insurance required. Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to TTD.

Passport shall furnish TTD with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by TTD before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Passport's obligation to provide them. TTD reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Coverage shall be at least as broad as:

1. Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $1,000,000 per

occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 05 09 or 25 04 05 09) or the general aggregate limit shall be twice the required occurrence limit.

2. Automobile Liability: ISO Form Number CA 00 01 covering any auto (Code 1), or if Passport has no owned autos, covering hired, (Code 8) and non-owned autos (Code 9), with limit no less than $1,000,000 per accident for bodily injury and property damage.

3. Workers' Compensation: as required by the State of Nevada, and Employer's Liability Insurance with limit of no less than $1,000,000 per accident for bodily injury or disease.

4. Cyber Liability Insurance, with limits not less than $2,000,000 per occurrence or claim, $2,000,000 aggregate. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by Passport in this agreement and shall include, but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, alteration of electronic information, extortion and network security. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties as well as credit monitoring expenses with limits sufficient to respond to these obligations.

The insurance policies are to contain, or be endorsed to contain, the following provisions:

The Tahoe Transportation District, its Board Members, directors, officers, agents and employees (collectively, "TTD") shall be named as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Passport including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Passport's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 forms if later revisions used).

For any claims related to this contract, Passport's insurance coverage shall be primary insurance coverage (at least as broad as ISO CG 20 01 04 13) with respect to TTD. Any insurance or self-insurance maintained by the TTD shall be excess of the Passport's insurance and shall not contribute with it.

Passport hereby grants TTD a waiver of any right to subrogation which any insurer of Passport may acquire against TTD by virtue of the payment of any loss under such insurance. Passport agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not TTD has received a waiver of subrogation endorsement from the insurer.

Passport shall require the insurer to provide TTD with 30-day prior notice of termination or material change in coverage and ten (10) days prior notice of cancellation for non-payment.

21. **CONFIDENTIALITY; TRADE SECRETS.**

21.1. Obligations. Each Party will maintain in strict confidence all Confidential Information of the Disclosing Party. The Receiving Party will not disclose or grant use of the Disclosing Party's Confidential Information to any third party except to the Receiving Party's employees and other representatives who have a need to know such Confidential Information or as expressly authorized by the Disclosing Party in writing. The Receiving Party will not use the Disclosing Party's Confidential Information except as authorized by this Agreement. The Receiving Party will use at least the same standard of care to protect the Confidential Information of the Disclosing Party as it uses to protect its own confidential information of a similar nature, but in no event with less than reasonable care. The Receiving Party will cause each employee or other representative to whom the Receiving Party discloses the Confidential Information to be bound by an obligation of confidentiality that is at least as rigorous as the obligations

contained in this Agreement. The Receiving Party will promptly notify the Disclosing Party upon discovery of any unauthorized use or disclosure of the Disclosing Party's Confidential Information. Unless otherwise set forth herein, upon the expiration or termination of this Agreement for any reason, or upon the request of the Disclosing Party, the Receiving Party shall promptly return to the Disclosing Party (or, at the Receiving Party's option, destroy) all of the Disclosing Party's Confidential Information and shall promptly certify in writing that it has done so; provided, however, that the Receiving Party shall not be obligated to return or destroy any Confidential Information stored in archival or back-up files for which return or destruction is not reasonably practicable or any Confidential Information that must be retained for as long as necessary for purposes of audit, compliance, dispute resolution, or record retention pursuant to this Agreement.

21.2. Exceptions. The foregoing obligations of confidentiality shall not apply to any information that the Receiving Party can show is or was: (a) already known to the Receiving Party at the time of disclosure without obligation of confidentiality; (b) independently developed by the Receiving Party without use of or access to the Confidential Information of the Disclosing Party; (c) approved for disclosure by the Disclosing Party beforehand and in writing; (d) in the public domain without breach of this Agreement; (e) lawfully received by the Receiving Party from a third party without obligation of confidentiality, or (f) subject to disclosure in accordance with applicable law, including without limitation the Freedom of Information Act, 5 U.S.C. section 552.

21.3. Permitted Disclosures. Nothing in this Section shall be construed to prohibit either Party from disclosing the Confidential Information of the other Party to the extent that such disclosure is required by applicable law or order of a court or other governmental agency, including pursuant to any open records law, open meetings law, or any other federal or local public disclosure law applicable to TTD; provided, however, that the Receiving Party shall promptly notify the Disclosing Party in writing of such requirement and shall cooperate with the Disclosing Party to minimize the scope of any such disclosure and to obtain a protective or similar order.

21.4. Trade Secrets. TTD hereby acknowledges that the Passport System and its components, whether provided by Passport or its third-party vendors or licensors, constitute trade secrets of Passport and/or its third party-vendors or licensors, and as such are protected by civil and criminal law, are very valuable to Passport and/or its third-party vendors or licensors, and that their use must be carefully and continuously controlled. TTD agrees to notify Passport immediately of the unauthorized possession, use, or knowledge of any item supplied under this Agreement by any person or organization not authorized by this Agreement to have such possession, use, or knowledge. TTD will promptly furnish Passport full details of such possession, use, or knowledge and will cooperate fully with Passport in any litigation against third parties reasonably deemed necessary by Passport to protect its proprietary rights.

21.5. No Adequate Remedy. In the event of a breach of this Section 21, the parties agree that the Disclosing Party may not have an adequate remedy at law, in money, or damages and, accordingly, shall be entitled to seek an injunction against such breach without posting a bond, in addition to any other remedies at law or in equity.

22. **DATA RIGHTS.**

This Section shall govern the rights of Passport and TTD, as the case may be, with respect to the data that is subject to this Agreement. Passport will, by provisions in its Privacy Policy or otherwise, procure from such end users all such lawful consents and rights necessary to grant to TTD the rights in such data as stated in this Section. Passport's Privacy Policy, as it may be amended from time to time in Passport's sole discretion, can be viewed at https://www.passportinc.com/privacy-policy.

22.1. Operational Data. Operational Data is data specific to TTD's operation that is provided by TTD to Passport to be used in the configuration and provision of the Passport System for TTD's use. Operational Data is specific to TTD's operation, which is not available to Passport publicly or by other means. Operational Data may include, but is not limited to, zone information, rate information, operational schedules, business metrics, business rules, parking and other inventory and assets, and relevant details of partner agreements. In each case, Operational Data may refer to past, present, or future states of such

items. Operational Data is the sole and exclusive property of TTD. TTD grants Passport a temporary, irrevocable, royalty-free, and non-exclusive license to the Operational Data for the sole purpose of the performance of this Agreement, which license shall terminate upon the termination or expiration of this Agreement.

22.2. PCI-DSS Information. Payment Card Industry-Data Security Standard Information ("PCI-DSS Information") consists of the following items, each as defined by the then-current Payment Card Industry Data Security Standards ("PCI-DSS"): Account Data; Cardholder Data; Primary Account Number; and Sensitive Authentication Data. Passport acquires a license or sublicense to the PCI-DSS Information from end users who share such data with Passport in connection with their use of the Software. In providing the services under this Agreement, Passport will maintain Payment Card Industry – Data Security Standard certification and secure PCI-DSS Information in accordance with PCI-DSS. As such, Passport may not grant TTD derivative rights to such PCI-DSS Information and Passport shall not be required to disclose such PCI-DSS Information to TTD.

22.3. Personal Identifiable Information. Personal identifiable information ("PII") is any representation of information that permits the identity of an individual to whom the information applies to be reasonably determined or inferred by either direct or indirect means. Name, address, social security number, telephone number, or email address directly identify individuals. Certain data elements—including gender, race, birth date, geographic indicator (such as zip code or postal code), and other descriptors—can be used in conjunction or with other data elements to indirectly identify individuals.

22.4. Activity Data. Activity Data is any data generated in the providing of services under this Agreement by Passport to TTD and by end users' interactions with the services or with Passport directly that is not otherwise PCI-DSS information or PII as defined above. Activity Data may include, but is not limited to, user interaction data, geolocation data, opt-in/opt-out status (including compliance logs), purchase and session data, application diagnostic data, service performance data, and support data. Data that is derived from Activity Data is also Activity Data. Activity Data is the sole and exclusive property of Passport. Passport grants TTD an irrevocable, royalty-free, non-exclusive, non-assignable, and nontransferable license to Activity Data for the Term to the extent and in the format that Passport chooses in its sole discretion to expose such Activity Data through its administrative portal or as otherwise agreed upon with TTD and only for Customer's internal use in connection with the services provided under this agreement.

23. **PUBLICITY; USE OF NAMES AND MARKS.**

Subject to the provisions of Section 21 (Confidentiality; Trade Secrets), the parties will have the right to publicly disclose that Passport is TTD's provider of the Passport System. Passport may use the name or marks of TTD, or reference the fact that TTD is a client of Passport, for business development purposes, as part of a portfolio or work, or in an illustrative list of clients. For use of any quotes by TTD or for any advertising purposes, Passport will not use the names or marks of TTD, or any other material, without prior written approval by TTD.

24. **DISPUTE RESOLUTION**

24.1. Negotiation. If a dispute arises between or among Passport and TTD arising out of or concerning the meaning or interpretation of this Agreement or the terms or performance of this Agreement (collectively, a "Dispute"), Passport and TTD shall first attempt to settle such Dispute through good faith discussions and negotiations among principals of each Party authorized to bind each Party. If Passport has not resolved the dispute with TTD's designated Project Manager Passport will elevate the dispute to the TTD District Manager. If TTD has not resolved the dispute with Passport's Implementation Manager TTD will elevate the dispute with Passport to Passport's VP of Client Success. If TTD has not resolved the dispute with Passport's Client Services Manager TTD will elevate the dispute with Passport's Director of Operations. If TTD has not resolved the dispute with Passport's Director of Support TTD will elevate the dispute with Passport's Vice-President.

24.2. Venue; Jurisdiction. Any action or proceeding directly or indirectly arising out of a dispute will be settled exclusively in Washoe County in the state of Nevada and the parties expressly submit to and consent that the courts and authorities of the state of Nevada will have exclusive jurisdiction over any such litigation. The parties hereby consent to service, jurisdiction, and venue of such courts for any litigation.

24.3. Governing Law. This Agreement, and any Disputes arising hereunder, shall be governed, interpreted, construed, and enforced in all respects in accordance with the laws of the State of Nevada, excluding its conflict of laws rules.

25. **GENERAL PROVISIONS.**

25.1. Complete Agreement. This Agreement is intended as the complete, final, and exclusive statement of the terms of the agreement between the parties regarding the subject matter hereof and supersedes all other prior or contemporaneous agreements or understandings, whether written or oral, between them relating to the subject matter hereof. No amendment to, or modification of, this Agreement shall be binding unless in writing and signed by a duly authorized representative of both parties. Each Party expressly acknowledges that there are no warranties, representations, covenants, or understandings of any kind, manner, or description whatsoever by either Party to the other except as expressly set forth in this Agreement.

25.2. No Waiver. Failure by either Party to insist upon or enforce strict performance of any provision of this Agreement or to exercise any rights or remedies under this Agreement will not be construed or deemed as a waiver or relinquishment to any extent of such Party's right to assert or rely upon any such provisions, rights, or remedies in that or any other instance; rather, the same will be and will remain in full force and effect. Any waiver by either Party of its rights under this Agreement must be in writing and signed by a duly authorized representative of the waiving Party.

25.3. Assignment. This Agreement and all of its provisions will be binding upon and inure to the benefit of the parties and their respective permitted successors and assignees. Neither Passport nor TTD may assign any rights, interests, or obligations hereunder without prior written consent of the other Party, provided, however, that Passport may, without such written consent, assign this Agreement and its rights and delegate its obligations hereunder in connection with the transfer or sale of all or substantially all of its assets or business related to this Agreement, or in the event of its merger, consolidation, change in control or similar transaction, with notice to TTD as soon as reasonably practicable following the transaction. Any permitted assignee shall assume all assigned obligations of its assignor under this agreement. Any purported assignment in violation of this section shall be void and of no effect.

25.4. Construction. The language of all parts of this Agreement will in all cases be construed as a whole, according to its fair meaning, and not strictly for or against either of the parties. Headings of paragraphs herein are for convenience of reference only and are without substantive significance. No rule of law that requires that any part of the Agreement be construed against the Party drafting the language will be used in interpreting this Agreement.

25.5. Severability. In the event that any provision of this Agreement is determined by a court of competent jurisdiction to be illegal, invalid, or unenforceable, (a) the Parties shall amend the pertinent provision(s) to reflect as nearly as possible the original intentions of the Parties, and (b) the remaining terms, provisions, covenants and restrictions of this Agreement shall remain in full force and effect.

25.6. Relationship of Parties. The Parties expressly understand and agree that each Party is an independent contractor in the performance of each and every part of this Agreement and is solely responsible for all of its employees and agents and its labor costs and expenses arising in connection therewith. Further, neither Party, by virtue of this Agreement, will have any right, power, or authority to act or create any obligation, expressed or implied, on behalf of the other Party.

25.7. No Third Party Beneficiaries. This Agreement is made for the benefit of Passport and Customer and not for the benefit of any third parties.

25.8. Notices. All notices or other communications required or permitted to be made or given hereunder by one Party to the other Party shall be in writing and shall be deemed to have been given: (a) when hand delivered; (b) on the third (3rd) business day after the day of deposit in the United States mail when sent by certified mail, postage prepaid and return receipt requested; or (c) on the next business day after the day of deposit with reputable overnight delivery service. Such notices shall be sent to the address set forth below, or at such other addresses as may hereafter be furnished in writing by either Party to the other Party specifically as the Party's replacement address for notice under this Agreement.

**If to Passport**:

Passport Labs, Inc.
128 S. Tryon St., Suite 2200
Charlotte, NC 28202
Fax: (888) 804-1783
khristian.gutierrez@passportinc.com
Attn: Khristian Gutierrez

With a hard copy to General Counsel
and by email to
legal@passportinc.com

**If to Customer**:

Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448
dhughes@tahoetransportation.org
Attn: Danielle Hughes

25.9. Force Majeure. If the performance of this Agreement or of any obligation hereunder is interfered with by reason of any circumstances beyond the reasonable control of the Party affected, including, by way of illustration and not limitation, fire, explosion, power failure, acts of God, war, revolution, epidemic, pandemic, or other public health concern, civil commotion, acts of public enemies, cybersecurity incident, any law, order, regulation, ordinance, executive order, or requirement of any government or legal body, delays or omissions attributable to third-party vendors, suppliers, or integration partners, or labor unrest, including, without limitation, strikes, slowdowns, picketing, or boycotts, then the Party affected shall be excused from such performance on a day-to-day basis to the extent of such interference (and the other Party shall likewise be excused from performance of its obligations on a day-to-day basis to the extent such Party's obligations are contingent on the performance so interfered with); provided that the Party so affected shall use reasonable efforts to remove such causes of nonperformance.

25.10. Survival of Obligations. All rights and obligations of the parties under this Agreement, including, without limitation, those contained in the confidentiality provisions herein, which by their nature would continue beyond the termination or expiration of this Agreement, shall survive termination or expiration of this Agreement and shall remain in full force and effect between the parties.

25.11. Counterparts. This Agreement may be executed in several counterparts, each of which when executed and delivered shall be deemed an original and each of which alone and all of which together shall constitute one and the same instrument. Facsimile signatures (or signatures in a .pdf or similar copy of the original) or electronic signatures shall be treated as original signatures for the purpose of enforcing this Agreement. Any signature delivered by a Party by facsimile transmission or electronic delivery shall be deemed to be an original signature hereto.

**[signature page follows]**

**IN WITNESS WHEREOF**, each Party hereto, intending to be legally bound hereby, has caused its duly authorized representative to execute this Agreement and bind such Party effective as of the Effective Date.

| **TAHOE TRANSPORTATION DISTRICT:** | **PASSPORT:**<br>PASSPORT LABS, INC. |
|---|---|
| By: _____ | By: _____ |
| Name: _____ | Name: _____ |
| Title: _____ | Title: _____ |
| Date: _____ | Date: _____ |

**Exhibit 1**
**Services, Equipment Required, Products, Fee Schedule, Invoicing Format and Billing Information**
**For**
**Citation Management Platform (CMP)**
**(also known as Notice of Non-Compliance MANAGEMENT PLATFORM (NNCMP))**

**I.SERVICES:**

Passport will provide services and license all software, including all web and mobile applications and related documentation, necessary for TTD to operate the CMP/NNCMP, which allows TTD's parking attendants in the parking facilities managed by TTD the ability to issue parking Notices of Non-Compliance that may be paid online through Passport's payment portal, as follows:

a) Passport will provide an online payment portal through which parking violators may pay outstanding parking fines.
b) Non-Compliant Parker Appeal form will be supplied by TTD and TTD will host on its website the form with a link to Passport for the processing of the Appeal and the payment of fines.
c) Passport will work with TTD and its legal counsel on the drafting of the content in the letters to be sent to Non-Compliant parkers requesting payment of fines and establishing the number of days prior to increases in fines and notifying violators of potential collections process.
d) After a set number of days as mutually agreed upon by the Parties and reflected in the SOW, parking fines will escalate in price and Passport will automatically generate and send a letter to each parking fine owner for which Passport has necessary state licensure authorization to perform a driver record lookup informing such parking violator that they have an outstanding parking fine and that the fine amount has increased. The "Additional CMP Service and License Fee After Fine Amount Escalation" fees as indicated above shall be applicable to each fine starting with the first letter sent.
e) Passport will send a second letter after a number of days as mutually agreed upon by the Parties after issuance for each applicable unpaid fine owner.
f) Passport will send a third letter after a number of days as mutually agreed upon by the Parties after issuance for each applicable unpaid fine owner. This third letter will notify the register owner that after a number of days as mutually agreed upon by the Parties if the fine remains unpaid it will automatically be remitted to a collection agency.

**II. EQUIPMENT:**

a) TTD must purchase a sufficient number of Android-based handheld devices for each parking attendant to have access to one device while conducting parking non-compliance activities.
b) TTD must maintain at its sole cost one (1) wireless data plan for each Android device.
c) TTD must possess at least one (1) Bluetooth-enabled printer per Android device described in III. Summary of Products below..
d) If TTD chooses to purchase additional Bluetooth-enabled printers through Passport beyond the three printers described below in Summary of Products, the price will be quoted at the time of order.
e) TTD shall be responsible for applying the necessary configurations to any Android-based handheld devices and any printers it purchases using specifications provided by Passport, provided, however, that Passport shall provide the initial configuration to any printers purchased through Passport and connect to TTD Android-based handheld devices.
f) In addition to the hardware unit costs, TTD will be responsible for paying all shipping costs and printer paper costs
g) If TTD orders custom printer paper through Passport, Passport will be responsible for paying the costs of creating or setting up the Notice message and TTD will be responsible for paying the cost of the paper rolls, printing, and shipping such custom paper plus a service fee to Passport; Passport is unable to provide estimated costs until specific details of Customer order have been confirmed due to the variable costs of Passport's third-party vendors.

**II.SUMMARY OF THE PRODUCTS PROVIDED BY PASSPORT**

Together with any Product Specific Terms attached hereto and made a part hereof in Exhibit 1 and the Statement of Work (SOW) attached hereto and made a part hereof as Exhibit1, contains the terms and conditions applicable to the Products and related services purchased pursuant to the Agreement.

| **PRODUCTS AND SERVICES Provided by Passport** | |
|---|---|
| Citation Management Platform (CMP)<br>(Also known as Notice of Non-Compliance Management Platform ("NNCMP")) | ☒ |
| Three (3)- handheld Printers, plus shoulder carrying strap, chargers | $600.00 each plus shipping costs |
| Printer Paper customized for TTD by Passport no charge for customization. There are 70 Notices per roll. | $12.00 per roll; 100 roll minimum is required |

**IV. CMP FEES AND RESPONSIBLE PARTIES:**

| **Passport Citation Management Platform** | **Fee(s)** | **Fee Type(s)** | **Responsible Party** |
|---|---|---|---|

| | | | |
|---|---|---|---|
| CMP Service and License Fee<br>(also known as NNCMP) | $4.00 | Per Notice Paid | End User |
| Additional CMP Service and License Fee<br>(Includes automatic notification mailings and registered owner lookup) | 28.50% of escalated Notice amount | Per Notice Paid | End User |
| Cost Per Notification Letter Sent by Passport includes printed material and postage | $1.50 | Per Notification Letter | TTD |
| **Merchant Processing Services Fee Per Transaction** | 2.9% + $0.20 | | TTD |
| **Payment Gateway Fee Per Transaction** | $0.05 | | TTD |
| **Implementation Fee** | $3,307.70 waived so long as Customer complies with Customer Obligations in Agreement and NNCMP is turned on and in use for 90 days | | TTD |
| | | | |

## V. BILLING AND RECONCILIATION CONTACT INFORMATION

| | |
|---|---|
| Billing Contact Name: | Leslie Conard, Controller |
| Billing Email Address: | lconard@tahoetransportation.org |
| Billing Address: | P.O. Box 499<br>Zephyr Cove, NV 89448 |

**STATEMENT OF WORK**

# Statement of Work

**Tahoe Transportation District**
April 5th, 2021


Disclaimer

Project Overview

Statement of Work
- Configurations
  - Gateway and Merchant Processing
  - Citation Management Product
    - Citation Management (Back-Office)
    - Legacy Citation Import
    - OpsMan Mobile Monitoring and Issuance Application
    - Citation Lifecycle
    - Citation Payment and Appeals Portal
      - Payments
      - Appeals
      - Administrative Hearings
    - Citation Escalation Procedure
    - Automatic Physical Notice Letter Sending
    - Scofflaw List Management and Notifications and Boot/Tow Procedures
    - Registered Owner Information Lookup
    - System Training

Custom Integrations or Configurations
- Flowbird Mobile Parking Application
- Flowbird (a/k/a Parkeon, Inc. or its affiliates) Paystation Integration
- Linebarger Goggan Blair & Sampson, LLP Integration
  - Collections
- Rental Car Agency

Handheld Enforcement Hardware
- Monitoring and Issuance Devices
- Issuance Printers
- Custom Citation Issuance Paper

Assumptions & Notes


Passport

CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

Project Change Control

# Disclaimer

This Statement of Work contains information that is proprietary and confidential to Passport Labs, Inc. (“Passport”) and shall not be disclosed or used for any purpose other than the purposes described herein. Any other disclosure or use of this document, in whole or in part, without the permission of Passport is prohibited.

# Project Overview

Passport will implement Tahoe Transportation District (“Client”) onto Passport’s Citation Management Product.

During this project, Passport will perform architecture, design, implementation, and information configuration services for the project.

# Statement of Work

## Configurations

### Gateway and Merchant Processing

Passport will provide Gateway and Merchant Processing services directly to the Client, eliminating the need for an external provider. The Client will be required to sign Passport’s merchant agreement to facilitate the requested monthly settlement.

The Client will be responsible for paying all gateway and merchant processing fees.


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

Passport will remit funds, less the gateway and merchant processing fees, to the Client on a monthly basis.

## Citation Management Product

### Citation Management (Back-Office)

Passport will provide the Client with direct access to the Passport Operator Management ("OpsMan") back-office system portal, which will enable daily operations management of reporting, citation management, payment tracking, and auditing data.

OpsMan includes the following Citation Management Product functionality:

- Fully hosted by Passport cloud services.
- Secured Access with user specific login credentials and custom privileges per user.
    - There is not a cap on the number of users that can be setup.
- Real-time aggregator of citation data from Passport's Android issuance application, OpsMan Mobile
- Voids
- Refunds / Reversals
- Escalation Schedule Resets
- On-Demand Letter Generation for staff use
- Officer activity logging
- Supports and provides maintenance/edits for the following data upon proper user permissions being set:
    - Violation Date
    - Violation Time
    - Violation Type
    - Zone / Location
    - Space Number
    - License Plate Number
    - Vehicle Identification Number
    - License Plate State
    - License Plate Type
    - Vehicle Type
    - Vehicle Color
    - Vehicle Make
    - Vehicle Model


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

    - Violator First Name
    - Violator Last Name
    - Violator Birthday
    - Violator Email Address
    - Violator Address
    - Custom Fields that are set up specifically for the Client
    - Violation Amount Due
    - Violation Escalation Schedule Start Date
- Access to on-demand Reporting tools, including:
    - Violation Summary Report (by Officer, Area, Location)
    - Violation Detail Print-Out (with photo images)
    - Voided Reason Report
    - Officer Activity Log
    - Officer Productivity
    - Violation Print-Out Report
    - Hot List (boot and tow eligible) of Vehicles
    - Disposition Code Report
    - Citation Audit Trail
    - Open Appeals Report
    - Appeal Disposition Summary Report
    - Closed Appeal report
- Online user knowledge base
- Manual citation entry for handwritten violations by Client staff
- Manual appeal recording by Client staff
- Audit Trail for citation processing and specific activities
- Scofflaw listing generation for delivery to the OpsMan Mobile issuance application
- In-office Payment Acceptance
    - Passport does not accept in-person credit card payments
        - All in-person credit card payments need to be done online through the portal or manually logged in OpsMan Web after being processed through an external system
    - Passport will not integrate with a cash draw or check reader
        - Any cash payments will need to be manually logged in OpsMan Web after being processed through an external system
        - Any check payments will need to be manually logged in OpsMan Web after being processed through an external system


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

## Legacy Citation Import

Passport will not import any historical citation data for the Client.

## OpsMan Mobile Monitoring and Issuance Application

Passport will deliver the monitoring and issuance application, OpsMan Mobile, to the Client to be used in conjunction with the monitoring and issuance devices the Client secures. Passport's OpsMan Mobile is an Android application that is provides the following functionality:

- Secured permission-based access for application functionality.
- Seamless workflow for entering the required key data for each citation.
- Real-time citation issuance and back-office system upload for all violations
- Real-time warning issuance and back-office system upload for all warnings
- Real-time scofflaw indication notifications
- Real-time permit indication notifications
- Historical LPN violation issuance history notifications
- Offline citation and warning issuance with automatic data upload upon reconnection
- Time limit marking (electronic chalking)
    - One vehicle tire stem marking functionality
    - Capability to print chalking marks on overtime violations. Stem value positioning marks are not able to be printed on the citation
- Parking enforcement officer notes with the ability to print or not print the notes on the citations. Regardless of printing, all notes are available in the backend system, Operator Management
- Citation reprints
- Real-time citation voiding capabilities
- Last second citation data input verification
- Last second payment verification before issuance
- Barcode printing
- Violation cost increases for late penalties based on a set schedule
- Color photographs that are electronically attached to each violation

## Citation Lifecycle

After a citation has been issued, the citation can be either paid or appealed before the citation begins to escalate in price after a certain number of calendar days of no action from the violator. Please see below for a dedicated overview of each of these scenarios.


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

## Citation Payment and Appeals Portal

Passport will provide a web portal for violators to make payment on and/or appeal their citation(s). The web portal will be visually configured to match the colors and logo preference of the Client.

**Payments**

The web portal provides the following search and payment functionality:

- Mobile friendly, Client-branded portal that allows violators to search for and pay their citations online.
- Search by Citation Number, License Plate Number or VIN
    - Citation status indication is provided as well as full details on the specific citation
    - External Note(s) and Photographic Evidence is provided to the violator for each citation viewed
    - Payment capabilities
- Online Payment Capabilities
    - Shopping cart style feature to allow single or multiple citations to be paid in one transaction
    - Credit or Debit Card payment acceptance
    - Email notification to the payer of payment

The Client will be responsible for processing mailed-in, walk in, and after hours drop box payments and marking the citations as paid with OpsMan.

**Appeals**

The web portal provides the following search and appeal functionality:

- Search by Citation Number, License Plate Number or VIN
- Review the corresponding violation information such as date/time, description, amount, and supporting photo evidence
- Online appeal submission
- Evidence upload capabilities
    - Photographic
    - Text
- Email notification to appellant of appeal submission


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

All submitted appeals will be accessed and reviewed via OpsMan. Permitted OpsMan users will be provided with the ability to approve or deny an appeal via the web based interface. The appeals process provides one level of review and approval.

After a citation has been submitted for an appeal, that citation's escalation schedule will pause until a decision has been made on the appeal. Once a decision has been made, the citation will resume its escalation schedule.

Passport will ensure that a citation cannot be appealed if it has been either paid or if the citation has aged passed fifteen (15) calendar days. In addition, Passport will ensure that a citation can not be appealed more than once.

**Administrative Hearings**

Passport will not manage administrative hearings. All administrative hearing activities will be managed outside of the Passport back-office. The Client will update the back-office system manually with the outcomes of any administrative hearing.

## Citation Escalation Procedure

Passport will configure citations to automatically escalate according to the following schedule:

- Fines for any parking citation, if not paid within thirty (30) calendar days of the occurrence of the citation, shall increase from the base amount by $30.00 for a new citation amount of $60.00
- Fines for any parking citation, if not paid within sixty (60) calendar days of the occurrence of the citation, shall increase from the escalated amount by $40.00 for a new citation amount of $100.00

Passport understands that the Client may further change the initial citation fees as well as the fee schedule in the future or add and remove violation types. Passport will accommodate these changes in the future, but must be provided advanced notice to ensure that the Client's changes can be accommodated.

## Automatic Physical Notice Letter Sending

Passport has out-of-the box capability to template, produce and send physical letters via USPS based on configured criteria.


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

Passport will configure the automated letter production and sending system for the Client to automatically send physical letters to those violators who have not paid their citations at ten (10), thirty (30) or seventy-five (75) days post citation issuance. Please see the Citation Lifecycle section above for additional information on the timeline for the late notice letter delivery schedule.

Passport will work with the Client to determine any other physical letter sending needs.

Passport will leverage email communications for other customer communications, such as:

- Citation receipts
- Appeal responses

## Scofflaw List Management and Notifications and Boot/Tow Procedures

Passport will maintain the Client's scofflaw list and notify officers when a violation meets the scofflaw criteria. Passport understands that the Client's scofflaw eligibility rule will be set to any vehicle based on the license plate number that has two (2) or more citations each of which remain unpaid at thirty ("30") or more calendar days post issuance.

Scofflaw notifications will appear within Passport's monitoring and issuance application for any LPN that meets the above defined requirements. Scofflaw list management will notify the officer in the handheld; however, Passport understands that the client wants to monitor scofflaw for the purposes of reporting and understanding violator behaviors via the back-office portal, OpsMan. As such, the officer will have the ability to dismiss the notification and continue performing issuing activities accordingly.

## Registered Owner Information Lookup

Passport will provide registered owner lookup services to the Client each day, as applicable, using violator license plate information.

The registered owner information will be used to populate a late payment notice to be sent to the violator if they have not paid or appealed their violation within ten (10), thirty (30) or seventy-five (75) calendar days post citation issuance.

The registered owner information will be able to be viewed within OpsMan for each issued citation if the registered owner information is able to be obtained by Passport.

## System Training


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

Once a majority of the project milestones have been completed and the target launch date is confirmed, Passport will work with the Client to set-up the remote web-based training plan. Passport will assist the Client with determining who should be involved in the training sessions and when they should occur from a scheduling perspective around the target go-live date.
Passport will host a 1-hour training session with any Client employees who will interact with the new Passport Parking system. Passport recommends that all parking staff, anyone responsible for the adjudication of parking citations, Client accountants, and enforcement managers be present for training. Passport will work with the Client if additional training sessions are required.

All training is done via a “Train the Trainer” method, equipping each person present with the tools and knowledge to train their teams now and in the future.

# Custom Integrations or Configurations

## Flowbird Mobile Parking Application

Currently Passport does not have an active integration with Flowbirds' newly developed mobile parking application. Passport will provide Flowbird with its public API documentation for the purpose of building this integration. The Client will be given access to this integration once Flowbird has built to the Passport public API.

## Flowbird (a/k/a Parkeon, Inc. or its affiliates) Paystation Integration

Passport will integrate with Flowbird’s license plate number based pay stations for the purpose of monitoring Passport Parking paid parking sessions. Passport will provide an outbound push integration to the Flowbird pay stations in order to provide the Passport paid parking sessions information.

Passport will provide the following credentials to Flowbird so that the integration can be configured:

- Requestor
- Service ID
- User
- URL
- Version


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

## Linebarger Goggan Blair & Sampson, LLP Integration

Passport will integrate with Linebarger Goggan Blair & Sampson, LLP (“LGBS”) so that Linebarger, Goggan, Blair and Sampson can perform 3rd party collections activities on unpaid citations.

**Collections**

Passport will host a secure file transfer protocol process so that Passport can transfer unpaid citation files to Linebarger, Goggan, Blair and Sampson after ninety-five (95) calendar days post issuance. Linebarger, Goggan, Blair and Sampson will then perform collections activity to prompt payment on these unpaid citations through Passport’s payment portal by sending a one (1) collection letter and making one (1) phone call.

## Rental Car Agency

Passport understands that the Client wants Passport to support the effort to recover revenue on violations issued to rental cars. Passport will execute the automatic physical late notice sending process to rental car agencies based on received registered owner information. At which point, the responsibility of executing payment on such violations would be at the discretion of each rental car agency.

The Client will have the ability to add the cited registered owner to the citation in the back-office system if the rental car agency provides the registered owner of the vehicle at the time of the citation to the Client. At this point the Client will be able to use the back-office system to generate and deliver a new late notice.

# Handheld Enforcement Hardware

## Monitoring and Issuance Devices

- The Client will be purchasing two (2) Android-based devices for the purpose of monitoring enforcement activities and issuing citations through OpsMan Mobile.
    - The Client understands that the Android device needs to support the latest Android operating system. Passport recommends choosing a device that is the latest model or a model that is no older than the third newest model


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

- The Client is responsible for maintaining and paying for the data plans associated with the devices.

## Issuance Printers

- Passport will secure, configure, and deliver three (3) Zebra Thermal ZQ320 wireless bluetooth printers
  - Each printer will come with the following accessories:
    - One (1) Printer
    - One (1) Power Supply Plug
    - One (1) Shoulder Strap
    - One (1) Roll Blank Paper
  - While Passport will provide the printers to the Client, the Client will be invoiced at the price listed in the contract terms
  - Any subsequent printers secured, configured, and delivered to the Client will be invoiced at the price listed in the contract terms

## Custom Citation Issuance Paper

- Passport will customize the front of the citation to include the Client's name, the online payment portal website, the required values/fields for printing, the layout, barcodes, and other stylistic requirements
- The Client may choose to customize the back of the citation, including information related to payment options, the boot/tow process and the appeals process
- Passport will work with the Client to create the digital proof of the citation paper. Passport will place the initial order and all subsequent orders for paper. Passport will not order paper unless they are provided with written approval from the Client
  - Paper cost and inventory tracking will be the Client's responsibility
  - Paper orders take 4-5 weeks to process for both initial orders and subsequent orders. This cannot be expedited
  - The price per roll for custom paper is dependent on the quantity ordered. Pricing is subject to change due to variable rates from the 3rd Party vendor.
  - Estimated Costs:

| Quantity | 50 Rolls | 150 rolls | 500 rolls | 2000 rolls |
|---|---|---|---|---|
| **Price Per Roll** | $22.06 | $9.44 | $5.00 | $3.44 |


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

## Assumptions & Notes

While performing these services, Passport will rely upon the concerted engagement, direction, authorization, approvals or other information provided by the Client's primary stakeholder and technical teams.

The Client's Project Manager and respective team will be responsible for contributing to and reviewing Weekly Status Reports and reporting Project issues.

Additional Client responsibilities include:

- Providing operational information in a timely manner.
- Providing a list of stakeholders for preliminary implementation
- Making a good faith effort to facilitate the continued progress of the implementation.
- Perform user acceptance testing to confirm the accuracy of configured attributes in the system
- Provide written approval on each aspect of the system

Deliverables or activities not specifically identified as in scope throughout this document are by definition out of scope, unless accompanied by an approved Scope Change Order.

## Project Change Control

Changes may be required to manage unanticipated or new information that may arise during the course of the implementation and delivery of this solution that impacts an existing (or creates a new) deliverable, restriction, milestone, or dependency. This Project Change Control process is meant to enforce a process to ensure changes are tracked and approved appropriately throughout the project.

**Process**

- A Passport representative will complete a Scoping Change Order form describing the exchange to be evaluated.
- Passport will perform an impact assessment (cost, schedule, risk, etc) and provide a recommendation for how to achieve the Client's objectives in the context of the latest information.


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

- The Client will decide whether or not to proceed with Passport's recommendation or to suggest an alternative approach.
- If the Change Request is approved by the Client and returned back upon full execution, then the Change Request document will be incorporated as part of the Statement of Work.

**Timeline Effects**

- Upon approval by all parties, the impact assessment associated with such change request shall augment any prior commitments or estimates of timeline and pricing in this Statement of Work, which shall no longer apply. Passport will use commercially reasonable efforts to maintain the timeline and cost associated with this Statement of Work, augmented by any and all Change Request(s) approved by all parties


CONFIDENTIAL AND PROPRIETARY.
© 2021 Passport. All rights reserved.

Tahoe Transportation DISTRICT

Connecting our communities

MEMORANDUM

Date: April 5, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorize District Manager to Enter into Agreement with TRPA to Select and Contract with a Professional Services Organization to Assist with Workplan Tasks to Collaboratively Develop Sustained Transportation Revenue Sources

---

**Action Requested**:
It is requested the Board hear the item and authorize the District Manager to enter into agreement with TRPA to select and contract with a professional services organization to assist with workplan task development related to collaboratively developing revenue sources that can be sustained for the implementation and operation of transportation system improvements and services related to the Regional Transportation Plan (RTP).

**Fiscal Analysis:**
At the July 10, 2020 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 staff and professional services and a remaining balance of approximately $43,000 in Surface Transportation Block Grant funds for 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 the Tahoe Regional Planning Agency (TRPA) to reallocate $235,000 of 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 Phase II. Approximately $100,000 is budgeted to support staff work and the balance is for professional

services. TRPA has assessed the revenue sources it has available that could be used in conjunction with TTD sources for use in this collaborative process effort.

**Work Program Analysis:**
Work to address the next phase of regional revenue establishment is included in this fiscal year's work program and is dedicated to this effort. The approved workplan requirements 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 last 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 two years: 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 last 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 Transportation Implementation Committee (TTIC), 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. At the January meeting, the Board reviewed and heard the proposed consensus work plan developed by TTD and TRPA staff. The TTD Board provided direction to staff to utilize the entire Board as its policy working committee and to schedule up to one and half hour sessions at each monthly Board meeting until the work plan effort is complete.

At the February meeting, the Board reviewed, discussed, and shaped the policy questions and proposed direction to the technical work to be performed by the TTIC per the workplan. Last month emphasized the need to procure some professional services to help staff and the policy committees get the work done.

**Discussion:**

TTD and TRPA staff have prepared a draft scope of work and identified some organizations and expertise that can assist with product outcomes for the workplan. An outline of that scope is as follows:

Education/Outreach/Best Practices Synthesis

1) Document and provide recommendations to address policy issues raised (equity, social justice, etc.) based on relevant best practices in similar initiatives in resort communities.

Materials Production

2) Work with established technical and policy working groups to support production of foundational expenditure information (briefing materials, etc.)
3) Provide comparative approaches other regions that have taken on funding and distinguishing what is and is not pertinent to the Tahoe area, including regional governance and capital program management process in complex jurisdictions
4) Prepare funding mechanism recommendations based on existing information, technical and policy working group input, and best practice
5) Prepare administrative principles and detailed implementation process for selected funding mechanisms

Facilitation and Mediation

6) Lead the education and consensus process with the policy work groups of the TRPA Board, the TTD Board, and the larger bi-state policy consensus group. Provide facilitation and mediation on key issues and at major milestones to maximize consensus across multiple stakeholder groups (Bi-State Consultation, Policy Working Group, etc.)

Timeframe: Six months from time of contract award to project conclusion.

Contact with potential vendors has been underway. Next steps are to follow up on further solicitation and select a group to engage in contract. Staff is seeking authorization for the District Manager to enter into agreement with TRPA to jointly solicit and contract with professional services to assist with the successful development of work plan task outcomes.

**Additional Information:**

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

Tahoe Transportation DISTRICT

*Connecting our communities*

MEMORANDUM

Date: April 5, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Informational Presentation and Discussion on a Comparative Transit Peer Review and Status Update on TTD's 2019 Transit Plan

---

**Action Requested**:
This is an informational item. It is requested the Board hear the presentation, ask questions, and discuss the success and challenges to operating and growing a public transit system at Lake Tahoe.

**Fiscal Analysis:**
All expenditures associated with this item are accounted for in the FY21 Work Program and associated budget as part of the District's operations.

**Work Program Analysis:**
Work to manage, plan, fund, and operate public transit is included in this fiscal year's work program. The approved work plan requirements will also be programmed for next fiscal year.

**Background:**

**2019 Transit Plan:** At the March 2018 Board meeting, Staff brought an informational item to the Board detailing four key factors pressuring TTD's transit service and sustainability:

1. Workforce development and retention
2. Funding availability and forecast
3. Performance measures for regulatory compliance
4. Fleet and capital asset replacement and improvement

Staff committed to bring options to the Board for sustainable transit services. Throughout the next six months, Staff worked with public and TTD partners to develop the 2019 Transit Plan. It was adopted by the Board in August 2018 and implemented in November 2018.

The 2019 Transit Plan included changes to the service day, operating frequency, and a purposeful shift in focus from visitors to community ridership reflecting both the direction of the Board, the desires of TRPA, and the majority of public comments. This shift in focus aligns with the funding received that is based mostly on local needs.

TTD has not yet been able to focus on transporting the tens of millions of visitors to Lake Tahoe each year, due to continued constrained resources. The East Shore Express is TTD's lone visitor-oriented service.

**State of Transit Program Opportunities:** In January 2020, Staff brought forward a report, "Update on the State of the Transit Program and Possible Approval of Opportunities to Expand Service" (Attachment A). This report asked the Board to consider approving three recommendations:

1) An evening extension of service hours and direct Staff to work with the Lake Tahoe Community College (LTCC) to identify a sustainable funding source;
2) Staff to work with the Tahoe Regional Planning Agency (TRPA) to program the grants necessary to establish a zero-fare program for Routes 50, 55, and paratransit services; and
3) The development of a transit service package, with funding estimates and potential partnerships.

**Peer Review of TTD's Transit System:** In January 2021, Derek Morse, of Morse Associates Consulting submitted the draft final project report for One Tahoe: A transportation funding initiative, which included a Transit Peer Review in Appendix I (Attachment B). This report compared key operating and performance data from TTD to ten other peer transit systems serving national parks, tourist areas and ski resorts selected for comparison because of the similarities in operating conditions, passenger demand and mobility objectives. This report utilized 2017 National Transit Database (NTD) reports compiled annually by FTA. The only exception is the Town of Vail who provided the operating data for Vail Transit.

The following ten transit systems comprise the peer group with TTD:

- Yosemite Area Regional Transportation System (YARTS) - Yosemite, CA
- Southern Teton Area Rapid Transit (START) - Jackson Hole, WY
- Steamboat Springs Transit - City of Steamboat Springs, CO
- Roaring Fork Transit Authority – Aspen, CO
- Mountain Rides Transportation Authority - Sun Valley, ID
- Park City Transit - Park City, UT
- Eastern Sierra Transit Authority - Mammoth Lakes, CA
- Greater Glens Falls Transit System - Glens Falls, NY; Lake George
- Vail Transit - Town of Vail, CO
- Eagle County Regional Transportation Authority - ECO Transit; Vail, CO regional area

The report found that TTD's transit system performance indicators are comparable to the ten peer systems reviewed. Those include revenue vehicle hours and miles provided, passengers transported, fare revenue collected, and peak vehicles operated. Overall, TTD operates and administers an efficient and productive system.

Indicators relative to operational expenses per unit of service provided are generally in the upper third of those reviewed and are attributable primarily to the commuter service segment and to the maintenance costs of an aging fleet.

The level of local funding provided to TTD for supporting transit is among the lowest of those reviewed. Local funding as a percent of total operating expenses for TTD is 1.8% compared to a median value of 44.4% for the group.

A predictable and meaningful stream of local funding to the TTD would leverage federal and state funding for needed capital facilities and other foundational projects.

**Discussion:**

**Peer Review of TTD's Transit System**

Although TTD is constantly reporting data to a variety of federal, state, and regional databases and is subject to performance and financial audits, it is important to periodically do a self-check among peers. As noted above, the report focused on systems with similarities in operating conditions, passenger demand and mobility objectives. It did not focus on geographic proximate neighbor systems. While TTD shares obvious similarities with TART, TTD has few similarities to Washoe RTC's service or the Jump Around Carson (JAC) system.

The report indicated that TTD's performance was in line with the peer agencies studied and that TTD's expenses are generally in the upper third of those reviewed and are attributable primarily to the commuter service segment and to the maintenance costs of an aging fleet.

What stands out in the report is not variations in performance or expenses, but rather the stark disparity in revenue. The level of local funding provided to TTD for supporting transit is among the lowest of those reviewed. Local funding as a percent of total operating expenses for TTD is 1.8% compared to a median value of 44.4% for the group. A predictable and meaningful stream of local funding for transit operations and capital would open opportunities to leverage federal funding to build the needed capital facilities and other foundational projects to move Tahoe forward.

*Mr. Michael Steele, the producer and author of the report, will present a brief overview of his analysis and will be available to answer any questions*.

**2019 Transit Plan**

The 2019 Transit Plan provided only temporary relief from the four key factors affecting transit service sustainability.

1. **Workforce Development and Retention:**
   Recurring Issues:
   - Competitive salary and benefits
   - Skill level, training, and testing
   - Affordable housing supply
   - Recruitment and retention time investment

Staff worked with the Teamsters Union and the Board to boost starting wages and the overall wages. However, a cursory survey of eleven other Commercial Driver's License (CDL) employers - both public and private - reveals TTD lags behind local competitors. TTD's starting wage is $18.00/hour whereas the average among those surveyed is $21.47/hour. Compensation of $3.47 an hour more over the course of a year totals $7,217.60. TTD's neighbors to the North, TART, start their Operators at $21.05/hour plus and an additional $875 per month stipend for those employees living in the Basin, as well as offering CalPERS or NvPERS equivalent retirement. TTD's ability to recruit and retain Bus Operators continues to erode with fewer Operators available for service now than when the 2019 plan was put in action. TTD has also allocated significant resources to recruitment. These efforts have not yielded a sufficient number of qualified applicants to staff the services levels promised to the community. An extraordinary amount of time, energy, and

management adjustments are expended on recruiting, training, retaining, and adjusting to insufficient daily staffing levels.
*TTD made strides toward competitiveness with the 2019 plan, but the market has outpaced current ability.*

2. **Funding availability and forecast:**
   Recurring Issues:
   - Formula federal and state sources are relatively fixed
   - Local or private funds are small to non-existent
   - Matching funds for formula and discretionary sources are difficult to find beyond basic daily operations
   - The single biggest funding gap in the RTP is for transit

From October 2018 to December 2020, TTD has worked with Morse Associates Consulting to help identify a sustainable funding source(s) with sufficient magnitude to cover the funding shortfall now identified in TRPA's Final Draft 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Analysis and recommendations from the One Tahoe effort indicate, with the right authority, that a user fee-based source will generate the regional funding necessary to leverage state and federal resources, as well as directly fund projects and transit operations to move Tahoe forward in RTP vision delivery.

Beginning in November of 2020, TTD and TRPA have been working together to work with sector partners to arrive at a consensus on funding sources to sustainably deliver the RTP. A regional source is needed to leverage local, state, and federal sources. For example, TTD's much needed Maintenance and Administration Facility is conservatively estimated to cost $60 million. In order to receive $48 million in federal dollars, local or regional match funds of at least $12 million will be needed. Absent a substantial regional source, no other potential source has been articulated that could generate the magnitude of local funds necessary to keep Tahoe moving.

*The One Tahoe report is an informed body of work to help the consensus process reach a decision(s). Determinations made in the consensus process on sector shares and new sources will define the Region's ability to deliver transportation, and its timetable for doing so.*

3. **Regulatory Compliance Measures:**
   Recurring Issues:
   - California state farebox recovery policy versus TRPA free or no-fare policy, and the color of money

In response to the COVID-19 pandemic, TTD implemented a zero-fare program in April 2020. This zero-fare program was already being planned for a later implementation, but through CARES Act funding, TTD was able to move up the start date. The zero-fare program eliminated the collection of all fares on all routes. However, zero-fare is not zero-risk. California's Transportation Development Act (TDA) requires transit systems to recover a percentage of operating costs from passengers' fares or other local funds. TTD is required to recover 15% of operating costs on fixed routes and 10% of operating costs on demand response routes. With the zero-fare program, TTD is collecting 0% for both mode of service. Placer County's TART system can meet its farebox recovery target while implementing no fares, because it has a local source of Transit Occupancy Tax (non-federal or state) revenue. No such source is available to TTD.

TDA's enforcement mechanism for farebox recovery is to withhold the amount of state funding dollars a transit system is short for the required percentage. For example: Generic Transit is

required to recover 15% of their operating cost. For this scenario, that is $1,000,000. But Generic Transit only recovers $550,000. The State Controller would then withhold $450,000 of state funding. TDA is a significant local funding source for TTD. With 0% farebox recovery, TTD is at risk of having 100% of its TDA funds withheld.

*The zero-fare program is funded through June 2022. If additional locally sourced funds are not identified by February 2022, Staff will begin messaging the public that fares are coming back, refurbish the aging fare boxes for re-installation, and contract for armored service.*

4. **Capital Fleet and Capital Facilities and What They Have in Common:**
   Recurring Issues:
   - Large reliance on discretionary competitive funding sources
   - Small reliance on formula funding sources
   - Both sources require matching funds which is in short supply

TTD's capacity for funding capital assets is limited. Yet, staff has made significant progress in fleet reliability, electrification, and transit amenities. With the implementation of the 2019 Transit Plan, TTD was able to retire many of the buses that consumed the most time and money to keep on the road. Being able to focus TTD's limited resources on the remaining fleet has boosted reliability and availability to the rescaled services.

During the last year, the Lake Tahoe Community College (LTCC) Mobility Hub construction was completed. This project not only created an attractive waiting area for students, faculty, and visitors, but also featured the infrastructure for TTD to add electric bus charging this summer. Other transit amenities include solar lighting at all sheltered bus stops, schedule holders at most bus stops, and new signage with stop IDs to support Automatic Vehicle Location (AVL) for real-time bus tracking.

The Bijou Bus Shelter project relocated an existing, underutilized bus shelter to a newly constructed, ADA-accessible bus pad at the corner of Herbert Avenue and Spruce Avenue within South Lake Tahoe's Bijou neighborhood, directly across from Bijou Community School. The project was fully funded by California's Low Carbon Transit Operations Program.

*TTD has made improvements and had some success, but future success and program needs are not sustainable under current revenue conditions*.

## State of Transit Program Opportunities

The January 2020 Staff Report on the state of transit was meant to continue to lean into exploring solutions for transit absent a regional funding source. The Board approved an extension of service hours in the evening to better serve LTCC night classes and to identify a sustainable funding source for the service. The estimated cost of additional service was $55,000 a year. Before this program could be enacted, the COVID-19 pandemic hit and LTCC reduced in-person learning.

The second recommendation approved by the Board in January 2020 directed Staff to pursue implementation of a zero-fare program. This work was underway when the pandemic happened and the Board, TRPA, and Staff took swift action to implement the zero-fare program in April 2020. While CARES Act funds have helped fill the revenue void, local funds will be needed to be compliant with farebox recovery requirements.

Lastly, the Board directed Staff to develop a transit service package with funding estimates and potential partners. With all existing revenues to TTD utilized to provide existing services, the proposed expansion of services in what Staff dubbed the "Interim Service Plan (ISP)" would have cost an additional $3.9 million annually. Implementation of the ISP would have increased service and thus, would have increased the use of all TTD assets.

The interim plan was meant as a placeholder until robust, sustained, regional revenues become available to grow the system toward a 5% transit mode split, and then progressively until the 20% transit mode split goal is achieved.

Unfortunately, the pandemic derailed presentation and consideration of the ISP, as both Nevada and California issued stay-at-home orders. In the post-pandemic period, it seems unlikely that local businesses and governments would be able to fund an annual $3.9million for transit, when most are still reeling from the impacts of the pandemic.

**COVID-19 Pandemic Transit Support Funds**

TTD, like many other transit agencies throughout the United States, has received significant federal assistance to weather the COVID-19 pandemic. These one-time funds are an opportunity for Lake Tahoe. As stand-alone allocations, what has been received is simply a lump sum with no expectation of continued support in the future. With so many transportation needs, it could be tempting to use these perishable funds to rapidly expand services. But those services would then contract just as quickly when the funding is exhausted.

An alternative course would be to leverage the funding to support a future regional revenue stream. By investing the one-time funds in creating a stable revenue stream, the impact of those few dollars will be felt for decades. The COVID-19 pandemic transit support funds are an opportunity to put a down payment on funding the future as envisioned in the Bi-State Committee and the TRPA's Final Draft 2020 RTP/SCS.

Staff will be bringing an item for consideration in May that will explore options and opportunities for COVID funds.

**Additional Information:**

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

**Attachments:**

A. January 2020 Item 8-B "Update on the State of the Transit Program and Possible Approval of Opportunities to Expand Service"
B. One Tahoe draft final project report, Appendix I: Transit Peer Review

Tahoe Transportation DISTRICT

*Connecting our communities*

MEMORANDUM

Date: January 27, 2020

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Update on the State of the Transit Program and Possible Approval of Opportunities to Expand Service

---

**Action Requested**:
Staff requests the Board approve: 1) an evening extension of service hours and direct Staff to work with the Lake Tahoe Community College (LTCC) to identify a sustainable funding source; 2) Staff to work with the Tahoe Regional Planning Agency (TRPA) to program the grants necessary to establish a zero fare program for Routes 50, 55, and paratransit services; and 3) the development of a transit service package, with funding estimates and potential partnerships.

**Fiscal Impact:**
The proposed expansion of evening service hours is within available funding, but not currently programmed with the budget. The loss of fare revenue associated with the zero fare program for routes 50, 55, and paratransit will be recovered from grant funds. However, the grant funds are finite and a new revenue source will be required to backfill the grant funds at the end of the program. Additionally, the zero fare program will result in TTD being non-compliant for the Transportation Development Act (TDA) farebox recovery requirements. The TDA farebox provisions are currently under review, but if no action is taken, TTD could lose TDA funds in the future. All expenditures for developing a foundational transit service package are captured within the existing budget.

**Work Program Impact:**
All work associated with this effort will impact future work programs.

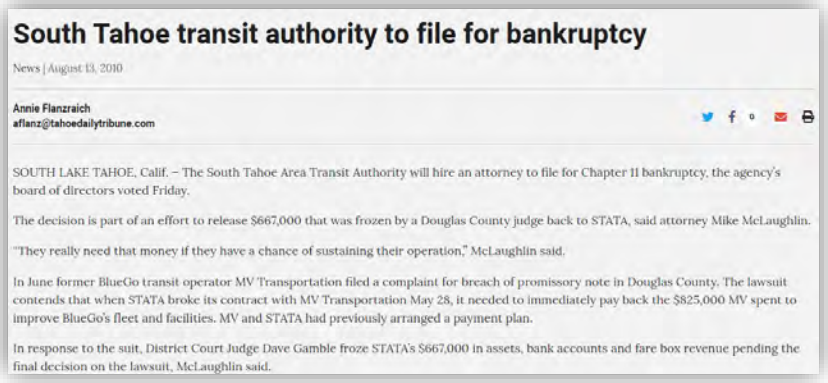
**Background:**

**Historical Context**

South Shore transit services have an erratic history. Different structures and service levels were implemented over the decades with inconsistent results. Prior to TTD's management (2010), South Shore transit services were provided by a management confederation of private interests, with local and regional governments, akin to a joint powers authority. This management group was first known as the Coordinated Transit System – Management Company (CTS-MCO), an outcome of the redevelopment effort of 1995 and then became the South Tahoe Area Transit Association (STATA). In 2010, STATA, its board of directors, and its members were sued by MV Transportation, their maintenance and operations contractor, for

alleged breach of contract, unpaid services and damages, as STATA ran out of money and entered Chapter 11 bankruptcy.

As STATA became mired in court, TTD assumed the responsibility of providing public transit. TTD took possession of an eclectic fleet and hired a new purchased transportation provider to operate and maintain a truncated transit service.



**South Tahoe transit authority to file for bankruptcy**

News | August 13, 2010

Annie Flanzraich
aflanz@tahoedailytribune.com

SOUTH LAKE TAHOE, Calif. – The South Tahoe Area Transit Authority will hire an attorney to file for Chapter 11 bankruptcy, the agency's board of directors voted Friday.

The decision is part of an effort to release $667,000 that was frozen by a Douglas County judge back to STATA, said attorney Mike McLaughlin.

"They really need that money if they have a chance of sustaining their operation," McLaughlin said.

In June former BlueGo transit operator MV Transportation filed a complaint for breach of promissory note in Douglas County. The lawsuit contends that when STATA broke its contract with MV Transportation May 28, it needed to immediately pay back the $825,000 MV spent to improve BlueGo's fleet and facilities. MV and STATA had previously arranged a payment plan.

In response to the suit, District Court Judge Dave Gamble froze STATA's $667,000 in assets, bank accounts and fare box revenue pending the final decision on the lawsuit, McLaughlin said.

Initially, it was reported that, "[t]he City of South Lake Tahoe, Heavenly Mountain Resort, Lakeside Inn and Casino, Montbleu Resort Casino & Spa, Ridge Resorts have already committed funding to the TTD. Participation is pending from Harrah's and Harvey, as well as Douglas, El Dorado, and Carson City counties. Grants from the Nevada Department of Transportation and Caltrans are also likely."[1]

TTD worked to rebuild transit into a stable and sustainable service. After the first few years, only Heavenly Mountain Resort, Ridge Resorts, Douglas County, and Nevada State Parks continued to contribute to TTD. Service specific grants were still available from the Nevada Department of Transportation (NDOT) and the California Department of Transportation (Caltrans). Due to the bankruptcy of STATA and the following lawsuits that alienated the private funding partners, none of the other private funding partners returned to transit and California and Nevada became the major funding sources for transit operations. The loss of locally generated revenue, that is so critical for capital and matching funds, severely limited the amount of federal money TTD could leverage.

TTD received discretionary federal Section 5311 rural transit assistance funds from both California and Nevada. Typically, the amount of funding was adequate for existing operations, but there was no certainty in revenue beyond twelve months. Depending on applications received, either state retained the ability to reduce the amount TTD received. The result was that each year's transit budget and service plan was framed into terms of what was likely available, with an asterisk noting that the services were dependent on federal funds.

After the bankruptcy, TTD inherited the remaining fleet assets from STATA and signed new leases for facilities with the City of South Lake Tahoe. There was not enough funding from the Section 5311 programs to continue to renew the fleet or move TTD's maintenance and operations from a 60-year-old leased facility to a new modern facility. Some of the fleet assets were new, while others were aging poorly. Similarly, some of the leased transit facilities were in

[1] *Flanzraich, Annie. "Tahoe Transportation District may take over BlueGo." Nevada Appeal News Service, October 22, 2010.*

fair condition (South Y Transit Center and Stateline Transit Center), but the maintenance facility and storage yard was, and remains, too small and outdated for effective transit operations. As the facilities are leased rather than owned assets, most renovations/upgrades cannot be completed using federal funds, because the use of those funds requires: 1) TTD having control over the now federal asset, and 2) a useful life far beyond TTD's likely tenancy at the maintenance yard.

In June 2011, shortly after TTD assumed management of STATA's transit services, the Board approved a contract with TechTrans, a transit contractor, to operate and maintain the system. Keolis America, a multi-national transit contractor, bought TechTrans in late 2011.

Concurrently with managing the transit contractor, TTD worked with Congress to designate the Tahoe Urbanized Area (UZA) as a large urban UZA. The boundary of the UZA mirrors that of the Lake Tahoe watershed. This technical legislative change corrected a flaw to the Metropolitan Planning Organization authority, allowing it to receive formula funds for transit operations and capital projects in the Fixing America's Surface Transportation (FAST) Act. This allowed TTD and the Tahoe-Truckee Area Regional Transit of Placer County to be a direct recipient of federal Section 5307 formula funds. While the amount of funding did not increase significantly, the funding is consistent and the large UZA designation expands TTD's qualifications for more federal capital dollars and provides more reliable formula funds. Services in areas beyond the UZA would still be eligible for rural Section 5311 funding.

However, TTD realized that without stable local support, reliance on federal formula funds and discretionary sources would require a nimbler posture. The operation would have to take advantage of competitive funding sources when available and to scale down should conditions or funding sources change. As TTD staff began evaluating the contractor performance, service needs, and costs, it became clear that the contractor model was not the most efficient or effective service delivery model. As TTD's contract with the purchased transportation provider came to a close, the company seemed to balk at renewing the contract without a significant influx of new fleet. A sizable increase in their fee was also anticipated. Neither of these scenarios were possible to commit to with existing funding sources. In 2015, TTD began working on a business plan to move to direct operations. Keolis' contract was extended through June 30, 2016 to accommodate the transition.

## Direct Operations

TTD assumed direct operation of the transit system on July 1, 2016. The operational business plan called for a seamless transition from contracted to directly operated in order to minimize any adverse effects on the public. The transition was smooth and TTD began collecting data on various system metrics. Staff started work on a Short-Range Transit Plan (SRTP) and Linking Tahoe: Lake Tahoe Basin Transit Master Plan (TMP). The SRTP would identify issues and needs facing TTD in the first five years of implementing the longer vision identified in the TMP.

In October 2017, the Board adopted Resolution 2017-011 adopting the fiscal year 2017–2021 SRTP. This plan was developed by Staff as an implementation plan and aligned with the 2017 Regional Transportation Plan (RTP/SCS) adopted by the Tahoe Regional Planning Agency (TRPA) in April 2017; the TMP, adopted by TTD in June 2017; and the Linking Tahoe: Corridor Connection Plan adopted by TTD in September 2017. The SRTP advised TTD to establish a solid foundation upon which the transit system can grow. However, the SRTP recognized that before Staff can deliver an ambitious transformation of the Basin's transit network consistent with the TMP, there are key fundamentals that must be addressed: safety, labor, fleet, and facilities.

The SRTP identified two possible tracks for transit during the next five years. These are briefly discussed below:

1. **The Progressive Track (Unconstrained) - Recommended:** A holistic, dual-action approach requiring an aggressive pursuit of new, robust sustainable funding sources at all levels—local, regional, state, and federal—needed for the development of an enhanced region-wide transit network consistent with the TMP, while simultaneously moving to support a revised system operational and capital plan that balances service levels with existing funding. The Progressive Track's revised system plan focuses on system productivity recognized through ridership and included:
    - Rebalanced (reduced or expanded) service areas
    - Increases in frequency to boost productivity
    - Rebalanced hours of operations, recognizing the system's most effective operation times
    - Modifications to seasonal services

    The integrated approach of the Progressive Track best aligns with the objectives outlined in the TMP and the RTP/SCS.

2. **The Regressive Track (Constrained):** This option is an alternative to the visions of the adopted RTP/SCS and TMP. The Regressive Track refocuses transit by revising the system operational plan and capital plan to balance service levels to existing funding. The Regressive Track would include a focus on either system coverage (i.e. geographic density) or system productivity (i.e. ridership). As the cost of service provision typically escalates more rapidly than existing funding, transit services will slowly contract. The allocation of capital funds would shift to consolidation of facilities and asset preservation.

When adopting Resolution 2017-011, the Board stated, "[T]he TTD Board of Directors hereby adopts the SRTP for fiscal years 2017 through 2021 and acknowledges the challenges cited in the SRTP and resolves itself to work assertively with its partners and Staff to address them over the course of the plan to establish a foundation upon which to build the service of the future." Over the next few months, Staff worked on strategies to improve safety, create a core labor force, identify opportunities for fleet renewal, and explore sites to locate a new maintenance and administration facility.

At the March 2018 Board meeting, Staff brought an informational item to the Board detailing factors affecting TTD and sustainable transit services. Staff identified four key factors pressuring TTD's transit service and sustainability:

1. Workforce development and retention
2. Funding availability and forecast
3. Performance measures for regulatory compliance
4. Fleet and capital asset replacement and improvement

Staff committed to bring options to the Board for sustainable transit services. At the April 2018 Board meeting, Staff brought forward two options, a "balanced approach" and a "most sustainable approach," that were compared to the existing service. These options were reviewed and the Board directed Staff to prepare a third alternative option, predicated solely on secured funding.

At the May 2018 Board meeting, Staff presented the third option. This option was titled "Baseline." The Baseline scenario represented the maximum amount of service - within secured funding parameters - and was guided by planning work completed in the TMP, SRTP, and TRPA's RTP/SCS.

The Board then opened a public comment period to conclude at the July 13, 2018 Board meeting. At the July meeting, Staff summarized the outreach conducted and public comments received, the response to public comments; explained the rationale for the elimination of the ski shuttles and Emerald Bay Shuttle; and clarified the revised paratransit service area. Two scenarios were presented, Baseline V2 and Baseline V2-Extended. Baseline V2-Extended included routes supported by NDOT 5311 discretionary funds. The Board directed Staff to continue developing the Baseline V2-Extended plan, now called, "2019 Transit Plan" for consideration in August.

**2019 Transit Plan**

During the development of the 2019 Transit Plan, Staff worked with NDOT and submitted a discretionary grant application for Nevada's FTA Section 5311 funds. TTD had met with NDOT staff and presented an option that utilized the 5311 funds to maintain a connection between Minden/Gardnerville, Carson City, and Stateline. On July 18, NDOT notified TTD of a grant award for Fiscal Year 2019. This award provided support for Routes 19 and 22 through September 2019 with matching funds provided by TDA and Douglas County's contribution. The following year, TTD again successfully obtained Section 5311 funds for these routes through September 2020. Successful grant applications are critical to the success of the 2019 Transit Plan. Without NDOT's support, TTD would not be able to operate the routes linking Stateline with Minden, Gardnerville, Carson City, and the communities at Daggett Summit.

The 2019 Transit Plan included the following:

Features

- Service day of 14 hours
- Operating
    - Modified Route 50 to operate two buses to increase frequency
    - Modified Route 53 to operate two buses to increase frequency
    - Created commuter service to Meyers along Hwy 50 (Route 18x), satisfying an unmet transit need
    - Consolidated Routes 20X and 23 to create Route 22, maintaining commuter service. The route serves Kingsbury Grade, Tramway Dr. and Quaking Aspen Ln. In the morning and evening hours, this route extends over Daggett Pass to Minden/Gardnerville.
    - Continue Route 19x connecting Minden, Gardnerville, and Carson City, offering connections to Jump Around Carson (JAC), Douglas Area Rural Transit (DART), and Washoe Regional Transportation Commission (Washoe RTC).
    - Continue East Shore Express operations with two buses
    - Continue Paratransit service to include Kingsbury Grade communities within the one-mile service envelope

Change Summary

- Reduced the operating day from 20 hours to 14 hours

- Discontinued West Shore service (Emerald Bay Shuttle) and its connections to Tahoe-Truckee Area Regional Transit (TART)
- Discontinued Winter Shuttle routes (discussed in detail below)
- Consolidated the Paratransit service area to a one-mile corridor from fixed routes with a few exceptions. The proposed service area is still beyond the federal requirement under the Americans with Disabilities Act (ADA) of ¾ of a mile beyond the regularly scheduled fixed route system. Paratransit service was not proposed to serve Christmas Valley, North Upper Truckee, and the Nevada communities north of Round Hill Shopping Center. The proposed changes to the paratransit service area were estimated to adversely affect 16 individuals or approximately 3.5% of existing active passengers.
- Reduced revenue fleet size and labor need that were required to accommodate seasonal influxes from winter shuttles and west shore service
- Discontinued staffing for Explore Tahoe/Stateline Transit Center and vacate the building

Compliance

- Fixed route services were expected to exceed California's required farebox recovery ratios
- Paratransit service requires some local fare replacement subsidy within the next four years to meet California farebox recovery requirements.

The Board adopted the 2019 Transit Plan in August 2018 with Resolution 2018-007, finding the 2019 Transit Plan consistent with California Environmental Quality Act (CEQA), the RTP, TMP, and SRTP.

The overall operation hours were reduced with the remaining hours focused on the busiest and most productive times of service. Ridership for the previous service averaged about 765,400 riders annually (the range is 641,814 to 849,151), but varied based on visitation shifts and winter weather. The 2019 Transit Plan had a projected ridership of 516,600 due to the focus on core ridership hours, the increase in frequency on its most heavily used route year-round, and the additional service areas.

The 2019 Transit Plan focused on ensuring efficient service during peak times and re-routed the major routes to provide more consistent service to LTCC and accommodate electric bus charging.

While the 2019 Transit Plan did increase frequency, it also reduced the temporal coverage of transit services at Lake Tahoe and shifted the focus from visitor to community ridership. This shift in focus aligns with the funding received that is based mostly on local needs. TTD has not yet been able to focus on transporting the tens of millions of visitors to Lake Tahoe each year, due to continued constrained resources.

It was expected that Heavenly would provide an alternative bus service because their facilities could not accommodate a significant influx in individual vehicles. While Heavenly did create a limited bus service approximately one third the size of TTD's winter operation, Heavenly still relies on TTD's Route 22 to provide bi-state resort linkage between the California and Nevada lodges. For transportation in the US 50 corridor, Heavenly refers guests to TTD's Route 50.

Since the adoption of the 2019 Transit Plan, minor modifications have been made for operational and efficiency

purposes. Route 18X serving Meyers was discontinued in March 2019 due to extremely low ridership; Route 50 was re-routed for safer circulation, better connections at LTCC, and to accommodate the charging necessary with battery electric buses; and a third bus was added to the East Shore Express on busy weekends to handle demand.

**Discussion:**

**Current Conditions**

The 2019 Transit Plan scaled the transit service to sustainable fleet and staffing levels and to work with available infrastructure.

**Tahoe Transportation District's Current Transit Services**

**Core Services**

| | |
|---|---|
| Frequency | A bus (either Route 50 or 55) leaves the South Y Transit Center every 20 minutes. |
| Route 50 | US 50 corridor between Stateline Transit Center, LTCC, and South Y Transit Center. |
| Route 55 | Serves South Lake Tahoe neighborhoods, including Kingsbury, Stateline, Ski Run, Bijou, LTCC, Barton, Tahoe Verdi, and Bonanza. |
| Route 22 | Stateline Transit Center to Daggett Summit. |
| Paratransit | Regional ADA paratransit service. |

**Commuter Services**

| | |
|---|---|
| Route 19X | Minden and Gardnerville to Carson City. |
| Route 22X | Stateline Transit Center, Kingsbury, Minden and Gardnerville. |

**Summer Seasonal Service**

| | |
|---|---|
| Route 28 | Seasonal. East Shore Express linking Incline Village to the Tahoe East Shore Trail and Sand Harbor. |

**Coordinated Services**

| | |
|---|---|
| Amtrak | Connecting with Thruway buses at Stateline and South Y Transit Centers. |
| TART | Linking with the Mainline seasonally in Incline Village. |
| RTC | Connecting Minden, Gardnerville and South Lake Tahoe to Reno via Washoe RTC in Carson City. Free transfers. |
| JAC | Linking with Jump Around Carson from Minden, Gardnerville and South Lake Tahoe. Free transfers. |
| DART | Connecting with Douglas Area Rural Transit for service within Minden/Gardnerville and South Lake Tahoe. Free transfers. |
| Airporter | South Tahoe Airporter connections departing from Stateline casinos to Reno International Airport. |
| Water Taxi | Transfers at Lakeside Marina to South Shore Water Taxi destinations, such as Round Hill Pines Marina and Camp Richardson Resort. |

The 2019 Transit Plan is fulfilling the direction adopted in the SRTP and is responsive to the community's desire to have more frequent service. However, without the free-to-user winter shuttles, ridership has contracted sharply. While the service hours were reduced 28%, ridership is down 52%. The winter shuttle services were the most productive hours, but also the most resource intensive service hours.

## Discontinuation of Winter Shuttles

*TTD was excited to partner with Vail on winter shuttles. At the April 9, 2018 TTD Board Meeting, Staff discussed four factors affecting the decision to discontinue winter shuttles. First, TTD does not have the Operators or fleet necessary to provide the shuttle services. Second, with no fare revenue generated, the winter shuttles were negatively impacting farebox recovery. Third, winter shuttles operate in an extremely unsafe environment. The incidence of collisions (mostly buses being hit by cars), lack of snow removal, delays in getting sand/cinders put down, and heavy traffic with inexperienced visitors contributed to an overall unsafe operating environment for public transit. Fourth, fleet availably was exacerbated by the amount of collisions that take buses and their operators out of service for days after each collision. Staff has proposed operating some service between Heavenly Village and the California Base Lodge, but this was deemed unaffordable without Heavenly participating at some level. Vail requested to reduce their contribution of $900,000 and Staff reminded Vail, as TTD had for years, that the straight-line cost of the service was $2.1M with many other indirect costs including a lack of capital replacement considerations, and constant demands to shift resources in violation of FTA guidance. FTA guidance on ski shuttles is clear that the services must be publicly planned and operated to address the transportation needs. Since ending the majority of winter shuttles, TTD's insurance rates have dropped over $100,000 a year based solely on TTD's improved claim history.*

When in operation, the winter shuttles required 15 buses, roughly 18 full time positions, and led the system on the number of collisions when compared to other routes. When in operation, the cost of the winter shuttles was partially recovered from an agreement with Heavenly, but without any farebox recovery, the services exacerbated TTD's inability to meet the new farebox standards required by TDA, since TTD became a direct recipient of FTA Section 5307 formula funds. Additionally, community support recorded in the SRTP process, surveys, and direct meetings with businesses did not prioritize winter shuttles.

In multiple surveys, the public ranked the three most important improvements for TTD's transit service as increased frequency, improved on-time performance, and automated vehicle location (i.e., where's my bus). Today, the community has superior frequency on Routes 50 and 55, the most critical routes serving south shore residents. On-time performance on these routes has improved. Route 50's on-time performance improved from 68.3% to 73.4%. On Route 55, on-time performance increased from 66.1% prior to the 2019 Transit Plan, to 90.1% over the last year. TTD has also implemented a system-wide automated vehicle location (AVL) service with 'Transit App' for passengers to track their bus, find out arrival times for their stop, and receive service alerts.

The 2019 Transit Plan also worked to address the four fundamental concerns affecting the sustainability of transit.

**Workforce development and retention:** Staff has worked with the Teamsters Union and the Board to boost starting wages and the overall wages to within the competitive range of peer transit operators (El Dorado Transit and TART). Additionally, the 2019 Transit Plan revisions eliminated most seasonal service, so employees have been able to have full-time, year-round employment that helps with retention.

**Funding availability and forecast:** Over the last year, TTD has worked with Morse Associates Consulting to help identify a sustainable local funding source with sufficient magnitude to cover the funding shortfall identified in TRPA's 2017 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). This effort, titled One Tahoe, will generate the local funding necessary to leverage state and federal resources, as well as directly fund projects to move Tahoe forward. TTD is working with partners and stakeholders to achieve funding as a region, rather than a patchwork of disparate service levels. TTD's top objective is to secure adequate funding for all of Lake Tahoe's transportation needs — local streets and roads, highways, public transit, and bicycle and pedestrian projects. The emphasis is on delivering projects that first maintain, operate, and repair the existing systems and then focus on expanding the mode share of public transit to 20% of vehicle trips, as adopted by the Board during the adoption of the TMP.

**Performance measures for regulatory compliance:** TTD was successful in inserting language in the federal transportation bill, Fixing America's Surface Transportation (FAST) act designating Lake Tahoe a large urbanized area (UZA) based on permanent population and average daily magnitude of visitors to the basin. This success secured federal formula funds for transit (TTD and TART) while opening up transit operator's eligibility for new funding opportunities. As a large UZA, TTD and TART also have different requirements under California's TDA. As rural transit systems, the required farebox recovery ratio was 10%. As a large UZA, the farebox recovery ratios are 20% for fixed route services and 10% for paratransit services. TTD and Placer County petitioned TRPA for a lower farebox recovery rate and the TRPA Governing Board signed a resolution in September 2017 (Resolution 2017-14), setting the farebox recovery standard for TTD and TART transit systems at 15% and granted a five-year exemption for the transit operators to meet that standard.

In 2018, NDOT, which controls approximately $2M in transit operating funds, proposed a performance methodology that would fundamentally change how grants were allocated. Through an extensive vetting process, NDOT's adopted performance measures better reflect the operating realities of rural and long-distance commuter services.

The 2019 Transit Plan responded to these two major performance measure changes by eliminating the Winter Shuttles that generated high cost with no farebox recovery and working with NDOT to ensure the commuter services linking the Carson Valley to Lake Tahoe were meeting the goals of NDOT's 5311 rural funding program.

**Fleet and capital asset replacement and improvement:** TTD's capacity for funding capital assets is limited. However, staff has made significant progress in fleet reliability, electrification, and transit amenities. With the implementation of the 2019 Transit Plan, TTD was able to retire many of the buses that consumed the most time and money to keep on the road. These retirements were a reduction in the fleet with no planned replacements. FTA regulations encourage transit properties to maintain as few spares as practical. Unnecessarily large numbers of spare buses can negatively impact competitive grant funding. Being able to focus TTD's limited resources on the remaining fleet has boosted reliability and availability to the rescaled services.

During the last year, the Lake Tahoe Community College (LTCC) Mobility Hub construction was completed. This project not only created an attractive waiting area for students, faculty, and visitors, but also featured the infrastructure for TTD to add electric bus charging at a later date. Other transit amenities include solar lighting at all sheltered bus stops, schedule holders at most bus stops, and new signage with stop IDs to support AVL.

Although the 2019 Transit Plan stabilized TTD's transit services, challenges to building a sustainable foundation remain. Staff has invited Board Members Lucia Maloney with Carson City and Jaime Wright with Truckee North Tahoe Transportation Management Association to

present overviews of Jump Around Carson (JAC) and Truckee-Tahoe Area Regional Transit (TART) respectively.

## Near-Term Opportunities

Staff have identified two near-term opportunities to improve services currently. While there are also significant, longer-term challenges to surmount before creating the transformative system envisioned in the TMP, these are adjustments can be achieved to improve the system right now.

**Late Night Lifeline Service:** Staff were approached by LTCC on the possibility of extending transit service to accommodate late classes. Staff evaluated options and recommends extending evening service to 10:00pm at an estimated cost of $55,000 a year. The extension would not have the same frequency as earlier service, but will provide a much needed bi-directional last sweep through the City later in the evening. The low price is accomplished through extending the current bids (no new labor) and turning a non-revenue trip into revenue service. The result adds about one hour of expense each day. Transit Staff anticipates absorbing the cost within existing FTA 5307 allocations, but would also like to work towards LTCC contributing to the cost of the service in the near future.

**Recommendation 1:** It is recommended the Board approve the evening extension of service and direct Staff to work with LTCC on identifying a sustainable funding source.

**Zero Fare (Free-to-User) Transit:** This program would provide zero fare transit on Routes 50, 55, and Paratransit. The funding would be through one-time grants from the Congestion Mitigation Air Quality (CMAQ) improvement funds totaling $700,000 and expended as an operating subsidy over fifteen months. The funding would be split $600,000 for operating subsidies and $100,000 for marketing the program.

This approach differs from prior programs where CMAQ was used to replace fares. In this case, the CMAQ would be used to bolster operating funds that otherwise would have been covered by fares. The CMAQ funds can only be used as farebox replacement for new services. If the CMAQ is considered mitigation for vehicle trips, it can be used as operating to fund transit. This small nuance is critically important to the eligibility of the proposal. However, proceeding with this approach does involve risk. By not classifying the funds as fares, TTD's farebox recovery ratio will fall to the low single digits.

As mentioned above, TTD's TDA requirement for farebox recovery is 15% for fixed routes and 10% for paratransit. While TTD is not currently in compliance for either service, the implementation of the Zero Fare program will guarantee the requirement is not met.

Not meeting farebox requirements may be an acceptable risk in exchange for the zero fare program. The California Transit Association's TDA Reform Task Force has released their draft framework of proposals and recommendations. The recommendations were sought by the legislature to possibly update TDA. Two key elements are relevant to implementation of a zero fare program. The first is a proposal to eliminate the financial penalties currently mandated by TDA for transit properties that are not meeting farebox recovery requirements. When a transit service is found out of compliance, the Regional Transportation Planning Agency (RTPA) must withhold from TDA funds the amount of the difference between compliance and actual. For example, a transit service has a 10% farebox recovery requirement that equates to $100,000. They collect 8% or $80,000. The penalty is withholding the difference of $20,000. The second proposal is to change the definition of 'farebox' from local support, to any non-state support. The change in the definition would then allow a transit service to use federal funds to help meet

a requirement for non-state funding. Should California adopt either of these proposals into law, the risk to TTD of a funding loss would be mitigated. If the law is not changed, the risk remains, and the solution to that would be the development of local and regional funding which would qualify as fare box replacement funds.

The rewards of a Zero Fare program are enticing! Numerous studies and pilots, including TTD's own experience, demonstrate that zero fare transit significantly increases ridership. TTD's most productive routes, from a ridership perspective, were the winter shuttles that were zero fare. Routes 50 and 55 have periodically been zero fare on holidays in the past and that has increased usage. TART is currently piloting a two-year zero fare program. Missoula's Mountain Line, Olympia's Intercity Transit, Corvallis' Corvallis Transit System, Bozeman, Kansas City, and many more transit systems around the country have moved to zero fare, with most experiencing an increase in ridership of 35% to 40%. Zero fare transit systems typically experience increased safety for passengers and operators as fare collection is the number one point of conflict. Efficiency and on-time performance are likely to improve with barrier free boarding and alighting. Cost savings in the tens of thousands of dollars is anticipated from not having to repair the moving parts on TTD's complicated fareboxes and more sporadic cash collection (some routes and the extended paratransit zone will likely still collect fares).

Paratransit passengers will benefit from zero fares in the ADA complementary zone. However, with zero fares, paratransit demand is expected to increase. TTD will still be bound by ADA requirements to provide timely paratransit services. This could result in an increase to the cost of operations for currently budgeted vehicles and personnel.

**Recommendation 2:** While there are risks associated with the proposed zero fare program, it is recommended the Board direct Staff to work with TRPA to program the grants necessary to establish zero fare program for Routes 50, 55, and paratransit services.

## Longer-Term Challenges

TTD is in a much stronger position with labor now than before the 2019 Transit Plan. However, a persistent shortage of Operators still necessitates too much overtime and restricts TTD's ability to expand transit. TTD is typically operating at 20% under budget in Operator positions and struggles to replace experienced Maintenance Technicians.

Housing at Lake Tahoe is expensive. Lake Tahoe is a popular tourist destination and housing prices are more consistent with second homebuyers and investors rather than affordable for the local workforce. The cost and availability of housing continues to pose a challenge for existing employees and deters potential employees from considering Lake Tahoe.

Housing is unavailable. This is manifest in limited inventory and exacerbated by pricing that makes those homes that are available, unobtainable. Due in part to the area being ideal for other housing uses (i.e. second homes, vacation rentals, etc.), finding an available long-term rental is difficult. With high levels of seasonal employees and short-term housing demand cycles, the timing of hires also factors into successfully obtaining housing.

Fleet assets are perishable and there is not a robust capital funding source to replace fleet in a timely manner. TTD has lowered the average age of the fleet by retiring the buses in the worst condition. Grant funds were used to replace engines and improve reliability in four buses and five buses have received engine overhauls in the last year. TTD successfully obtaining funding for three low floor battery electric buses and four cutaway battery electric buses, but it should be

noted that these purchases are opportunistic with discretionary funds rather than part of a larger fleet replacement strategy.

TTD's maintenance yard is leased, cramped, and obsolete. The City of South Lake Tahoe will likely request TTD to vacate the leased maintenance facility on Shop Street within the next five to seven years as development pressures re-organize City Public Works operations. For a leased facility, only limited federal funds can be used to maintain the facility in a state of good repair. Federal funds may not be used to upgrade or expand a facility without attaching federal interest (i.e. ownership). The leased buildings do not have a sufficient number of bays, do not have deep enough bays, and do not have the proper equipment to safely and efficiently maintain TTD's existing fleet or proposed fleet. The yard itself has poor circulation for large transit vehicles, insufficient parking, parking that is exposed to the weather, poor security, and extremely poor lighting. The electrical service from the street coming into the yard is too small to support TTD's electric vehicles. The communication systems are limited. Office space is over capacity, lacks heat, and there is a lack of secured areas. In short, to expand transit, TTD will need a new maintenance and administration facility (MAF). The cost of a MAF to support a fleet of 50 buses will likely cost $55M (2020 dollars) based on similar cold-weather projects completed within the last few years. TTD has some funds set-aside from the electric bus grants specific to electric infrastructure for maintenance activities, but remains about $51M short.

Performance measures and regulatory compliance create unfunded mandates and drive decisions based on compliance rather than service.

Funding is largely federal, largely flat, and requires robust local match. The emergent theme from both California and FTA is an increasing requirement for local funds or 'self-help.' Competitive applications for major capital projects have historically required at least 50% local funding. The Trump Administration has proposed limiting federal participation to no more than 20% of the project cost. Many funding sources in California are closed unless local funds are leveraged with state funds, toll credits are under review in California as Caltrans leans towards moving away from this resource. Unlike many other resort transit systems, TTD's local funds are both limited and discretionary. This impedes TTD's ability to qualify for funding sources, leverage federal funds, and bond against predictable revenues.

Finally, at current levels of operation, TTD is using all available funding for the provision of public transit. In doing so, TTD is vulnerable to any significant delays in federal funding. Unfortunately, federal appropriations are not a reliable or timely source of funding. While federal grants do allow recipients to essentially pay themselves back for cost incurred before the award of the funds, an agency still needs the underlying cash to expend in order to be reimbursed. In the last three years, there have been seven continuing resolutions. Each time Congress punts their responsibility to appropriate funds, transit operators are left to wait. And in the most recent FY20 appropriation, Congress slashed transit funding nationally by $500 million, which sets a new direction for future appropriations.

**Transit must evolve to survive**

Most behavior change models outline six stages. These are adapted slightly for transit:

1. Precontemplation - lack of awareness that transportation can be improved by a change in transit;
2. Contemplation - recognition of the problem, initial consideration of transit changes, and information gathering about possible solutions and actions;
3. Preparation - introspection about the decision, reaffirmation of the need and desire to change transit, and completion of final pre-action steps;

4. Action - implementation of the practices needed for successful transit change (e.g. regional revenue source);
5. Maintenance - normalization of the transit changes initiated during the action stage;
6. Termination - former levels of transit service are no longer perceived as desirable (e.g. a proposed reduction service is opposed by business, visitors, and residents).

Lake Tahoe is somewhere beyond stage three, but has not quite arrived at stage four. In the interim, transit services at Lake Tahoe are rich in expertise. There is no learning curve to staff up. Being a recipient of FTA 5307 funds, TTD has had to operate as if it were a much larger transit system. TTD has excellent policies, procedures, training, compliance programs, and is ready to expand as soon as resources become available. TTD already meets the requirements for large transit operators. TTD's management information systems are integrated and highly automated. While TTD does not own a maintenance and administration facility, the District does own the assets (buses, shelters, tools, software, inventory, amenities, etc.) and the brand known for delivering quality projects and transit in the basin.

TTD is ready to evolve to meet Tahoe's transportation challenges when the community is ready to invest in TTD. The basin is starting to recognize the transformative effect transportation can have on communities. Two recent high-profile projects embody the change that can happen when partners work together. The Fanny Bridge project roundabouts have significantly improved traffic flow on SR 89 and improved the resident and visitor experience. Thousands of residents and visitors walk and bike the Tahoe East Shore Trail every day and experience the lake in a more intimate way. Successful grant applications mean that clean, quiet, battery electric buses will be replacing diesel buses. New developments like the Douglas County Events Center have reinvigorated the discussions on transportation in the casino corridor and TTD is ready to assist in providing mobility solutions. There are opportunities to move car dependent visitors to transit with a 'visitors park once' goal.

And this evolution and preparedness is not limited to TTD. Placer County and the Town of Truckee, with the TART system, have acted to improve transit linkages and services within the resort triangle as is evidenced by the two-year pilot for no fares, the winter park and shuttle program, and Truckee's expanded transit service. Together they are pieces of what needs to become a regional and inter-regional system, something TTD was created to support and make happen.

Transit at Lake Tahoe has been on the same track for decades. It will take action to move off that track – to move forward.

**Recommendation 3:** It is recommended the Board direct Staff to develop a transit service package with funding estimates, and potential partnerships for consideration in March. The objectives of the plan should include:

- Implementing a foundational transit plan that balances transit services for the West, East, and South Shore serving residents, visitors, commuters, and businesses.
- Establish sufficient transit service to compete with other world-class vacation destinations.
- Create a framework that will accommodate additional resources to increase frequency, amenities, and capacities including the proposed cross-lake ferry system.

**Summary of Recommendations:**

Staff requests the Board approve:

1) an evening extension of service hours and direct Staff to work with LTCC on identifying a sustainable funding source;

2) staff to work with TRPA to program the grants necessary to establish zero fare program for Routes 50, 55, and paratransit services; and
3) to develop a transit service package with funding estimates and potential partnerships.

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

# Appendix I:

# Transit Peer Group Review

# Peer Group Review

Legislative and Regulatory Consulting Services – 11.10

May 2019

DRAFT FINAL

Prepared by:

**Michael Steele**

3645 Cashill Blvd, Reno, NV 89509

775-221-7991

Email: steelewulf52@gmail.com

Prepared for:

**Tahoe Transportation District (TTD)**

**Morse Associates Consulting, LLC**

# Table of Contents

Executive Summary ..... 3

Peer Group List ..... 3

Peer Group Review Conclusions and Recommendations ..... 3

Peer Group Review ..... 5

Transit System Operation Characteristics Definitions ..... 6

Performance Ratio Definitions ..... 7

Peer Group Descriptions ..... 8

Peer Group Operating Data and Ratios Chart ..... 10

Peer Group Data Graphs and Comments ..... 11

Peer Group FTA NTD Profiles ..... 27

DRAFT FINAL

# Executive Summary

The purpose of this report is to compare key operating data and performance indicators of the Tahoe Transportation District (TTD) transit service with a peer group of other transit systems operating in similar environments to that of the TTD. The ten transit systems selected for comparison are those serving national parks, tourist areas and ski resorts because of the similarities in operating conditions, passenger demand and mobility objectives. Although service is designed to provide access for local residence, service in the peer group is also tailored to the demands of visitors which represent a large percentage of its ridership base. Comments are also made for those performance indicators that are outside the median value for the indicator.

The primary data source for the peer group was from the FY 2017 National Transit Database (NTD) - the most recently published database available from the Federal Transit Administration (FTA). The only exception is the Town of Vail who provided the operating data for Vail Transit.

The following ten transit systems comprise the peer group with the Tahoe Transportation District:

- Yosemite Area Regional Transportation System (YARTS), CA
- Southern Teton Area Rapid Transit (START) - Jackson Hole, WY
- Steamboat Springs Transit, City of Steamboat Springs, CO
- Roaring Fork Transit Authority – Aspen, CO
- Mountain Rides Transportation Authority, Sun Valley, ID
- Park City Transit - Park City, UT
- Eastern Sierra Transit Authority (Mammoth Lakes, CA)
- Greater Glens Falls Transit System (Glens Falls NY; Lake George)
- Vail Transit, Town of Vail, CO
- Eagle County Regional Transportation Authority (ECO Transit; Vail regional area)

In addition, a median value is calculated for each performance indicator which is defined as the midpoint of all values.

**Conclusions and Recommendations**

The TTD transit system performance indicator values are comparable to the ten peer systems reviewed. Those include revenue vehicle hours and miles provided, passengers transported, fare revenue collected and peak vehicles operated. Overall, TTD operates and administers an efficient and productive system.

Indicators relative to operational expenses per unit of service provided are generally in the upper third of those reviewed and are attributable primarily to the commuter service segment and to the maintenance costs of an aging fleet. According to the 2017-2021 TTD Short Range Transit Plan, "TTD's fleet needs substantial and urgent attention. Over half of the current bus fleet is either



DRAFT FINAL

approaching or is already beyond the Federal Transit Authority's (FTA) designated useful life."[1] In addition, operating from leased facilities limits access to federal and state funding for capital improvements for those facilities that may translate into operating cost savings. Therefore, funding should be obtained for converting facilities from leased to owned.

The level of local funding provided to the TTD for supporting transit is among the lowest of those reviewed. Local funding as a percent of total operating expenses for the TTD is 1.8% compared to a median value of 44.4% for the group.

A predictable and meaningful stream of local funding to the TTD would leverage federal and state funding for needed capital facilities and other foundational projects. Converting leased facilities to owned facilities with a controlling interest is necessary for the use of federal and state capital funding.

DRAFT FINAL

[1] TTD 2017-2021 Short Range Transit Plan, Page 63

**Peer Group Review**

The purpose of this report is to compare key operating data and performance indicators of the Tahoe Transportation District (TTD) transit service with a peer group of other transit systems operating in similar environments to that of the (TTD). The ten transit systems selected for comparison are those serving national parks, tourist areas and ski resorts because of the similarities in operating conditions, passenger demand and mobility objectives. Although service is designed to provide access for local residents, service in the peer group is also tailored to the demands of visitors which represent a large percentage of its ridership base. Comments are also made for those performance indicators that are outside the median value for the indicator.

The primary data source for the peer group was from the FY 2017 National Transit Database (NTD) - the most recently published database available from the Federal Transit Administration (FTA). The only exception is the Town of Vail who provided the data for Vail Transit.

The report is organized in five sections:

- Definitions of data and performance ratios
- Peer group transit system descriptions
- Table of operating data and performance ratios
- Charts representing graphic comparisons between peer systems and commentary
- NTD profiles

The following ten transit systems comprise the peer group with the Tahoe Transportation District:

- Yosemite Area Regional Transportation System (YARTS), CA
- Southern Teton Area Rapid Transit (START) - Jackson Hole, WY
- Steamboat Springs Transit, City of Steamboat Springs, CO
- Roaring Fork Transit Authority – Aspen, CO
- Mountain Rides Transportation Authority, Sun Valley, ID
- Park City Transit - Park City, UT
- Eastern Sierra Transit Authority (Mammoth Lakes, CA)
- Greater Glens Falls Transit System (Glens Falls NY; Lake George)
- Vail Transit, Town of Vail, CO
- Eagle County Regional Transportation Authority (ECO Transit; Vail regional area)

In addition, a median value is calculated for each performance indicator which is defined as the midpoint of all values.

The following operating data elements were used in the report and are defined by the NTD. The performance ratios are those customarily used to describe a transit system's efficiency and effectiveness, many of which are also reported by the NTD.

DRAFT FINAL

# Operation Characteristics Definitions

**Revenue Vehicle Hours**
The hours that vehicles travel while in revenue service. Vehicle revenue hours (VRH) include layover/recovery time but excludes deadhead, operator training, maintenance testing, school bus and charter services.

**Revenue Vehicle Miles**
The miles that vehicles travel while in revenue service. Vehicle revenue miles (VRM) excludes miles related to deadhead, operator training, maintenance testing, school bus and charter services.

**Peak Vehicle All Modes**
The number of revenue vehicles operated to meet the annual maximum service requirement. This is the revenue vehicle count during the peak season of the year; on the week and day, that maximum service is provided. Vehicles operated in maximum service (VOMS) exclude atypical days, one-time special events.

**Unlinked Passengers**
The number of passengers who board public transportation vehicles. Passengers are counted each time they board a vehicle no matter how many vehicles they use to travel from their origin to their destination.

**Operating Expenses**
The NTD separates expenses into two major categories: operating and capital. Operating expenses are expenses that a transit agency incurs during day-to-day operations. Usually, operating expenses have a useful life of less than one year and a unit cost of less than $5,000. It includes operations, maintenance and administration costs.

**Farebox Revenue**
All income directly earned from carrying passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle, reduced fares paid by passengers in a user-side subsidy arrangement, or payments made through an agreement to provide fare-free service for a certain group, e.g. payments from a university to provide free service to students. It also includes base fare, zone or distance premiums, express service premiums, extra cost transfers, and special transit fares.

**Local Operating Funds**

As defined by the NTD, financial assistance from local entities that support the operation of the transit system. They include, but are not limited to:

- Tax levies - A specified amount from local levies that is dedicated to supporting public transit system operating costs;
- General funds - Transfers from the general fund of local governments to cover the Local Share portion of the transit system budget;

DRAFT FINAL

• Specified contributions - Contributions from city, county or other municipal government towards the Local Share portion of the transit system budget;
• Donations - Donations from individuals or organizations to help cover the costs of providing transit service but which are not related to specific passengers or trips; and
• Other - Other revenues such as advertising.

This data is being compared across the peer group as a measure of local commitment toward supporting public transit for its service area.

## Performance Ratio Definitions

**Service Efficiency**

**Expenses per Revenue Hour** - The average expense to operate one vehicle for one hour of passenger service.

**Expenses per Revenue Mile** - The average expense cost to operate one vehicle for one mile of passenger service.

**Fare Revenue per Revenue Hour**- The fares collected in one hour of service.

**Farebox Recovery Ratio** - The proportion of operating expenses that are paid for by fare revenues.

**Average System Speed** - The average revenue miles per revenue hour.

**Service Effectiveness**

**Unlinked Passengers per Revenue Hour** - The average number of passengers to board a vehicle in one hour of passenger service.

**Unlinked Passengers per Revenue Mile** - The average number of passengers to board a vehicle in one mile of passenger service.

## Other Factors

**Local Funding**- as a percent of Operating Expenses – The percent of operating expenses supported by locally generated funds. See page 18 for descriptions of the local funding for the peer group systems.

DRAFT FINAL

## Peer Group Descriptions

**Yosemite Area Regional Transportation System (YARTS), CA**
YARTS serves Yosemite Valley, with routes to Merced, Mammoth Lakes, Fresno and Sonora. It operates Yosemite Valley shuttle system, fare free, providing access around eastern Yosemite Valley including stops at or near all overnight accommodations, stores, and major vistas. This shuttle operates year-round.

**Southern Teton Area Rapid Transit (START) - Jackson Hole, WY**
The system is funded partially by the Town of Jackson, Teton County, and the federal government. Service began in 1987 and was first implemented to be the skier's transportation from the town to Teton Village. It now also provides commuter service Monday through Friday from Star Valley, Wyoming and Teton Valley, Idaho to Jackson. There are additional seasonal services in the winter.

**Steamboat Springs Transit – Steamboat Springs, CO**
Provides free fixed route local service and between downtown and the ski resort mountain village. It also has regional service between Steamboat Springs, Milner, Hayden and Craig at reasonable fares. Seasonal service augments the main services operating on 20 minute frequencies.

**Roaring Fork Transportation Authority (RFTA) - Aspen, CO –**
RFTA has been in operation since 1983 originally under the name Roaring Fork Transit Agency. It now functions as a Regional Transportation Authority (RTA). The RTA includes the communities of Aspen, Snowmass Village, Pitkin County, Basalt, and a portion of Eagle County, Carbondale, Glenwood Springs and New Castle. RFTA also provides commuter bus service from Aspen to Glenwood Springs (40 miles) and Glenwood to Rifle (30 miles).

**Mountain Rides Transportation Authority - Sun Valley, ID**
Mountain Rides operates multiple routes serving Blaine County Idaho, which includes the communities of Sun Valley, Ketchum, Hailey, Bellevue, and Carey. Service frequencies are generally 15 minutes on the primary routes and 30-60 minutes for the connector services. Van routes serve the communities of Twin Falls, Shoshone, Gooding, Jerome and Fairfield. There are additional seasonal services to the Sun Valley and River Run ski hills. Sun Valley markets the use of transit as a travel alternative to the private automobile.

**Park City Transit - Park City, UT**
Park City Transit is a free service that operates multiple routes including the Main Street Trolley. It also offers commuter service to Kimball Junction. A high frequency service zone has been identified in Park City with 5-15 minutes between buses. Otherwise service frequencies are generally 20-40 minutes. Express service to Kimball Junction runs hourly.

DRAFT FINAL

**Eastern Sierra Transit Authority - Tuolumne Meadows – Yosemite Valley - Mammoth Lakes, CA**
Mammoth Lakes service area for both Town of Mammoth Lakes and regional, including service to June Lake, Yosemite, and along Hwy 395 corridor. Three routes serve year-round on 30 minute frequencies and are supplemented with seasonal and the regional services which also connect into the TTD service area.

**Greater Glens Falls Transit System (GGFT) - Glens Falls, Lake George, NY**
GGFT operates year-round and serves the resort area of Lake George as well as the greater Glens Falls area. Other portions of Warren, Washington and Saratoga counties include Queensbury, South Glens Falls, Hudson Falls, Kingsbury, Fort Edward and Moreau are also served.

**Vail Transit - Town of Vail, CO**
The Town of Vail operates Vail Transit with fare free service. Not only does the service provide public transportation for its residents, it recognizes its role in reducing vehicle traffic in the community as well. Parking structures serve as transfer centers with connections to transit. Vail has twoprimary routes with 15 minutes between buses. Other connector services link into the main services and operate at lower frequencies of 30-60 minutes.

**Eagle County Regional Transportation Authority (ECO Transit, Vail, CO regional area)**Founded in January 1, 1996, the Eagle County Regional Transportation Authority operates ECO Transit which provides regional transit service in Eagle County, Colorado. It connects with the local transit systems in Avon and Vail. Service extends to Eagle and Gypsum to the west and to Leadville to the south with all transit service routed through the Vail Transportation Center in Vail, CO at and to the ski areas. A dedicated half-cent county sales tax was approved by the voters in November 1995 to fund regional transportation. Service is year-round with certain routes augmented during the ski season from November to April the following year. Fares for adult start range from $4 to $7. Youth and senior fare is $1.

## Peer Group Operating Data Charts, Graphs and Comments

The next section includes a chart of operating data and performance ratios for the peer group followed by graphic representations and comments for each data element.

# Tahoe Transportation District (TTD)
## Peer Group Review
### Source: FY 2017 Federal Transit Administration (FTA) National Transit Database (NTD)

**Transit System Operating Data**

| Peer Transit System | Peak Vehicles | Unlinked Passengers Trips | Revenue Vehicle Hours (RVH) | Revenue Vehicle Miles (RVM) | Operating Expenses | Fare Revenue | Local Funds | Local Funds as Percent of Expenses |
|---|---|---|---|---|---|---|---|---|
| **Tahoe Transportation District (TTD), Lake Tahoe** | **27** | **852,968** | **50,733** | **734,690** | **$ 5,545,452** | **$ 578,048** | **$ 102,370** | **1.8%** |
| Yosemite Area Regional Transportation System (YARTS) | 10 | 106,744 | 17,131 | 402,629 | $ 2,298,999 | $ 479,998 | $ 300,002 | 13.0% |
| Southern Teton Area Rapid Transit (START) - Jackson Hole, WY | 3 | 1,043,594 | 56,527 | 928,450 | $ 3,946,320 | $ 425,763 | $ 1,752,383 | 44.4% |
| Steamboat Springs Transit, City of Steamboat Springs, CO | 21 | 1,167,457 | 46,880 | 644,556 | $ 3,570,856 | $ 114,746 | $ 2,753,892 | 77.1% |
| Roaring Fork Transit Authority - Aspen, CO | 96 | 5,264,091 | 276,928 | 4,873,391 | $ 31,102,216 | $ 4,810,310 | $ 15,864,488 | 51.0% |
| Park City Transit - Park City, UT | 37 | 2,064,496 | 87,386 | 1,243,294 | $ 10,128,008 | $ 29,735 | $ 7,233,051 | 71.4% |
| Mountain Rides Transportation Authority, Sun Valley, ID | 27 | 533,949 | 40,072 | 843,657 | $ 2,303,459 | $ 356,039 | $ 754,246 | 32.7% |
| Eastern Sierra Transit Authority, Mammoth Lakes, CA | 44 | 1,203,867 | 56,004 | 892,089 | $ 4,645,640 | $ 944,040 | $ - | 0.0% |
| Greater Glens Falls Transit System, Glens Falls NY; (Lake George) | 6 | 317,829 | 20,721 | 346,709 | $ 1,655,385 | $ 269,311 | $ 91,000 | 5.5% |
| ECO Transit, Eagle Co, CO (Vail regional area) | 22 | 985,965 | 82,807 | 1,665,735 | $ 8,522,586 | $ 2,081,544 | $ 5,996,755 | 70.4% |
| Vail Transit, Town of Vail, CO (source: Agency provided) | 20 | 3,200,000 | 83,027 | 638,529 | $ 3,807,216 | $ - | $ 3,807,216 | 100.0% |
| Median | 22 | 1,043,594 | 56,004 | 843,657 | $ 3,946,320 | $ 425,763 | $ 1,752,383 | 44.4% |

ECO Transit, Eagle Co, CO (Vail regional area)

**Transit System Operating Performance Ratios**

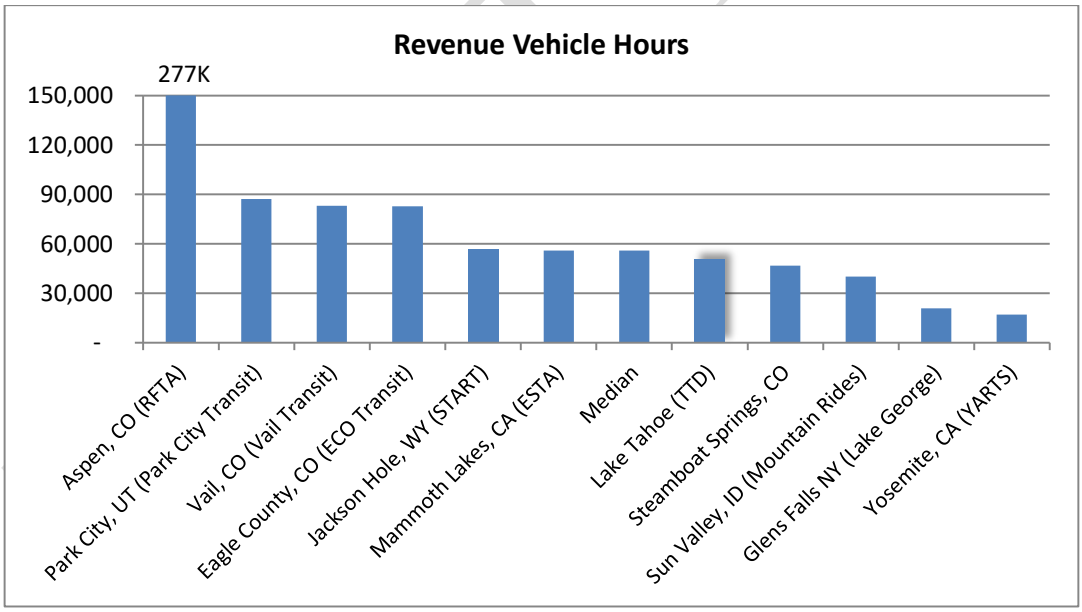
| Peer Transit System | Pass/RVH | Pass/RVM | Avg System Speed (MPH) | Expenses/RVH | Expenses/RVM | Expenses/Pass | Fare Revenue/RVH | Fare /Pass | Fare Recovery Ratio |
|---|---|---|---|---|---|---|---|---|---|
| **Tahoe Transportation District (TTD), Lake Tahoe** | **16.8** | **1.2** | **14.5** | **$109.31** | **$7.55** | **$6.50** | **$11.39** | **$0.68** | **10.4%** |
| Yosemite Area Regional Transportation System (YARTS) | 6.2 | 0.3 | 23.5 | $134.20 | $5.71 | $21.54 | $28.02 | $4.50 | 20.9% |
| Southern Teton Area Rapid Transit (START) - Jackson Hole, WY | 18.5 | 1.1 | 16.4 | $69.81 | $4.25 | $3.78 | $7.53 | $0.41 | 10.8% |
| Steamboat Springs Transit, City of Steamboat Springs, CO | 24.9 | 1.8 | 13.7 | $76.17 | $5.54 | $3.06 | $2.45 | $0.10 | 3.2% |
| Roaring Fork Transit Authority - Aspen, CO | 19.0 | 1.1 | 17.6 | $112.31 | $6.38 | $5.91 | $17.37 | $0.91 | 15.5% |
| Park City Transit - Park City, UT | 23.6 | 1.7 | 14.2 | $115.90 | $8.15 | $4.91 | $0.34 | $0.01 | 0.3% |
| Mountain Rides Transportation Authority, Sun Valley, ID | 13.3 | 0.6 | 21.1 | $57.48 | $2.73 | $4.31 | $8.88 | $0.67 | 15.5% |
| Eastern Sierra Transit Authority, Mammoth Lakes, CA | 21.5 | 1.3 | 15.9 | $82.95 | $5.21 | $3.86 | $16.86 | $0.78 | 20.3% |
| Greater Glens Falls Transit System, Glens Falls NY; (Lake George) | 15.3 | 0.9 | 16.7 | $79.89 | $4.77 | $5.21 | $13.00 | $0.85 | 16.3% |
| ECO Transit, Eagle Co, CO (Vail regional area) | 11.9 | 0.6 | 20.1 | $102.92 | $5.12 | $8.64 | $25.14 | $2.11 | 24.4% |
| Vail Transit, Town of Vail, CO (source: Agency provided) | 38.5 | 5.0 | 7.7 | $45.86 | $5.96 | $1.19 | $0.00 | $0.00 | 0.0% |
| Median | 18.5 | 1.1 | 16.4 | $82.95 | $5.54 | $4.91 | $11.39 | $0.68 | 15.5% |

DRAFT FINAL

# Peer Group Review
# Operation Characteristics

## Revenue Vehicle Hours

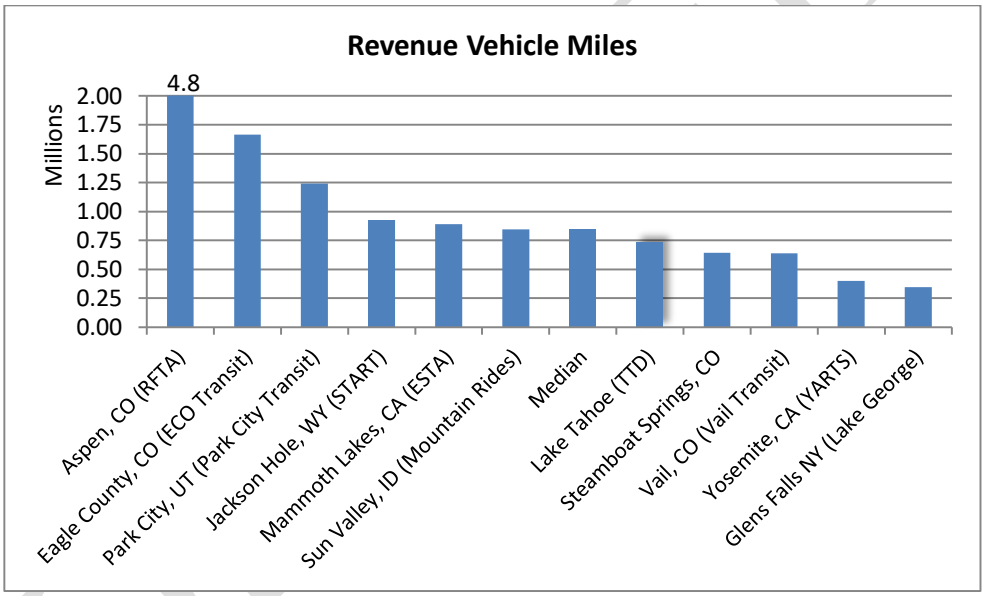
| Transit System | Revenue Vehicle Hours |
|---|---|
| Aspen, CO (RFTA) | 276,928 |
| Park City, UT (Park City Transit) | 87,386 |
| Vail, CO (Vail Transit) | 83,027 |
| Eagle County, CO (ECO Transit) | 82,807 |
| Jackson Hole, WY (START) | 56,527 |
| Mammoth Lakes, CA (ESTA) | 56,004 |
| Median | 56,004 |
| Lake Tahoe (TTD) | 50,733 |
| Steamboat Springs, CO | 46,880 |
| Sun Valley, ID (Mountain Rides) | 40,072 |
| Glens Falls, NY (Lake George) | 20,721 |
| Yosemite, CA (YARTS) | 17,131 |




TTD 's number of revenue vehicle hours at 50,733 is comparable to those in group and median at 56,527. Roaring Fork Transit Authority (Aspen, CO) has significantly more service hours due to its size.

## Revenue Vehicle Miles

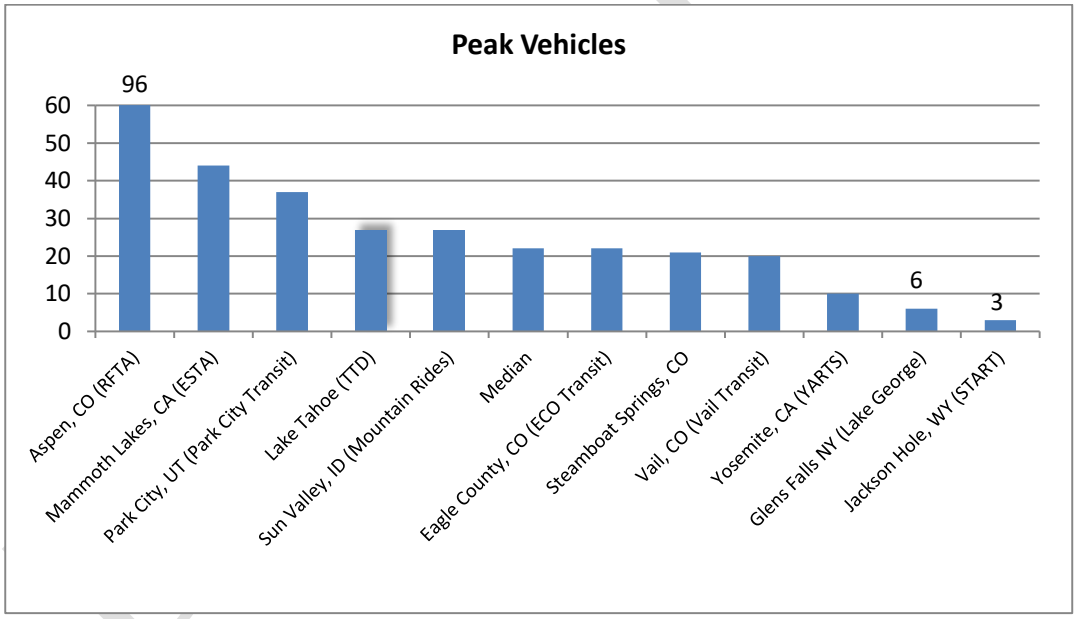
| Transit System | Revenue Vehicle Miles |
|---|---|
| Aspen, CO (RFTA) | 4,873,391 |
| Eagle County, CO (ECO Transit) | 1,665,735 |
| Park City, UT (Park City Transit) | 1,243,294 |
| Jackson Hole, WY (START) | 928,450 |
| Mammoth Lakes, CA (ESTA) | 892,089 |
| Sun Valley, ID (Mountain Rides) | 843,657 |
| Median | 843,657 |
| Lake Tahoe (TTD) | 734,690 |
| Steamboat Springs, CO | 644,556 |
| Vail, CO (Vail Transit) | 638,529 |
| Yosemite, CA (YARTS) | 402,629 |
| Glens Falls, NY (Lake George) | 346,709 |




TTD 's number of revenue vehicle miles at 734K is comparable to those in the peer group and slightly below the median value at 928K. Roaring Fork Transit Authority (Aspen, CO) has significantly more service miles at 4.8M due to its size.

## Peak Vehicles All Modes

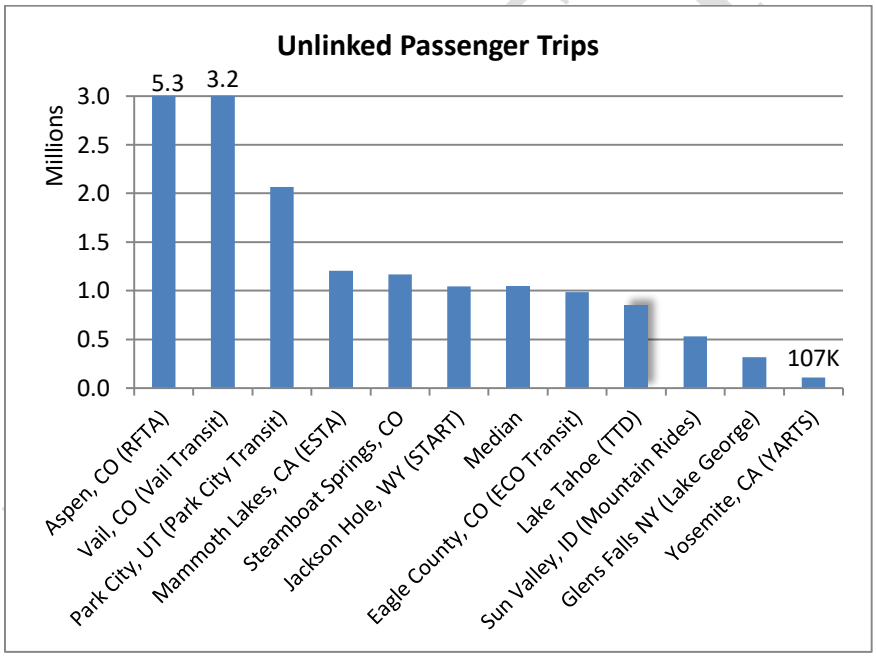
| Transit System | Peak Vehicles |
|---|---|
| Aspen, CO (RFTA) | 96 |
| Mammoth Lakes, CA (ESTA) | 44 |
| Park City, UT (Park City Transit) | 37 |
| Lake Tahoe (TTD) | 27 |
| Sun Valley, ID (Mountain Rides) | 27 |
| Median | 22 |
| Eagle County, CO (ECO Transit) | 22 |
| Steamboat Springs, CO | 21 |
| Vail, CO (Vail Transit) | 20 |
| Yosemite, CA (YARTS) | 10 |
| Glens Falls, NY (Lake George) | 6 |
| Jackson Hole, WY (START) | 3 |




TTD's number of peak vehicles at 27 is comparable to the peer group and to the median at 37. Roaring Fork Transit Authority's (Aspen, CO) number of peak vehicles at 96 is much larger due to its size.

## Unlinked Passenger Trips

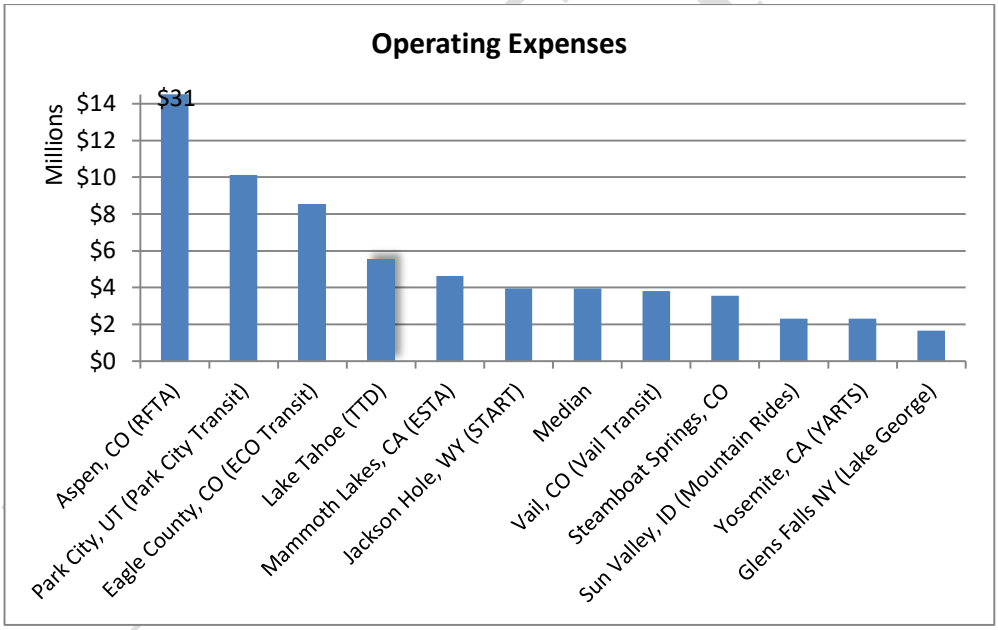
| Transit System | Unlinked Passengers |
|---|---|
| | |
| Aspen, CO (RFTA) | 5,264,091 |
| Vail, CO (Vail Transit) | 3,200,000 |
| Park City, UT (Park City Transit) | 2,064,496 |
| Mammoth Lakes, CA (ESTA) | 1,203,867 |
| Steamboat Springs, CO | 1,167,457 |
| Jackson Hole, WY (START) | 1,043,594 |
| Median | 1,043,594 |
| Eagle County, CO (ECO Transit) | 985,965 |
| Lake Tahoe (TTD) | 852,968 |
| Sun Valley, ID (Mountain Rides) | 533,949 |
| Glens Falls, NY (Lake George) | 317,829 |
| Yosemite, CA (YARTS) | 106,744 |




TTD's number of unlinked passengers of 853K is slightly below the median of 1M but otherwise comparable to the group. Roaring Fork Transit Authority's (Aspen, Co) number of trips are significantly higher due to its size. Vail Transit's high passenger trips per revenue hour of 38.5 generates a high level of ridership for its size. This is partially the result of fares being free.

## Operating Expenses

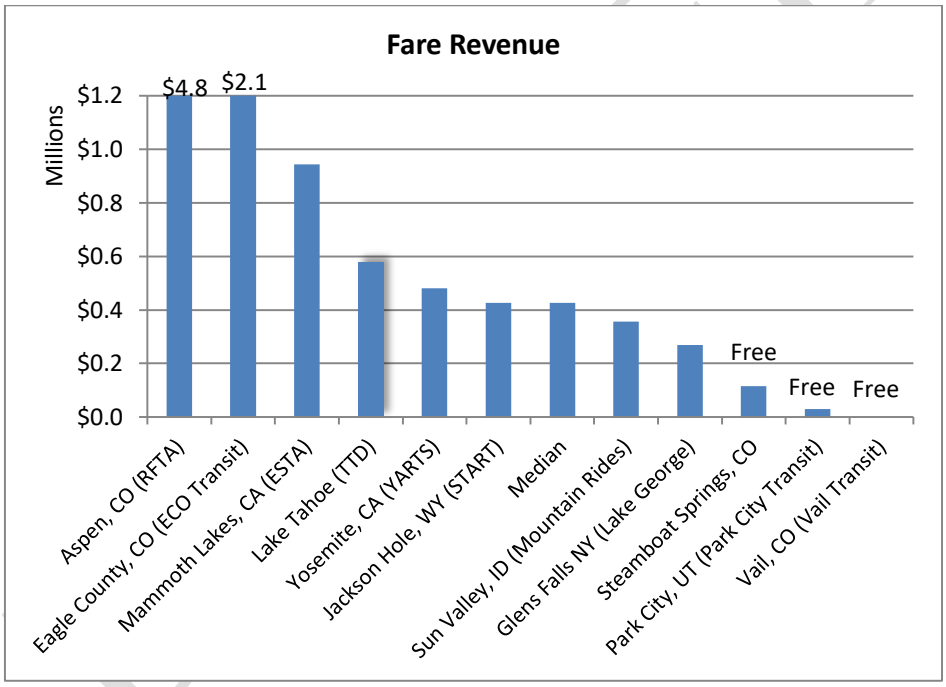
| Transit System | Operating Expenses |
|---|---|
| | |
| Aspen, CO (RFTA) | $ 31,102,216 |
| Park City, UT (Park City Transit) | $ 10,128,008 |
| Eagle County, CO (ECO Transit) | $ 8,522,586 |
| Lake Tahoe (TTD) | $ 5,545,452 |
| Mammoth Lakes, CA (ESTA) | $ 4,645,640 |
| Jackson Hole, WY (START) | $ 3,946,320 |
| Median | $ 3,946,320 |
| Vail, CO (Vail Transit) | $ 3,807,216 |
| Steamboat Springs, CO | $ 3,570,856 |
| Sun Valley, ID (Mountain Rides) | $ 2,303,459 |
| Yosemite, CA (YARTS) | $ 2,298,999 |
| Glens Falls, NY (Lake George) | $ 1,655,385 |




TTD's operating expenses of $5.5M is proportional to the size and characteristics of the transit systems. Additional comments are made below relative to the expenses per revenue hour.Roaring Fork Transit Authority's(Aspen) expenses are significantly higher at $31M due to its size.

## Farebox Revenue

| Transit System | Fare Revenue |
|---|---|
| Aspen, CO (RFTA) | $ 4,810,310 |
| Eagle County, CO (ECO Transit) | $ 2,081,544 |
| Mammoth Lakes, CA (ESTA) | $ 944,040 |
| Lake Tahoe (TTD) | $ 578,048 |
| Yosemite, CA (YARTS) | $ 479,998 |
| Jackson Hole, WY (START) | $ 425,763 |
| Median | $ 425,763 |
| Sun Valley, ID (Mountain Rides) | $ 356,039 |
| Glens Falls, NY (Lake George) | $ 269,311 |
| Steamboat Springs, CO | $ 114,746 |
| Park City, UT (Park City Transit) | $ 29,735 |
| Vail, CO (Vail Transit) | $ - |



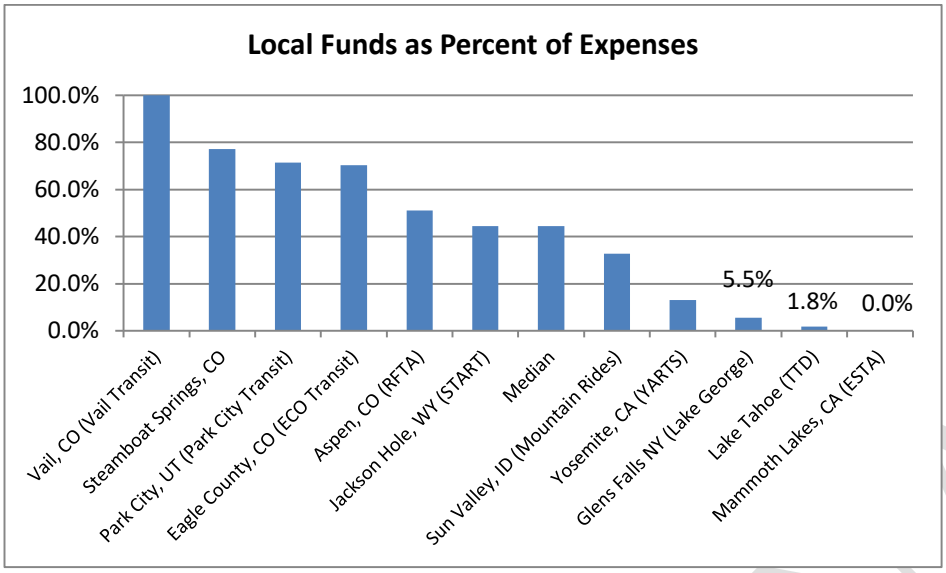

The TTD's fare revenue at $578K compares favorably to the group and also represents the median value. It should be noted that three systems offer free service, Steamboat Springs, CO, Park City, Utah and Vail Transit, CO. START has free service within the Town of Jackson and charges fares for the commuter service to the surrounding areas. Roaring Fork Transit Authority's (Aspen) and ECO Transit has considerably more revenue due to their size.

## Local Operating Funds

| Transit System | Local Funds as Percent of Expenses |
|---|---|
| Vail, CO (Vail Transit) | 100.0% |
| Steamboat Springs, CO | 77.1% |
| Park City, UT (Park City Transit) | 71.4% |
| Eagle County, CO (ECO Transit) | 70.4% |
| Aspen, CO (RFTA) | 51.0% |
| Jackson Hole, WY (START) | 44.4% |
| Median | 44.4% |
| Sun Valley, ID (Mountain Rides) | 32.7% |
| Yosemite, CA (YARTS) | 13.0% |
| Glens Falls, NY (Lake George) | 5.5% |
| Lake Tahoe (TTD) | 1.8% |
| Mammoth Lakes, CA (ESTA) | 0.0% |

| Transit System | Local Funds |
|---|---|
| Aspen, CO (RFTA) | $ 15,864,488 |
| Park City, UT (Park City Transit) | $ 7,233,051 |
| Eagle County, CO (ECO Transit) | $ 5,996,755 |
| Vail, CO (Vail Transit) | $ 3,807,216 |
| Steamboat Springs, CO | $ 2,753,892 |
| Jackson Hole, WY (START) | $ 1,752,383 |
| Median | $ 1,752,383 |
| Sun Valley, ID (Mountain Rides) | $ 754,246 |
| Yosemite, CA (YARTS) | $ 300,002 |
| Lake Tahoe (TTD) | $ 102,370 |
| Glens Falls, NY (Lake George) | $ 91,000 |
| Mammoth Lakes, CA (ESTA) | $ - |

DRAFT FINAL




TTD reported only 1.8% local funds as a percent of expenses compared the median value of 32.7%. It does not have a dedicated source of local funds like many other systems in the group.

A predictable and meaningful stream of local funding to the TTD would leverage federal and state funding for needed capital facilities and other foundational projects. Converting leased facilities to owned facilities with a controlling interest is necessary for the use of federal and state capital funding.

The following summarizes the local funding in place for the peer group reviewed:

**Tahoe Transportation District (TTD)**
TTD receives no dedicated local funding but does receive financial support from Douglas Co. TTD also receives Local Transportation Funds (LTF) through the State of California and is based on ¼ cent of the general sales tax collected state wide and allocated back to the county of origin. These funds were reported to the NTD as state funding

**Yosemite Area Regional Transportation System (YARTS), CA**
YARTS receives no dedicated local funds or other direct local funding. It does receive, however, funds from the surrounding counties through the State of California Local Transportation Funds (LTF) funding mechanism. YARTS reported a portion of these funds as local funding on the 2017 NTD report. Other California based systems in the peer group report these funds as state funding.

**Southern Teton Area Rapid Transit (START) - Jackson Hole, WY**
Local funds are provided through a lodging tax as well as from the state of Idaho to support commuter service.

**Steamboat Springs Transit, City of Steamboat Springs, CO**

DRAFT FINAL

Steamboat Springs Transit is considered a division of the City of Steamboat Springs, CO for purposes of local funding. The system operates fare free for the local service. By city ordinance up to 14% of the city's general fund is allocated to the transit system's operating and capital budget. The general fund is funded by sales tax. The amount of funds allocated is determined in June of each year for the following year.

**Roaring Fork Transit Authority (RFTA) – Aspen, CO**
RFTA receives dedicated local funding through the collection of sales and use tax from two counties and six municipalities ranging from .4% to 1.0% under intergovernmental agreements. These and other funds considered local represent approximately half of their annual operating budget of $30 million.

**Mountain Rides Transportation Authority, Sun Valley, ID**
Mountain Rides receives a local option sales tax from the Cities of Sun Valley, Ketchum, Hailey and Bellevue. The tax is 1% of certain items as determined by the cities. Blaine County also provides funds from its general fund. Even though the tax is collected each year, Mountain Rides must request the funds each budget cycle.

**Park City Transit - Park City, UT**
Local funding is provided by the Town of Park City and Summit County. The city funding comes from a .25% sales tax and the County funding comes from up to five additional .25% sales tax levies.

**Eastern Sierra Transit Authority (ESTA) - (Mammoth Lakes, CA)**
ESTA receives a modest amount of sales tax funding from the Town of Mammoth Lakes (fares are free on the local service). ESTA also receives Local Transportation Funds (LTF) through the State of California and was reported as state funds.

**Greater Glens Falls Transit System (Glens Falls NY; Lake George)**
Greater Glens Falls Transit System (GGFTS) is considered a department of the City of Glens Falls, NY for purposes of local funding. Three counties allocate funding to GGFTS through operating agreements. In addition, eleven municipalities provide funding through their general funds proportionate to the level of transit service received.

**Vail Transit, Town of Vail, CO**
100% of the operating cost of the Vail Transit system is funded through the Town of Vail general fund. The system operates fare free.

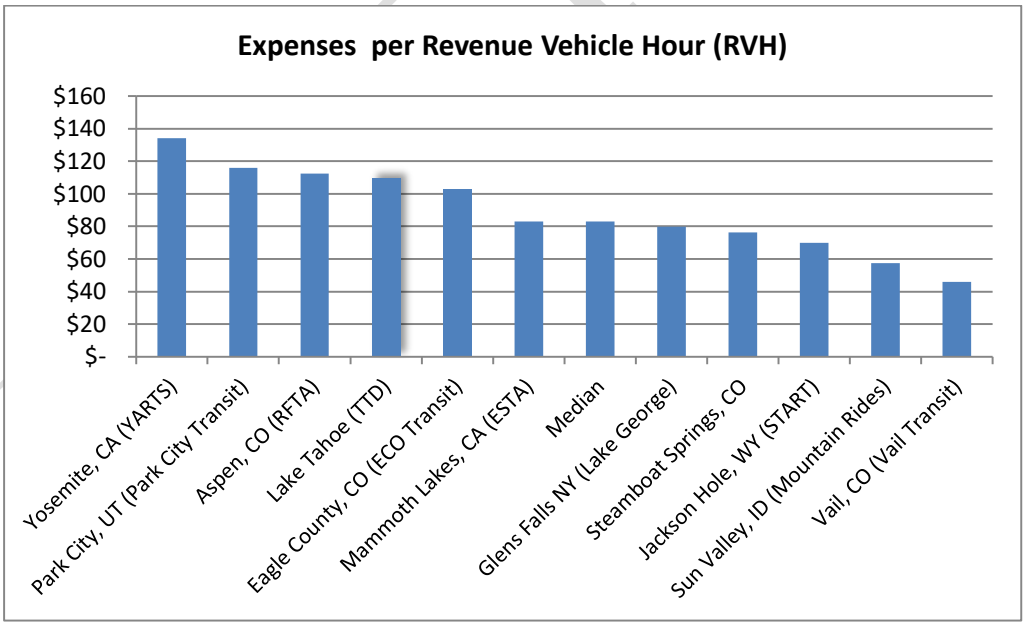
**Eagle County Regional Transportation Authority (ECO Transit, Vail, CO area)**
Approximately 70% of ECO Transit's operating budget is funded by sales tax through Eagle County, CO.

DRAFT FINAL

# Peer Group Review
# Performance Ratios
# Service Efficiency

## Expenses per Revenue Vehicle Hour

| Transit System | Expenses per RVH |
|---|---|
| Yosemite, CA (YARTS) | $ 134.20 |
| Park City, UT (Park City Transit) | $ 115.90 |
| Aspen, CO (RFTA) | $ 112.31 |
| Lake Tahoe (TTD) | $ 109.31 |
| Eagle County, CO (ECO Transit) | $ 102.92 |
| Mammoth Lakes, CA (ESTA) | $ 82.95 |
| Median | $ 82.95 |
| Glens Falls, NY (Lake George) | $ 79.89 |
| Steamboat Springs, CO | $ 76.17 |
| Jackson Hole, WY (START) | $ 69.81 |
| Sun Valley, ID (Mountain Rides) | $ 57.48 |
| Vail, CO (Vail Transit) | $ 45.86 |



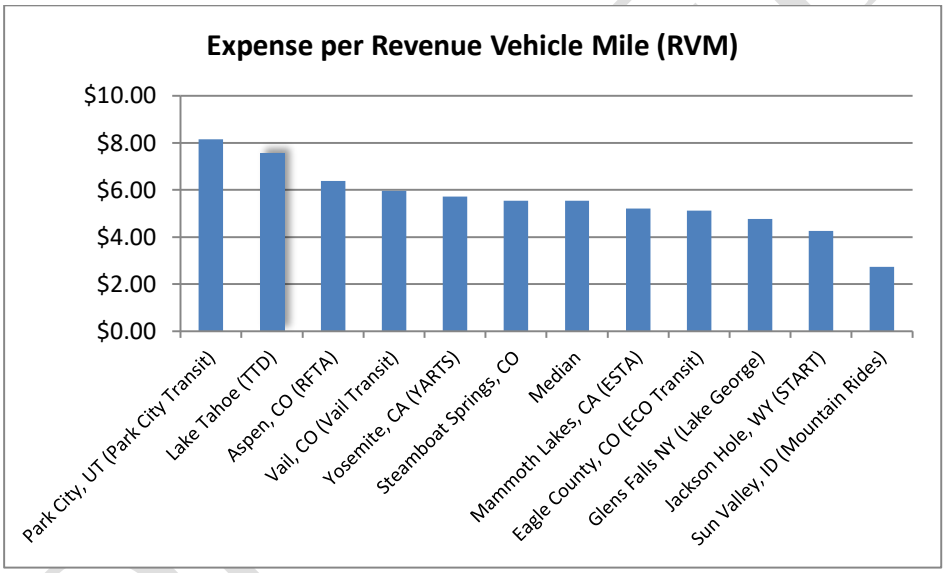

TTD's expenses per revenue hour of $109.31 are higher than the median of $82.95 and in the upper half of the group. It should be noted that the majority of the systems with commuter buses in their service mix experienced increased overall expenses per revenue hour. For example, the following systems in the group had commuter service with expenses per revenue hour (in

parentheses): TTD ($169.00 vs $90.65 for bus according to the NTD data), Aspen ($118.82 vs $97.67 for bus), and Steamboat Springs ($102.44 vs $74.00 for bus). In addition, the TTD indicated they have encountered higher than usual vehicle maintenance expenses due to an effort to bring the fleet up to correct standards after assuming direct responsibility for the fleet's maintenance. The duty cycle of the fleet which at times operates in steep terrain, especially for the commuter buses, also contributes to higher expenses. Yosemite Area Transit has the highest expenses per hour due to its purchased service agreement. Currently, contracted buses (12) cost $150 per hour and their own (10) cost $130 per hour.

DRAFT FINAL

## Expenses per Revenue Mile

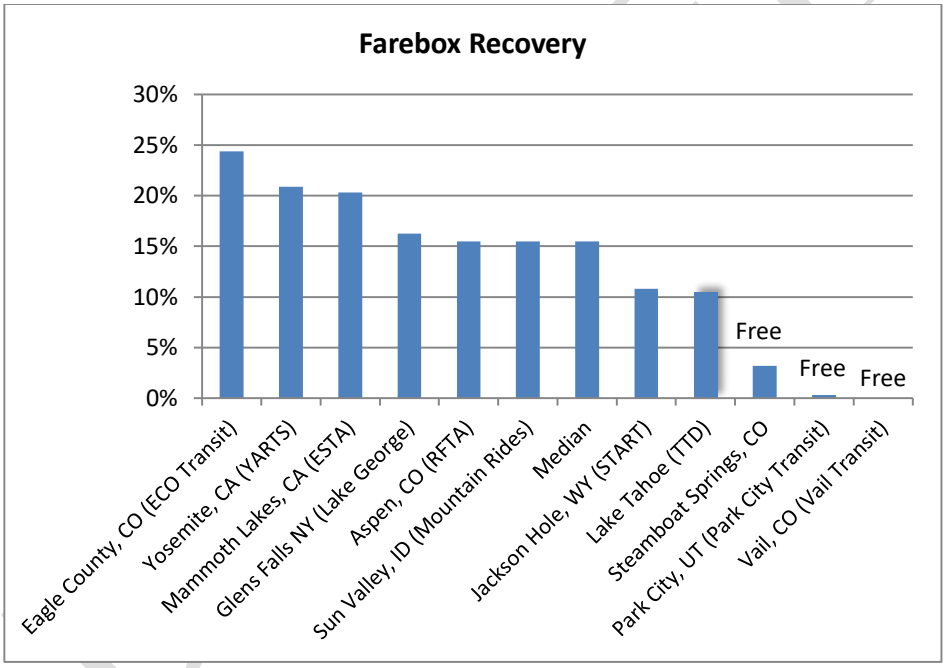
| Transit System | Expense per RVM |
|---|---|
| Park City, UT (Park City Transit) | $8.15 |
| Lake Tahoe (TTD) | $7.55 |
| Aspen, CO (RFTA) | $6.38 |
| Vail, CO (Vail Transit) | $5.96 |
| Yosemite, CA (YARTS) | $5.71 |
| Steamboat Springs, CO | $5.54 |
| Median | $5.54 |
| Mammoth Lakes, CA (ESTA) | $5.21 |
| Eagle County, CO (ECO Transit) | $5.12 |
| Glens Falls, NY (Lake George) | $4.77 |
| Jackson Hole, WY (START) | $4.25 |
| Sun Valley, ID (Mountain Rides) | $2.73 |




The expenses per RVM for TTD of $7.55 is higher than the median value of $4.68. As noted in the discussion above for Operating Expenses, higher costs are associated with commuter service and higher maintenance costs have been incurred due to an aging fleet. A 12.7% lower average system speed also increases the cost per unit of service. Consideration should be made for development of further intelligent transportation system projects like queue jump and signal prioritization to increase the system speed.

## Farebox Recovery

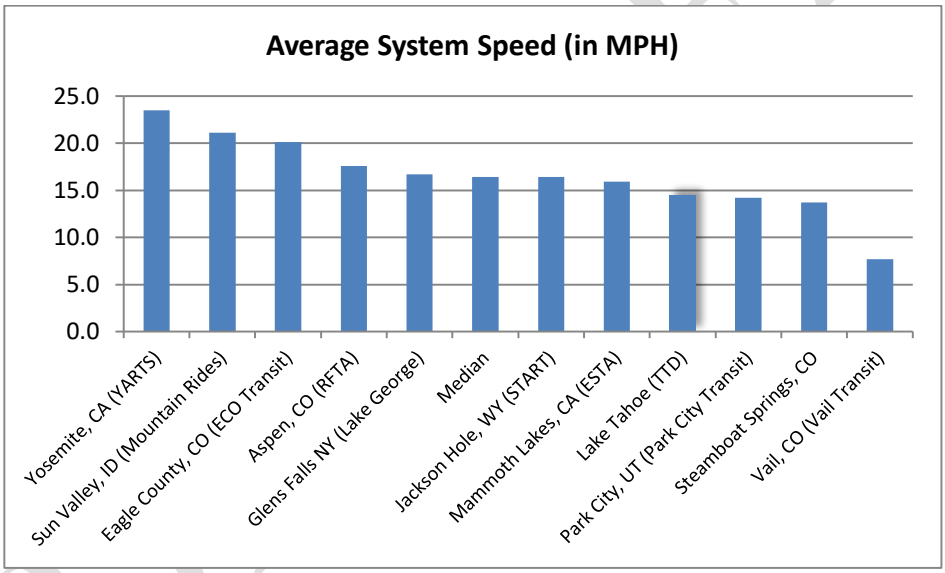
| Transit System | Farebox Recovery |
|---|---|
| Eagle County, CO (ECO Transit) | 24.4% |
| Yosemite, CA (YARTS) | 20.9% |
| Mammoth Lakes, CA (ESTA) | 20.3% |
| Glens Falls, NY (Lake George) | 16.3% |
| Aspen, CO (RFTA) | 15.5% |
| Sun Valley, ID (Mountain Rides) | 15.5% |
| Median | 15.5% |
| Jackson Hole, WY (START) | 10.8% |
| Lake Tahoe (TTD) | 10.4% |
| Steamboat Springs, CO | 3.2% |
| Park City, UT (Park City Transit) | 0.3% |
| Vail, CO (Vail Transit) | 0.0% |




TTD's farebox recovery ratio at 10.4% represents an average of ratios based on the type of service provided ranging up to 17% for the fixed route service (source: TTD 2017 Short Range Transit Plan). It is generally comparable to the peer group.

## Average System Speed

| Transit System | System Speed |
|---|---|
| | |
| Yosemite, CA (YARTS) | 23.5 |
| Sun Valley, ID (Mountain Rides) | 21.1 |
| Eagle County, CO (ECO Transit) | 20.1 |
| Aspen, CO (RFTA) | 17.6 |
| Glens Falls, NY (Lake George) | 16.7 |
| Median | 16.4 |
| Jackson Hole, WY (START) | 16.4 |
| Mammoth Lakes, CA (ESTA) | 15.9 |
| Lake Tahoe (TTD) | 14.5 |
| Park City, UT (Park City Transit) | 14.2 |
| Steamboat Springs, CO | 13.7 |
| Vail, CO (Vail Transit) | 7.7 |

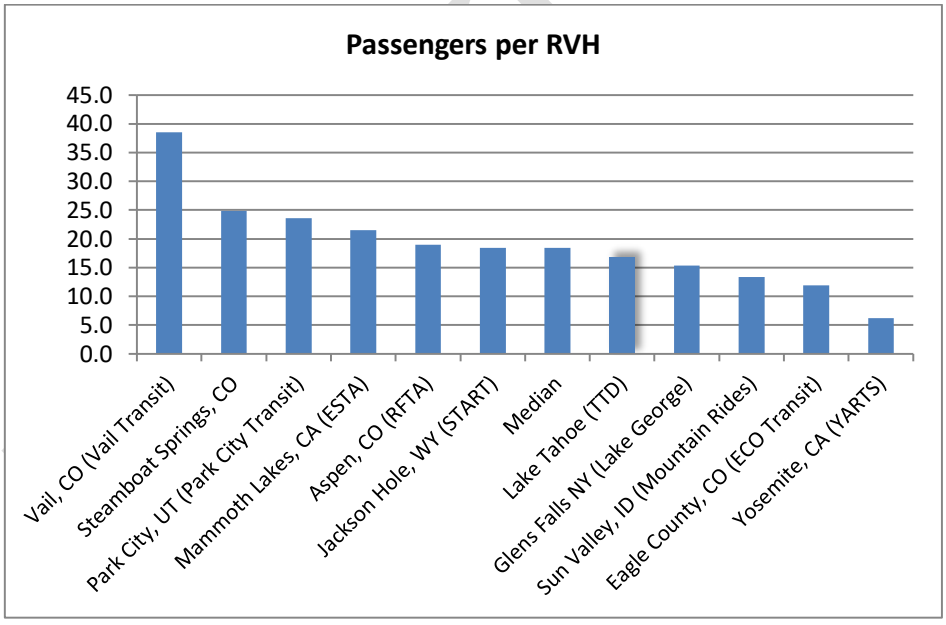



The average system speed for the group fluctuates in a relatively narrow range. It depends largely on the systems' route profile. The TTD value at 14.5 is 12.7% lower than the median of 16.6. The average system speed is largely influenced by the service mix, e.g. how much commuter service is provided compared to fixed route service. Even though the speed of fixed route service, by nature, tends to be slower than other services, its performance can be improved by the adoption of intelligent transportation systems such as traffic signal priority and signal queue jump.

# Peer Group Review
# Performance Ratios
# Service Effectiveness

## Unlinked Passengers per Revenue Vehicle Hours (RVH)

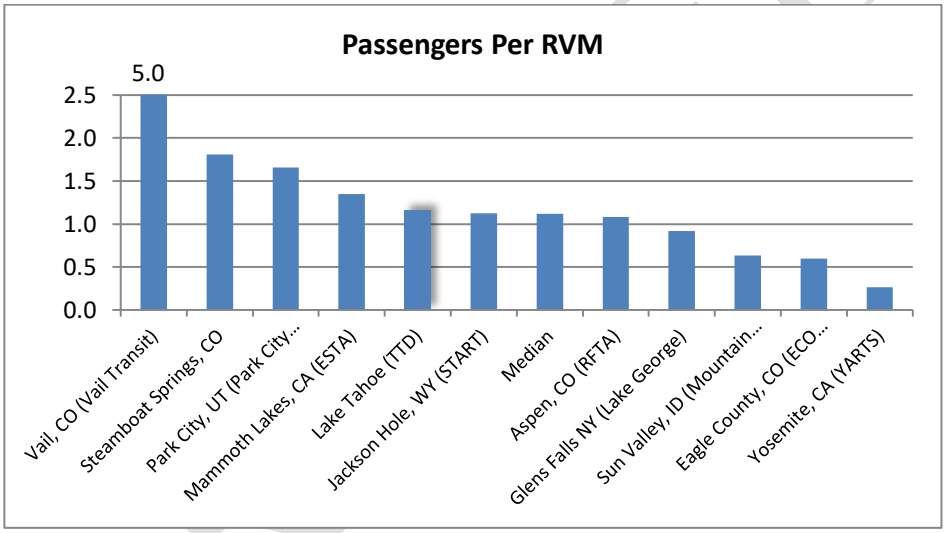
| Transit System | Passengers per RVH |
|---|---|
| Vail, CO (Vail Transit) | 38.5 |
| Steamboat Springs, CO | 24.9 |
| Park City, UT (Park City Transit) | 23.6 |
| Mammoth Lakes, CA (ESTA) | 21.5 |
| Aspen, CO (RFTA) | 19.0 |
| Jackson Hole, WY (START) | 18.5 |
| Median | 18.5 |
| Lake Tahoe (TTD) | 16.8 |
| Glens Falls, NY (Lake George) | 15.3 |
| Sun Valley, ID (Mountain Rides) | 13.3 |
| Eagle County, CO (ECO Transit) | 11.9 |
| Yosemite, CA (YARTS) | 6.2 |




TTD's number of unlinked passengers per revenue hours of 16.8 is an average of all service types provided and is comparable to the peer group. For example, according to the TTD 2017 Short Range Transit Plan, the passengers per revenue hour ranged up to 30.36 for winter seasonal service and 21.41 for fixed route service. Note also that the three systems with the highest passengers per RVH do not charge a fare by policy.

## Unlinked Passengers per Revenue Vehicle Mile (RVM)

| Transit System | Passengers Per RVM |
|---|---|
| Vail, CO (Vail Transit) | 5.0 |
| Steamboat Springs, CO | 1.8 |
| Park City, UT (Park City Transit) | 1.7 |
| Mammoth Lakes, CA (ESTA) | 1.3 |
| Lake Tahoe (TTD) | 1.2 |
| Jackson Hole, WY (START) | 1.1 |
| Median | 1.1 |
| Aspen, CO (RFTA) | 1.1 |
| Glens Falls, NY (Lake George) | 0.9 |
| Sun Valley, ID (Mountain Rides) | 0.6 |
| Eagle County, CO (ECO Transit) | 0.6 |
| Yosemite, CA (YARTS) | 0.3 |




TTD's number of passengers per revenue vehicle mile at 1.2 is comparable to those systems of similar size, service design and fare policy. Note also that the three systems with the highest passengers per RVM do not charge a fare by policy.

## Federal Transit Administration, National Transit Database (NTD) 2017 Profiles

The following section provides the NTD 2017 profiles for the peer group agencies:

# Tahoe Transportation District

**2017 Annual Agency Profile**

http://www.tahoetransportation.com/
128 Market Street, Suite 3F
Zephyr Cove, NV 89448

## General Information

### Urbanized Area Statistics - 2010 Census

Lake Tahoe, CA-NV
37 Square Miles
210,000 Population
501 Pop. Rank out of 498 UZAs

### Other UZAs Served

94 Reno, NV-CA, 454 Carson City, NV, 0 California Non-UZA, 0 Nevada Non-UZA, 28 Sacramento, CA

### Service Area Statistics

73 Square Miles
150,242 Population

### Service Consumption

47,674 Annual Passenger Miles (PMT)
852,968 Annual Unlinked Trips (UPT)
2,201 Average Weekday Unlinked Trips*
3,099 Average Saturday Unlinked Trips*
2,278 Average Sunday Unlinked Trips*

### Service Supplied

734,590 Annual Vehicle Revenue Miles (VRM)
50,733 Annual Vehicle Revenue Hours (VRH)
27 Vehicles Operated in Maximum Service (VOMS)
34 Vehicles Available for Maximum Service (VAMS)

### Database Information

NTDID: 91092
Reporter Type: Full Reporter

## Financial Information

### Sources of Operating Funds Expended

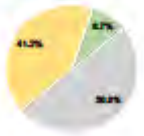
| | | |
|---|---|---|
| Fare Revenues | $578,048 | 10.2% |
| Local Funds | $102,370 | 1.8% |
| State Funds | $1,257,553 | 22.1% |
| Federal Assistance | $3,129,573 | 55.0% |
| Other Funds | $620,424 | 10.9% |
| Total Operating Funds Expended | $5,687,968 | 100.0% |

Operating Funding Sources

### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $0 | 0.0% |
| State Funds | $64,987 | 50.0% |
| Federal Assistance | $53,536 | 41.2% |
| Other Funds | $11,314 | 8.7% |
| Total Capital Funds Expended | $129,837 | 100.0% |

Capital Funding Sources




### Summary of Operating Expenses (OE)

| | | |
|---|---|---|
| Salary, Wages, Benefits | $3,393,311 | 61.2% |
| Materials and Supplies | $787,209 | 14.2% |
| Purchased Transportation | $48,453 | 0.9% |
| Other Operating Expenses | $1,316,479 | 23.7% |
| Total Operating Expenses | $5,545,452 | 100.0% |
| Reconciling OE Cash Expenditures | $142,516 | |
| Purchased Transportation (Reported Separately) | $0 | |

## Modal Characteristics

### Modal Overview

| Mode | Vehicles Operated in Maximum Service: Directly Operated | Vehicles Operated in Maximum Service: Purchased Transportation | Uses of Capital Funds: Revenue Vehicles | Uses of Capital Funds: Systems and Guideways | Uses of Capital Funds: Facilities and Stations | Uses of Capital Funds: Other | Uses of Capital Funds: Total |
|---|---|---|---|---|---|---|---|
| Commuter Bus | 6 | - | $0 | $0 | $0 | $0 | $0 |
| Demand Response | 4 * | 1 * | $66,920 | $0 | $0 | $0 | $66,920 |
| Demand Response - Taxi | - | 1 | $0 | $0 | $0 | $0 | $0 |
| Bus | 15 | - | $31,852 | $7,996 | $11,733 | $11,314 | $62,897 |
| Total | 25 | 2 | $98,772 | $7,996 | $11,733 | $11,314 | $129,817 |

### Operation Characteristics

| Mode | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Passenger Miles | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Fixed Guideway Directional Route Miles | Vehicles Available for Maximum Service | Vehicles Operated in Maximum Service | Percent Spare Vehicles | Average Fleet Age in Years* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Commuter Bus | $1,672,614 | $177,141 | $0 | 0 | 34,240 | 223,686 | 9,881 | 0.0 | 6 | 6 | 33.3% | 3.3 |
| Demand Response | $766,452 * | $69,276 * | $66,920 | 46,024 | 17,371 | 91,914 | 6,997 | 0.0 | 5 | 5 * | 15.7% | 0.8 |
| Demand Response - Taxi | $44,731 | $2,007 | $0 | 2,850 | 669 | 2,850 | 82 | 0.0 | 1 | 1 | 0.0% | 0.0 |
| Bus | $3,061,655 | $329,624 | $62,897 | 0 | 800,685 | 416,236 | 33,773 | 0.0 | 15 | 15 | 15.7% | 7.0 |
| Total | $5,545,452 | $578,048 | $129,817 | 47,874 | 852,968 | 734,686 | 50,733 | 0.0 | 34 | 27 | 28.8% | |

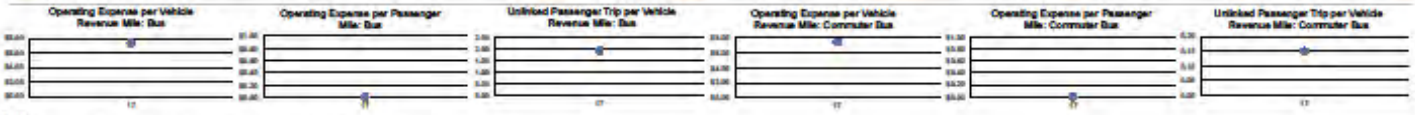
## Performance Measures

### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Commuter Bus | $7.48 | $169.28 |
| Demand Response | $8.34 | $109.54 |
| Demand Response - Taxi | $15.70 | $545.50 |
| Bus | $7.36 | $90.65 |
| Total | $7.55 | $109.31 |

### Service Effectiveness

| Mode | Operating Expenses per Passenger Mile | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|---|
| Commuter Bus | $0.00 | $46.85 | 0.2 | 3.5 |
| Demand Response | $17.02 | $44.12 | 0.2 | 2.5 |
| Demand Response - Taxi | $15.70 | $66.86 | 0.2 | 8.2 |
| Bus | $0.00 | $3.82 | 1.9 | 23.7 |
| Total | $115.83 | $6.50 | 1.2 | 16.8 |




Notes:
*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.
*Includes data for a contract with another reporter.
*Average Unlinked Trips not available for Demand Response Taxi.
*This agency has a purchased transportation relationship in which they buy service from Town of Truckee (NTDID: 91101), and in which the data are captured in this report for mode DR/PT.

http://www.yarts.com
369 W 18th Street
Merced, CA 95340-4801

# Yosemite Area Regional Transportation System

**2017 Annual Agency Profile**

## General Information

### Service Consumption

106,744 **Annual Unlinked Trips (UPT)**

### Service Supplied

402,629 **Annual Vehicle Revenue Miles (VRM)**
17,131 **Annual Vehicle Revenue Hours (VRH)**

### Summary of Operating Expenses (OE)

$2,298,999 **Total Operating Expenses**

### Database Information

**NTDID:** 9R02-91070
**Reporter Type:** Rural General Public Transit

## Financial Information

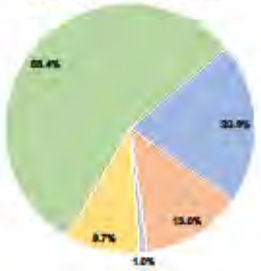
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $479,998 | 20.9% |
| Local Funds | $300,002 | 13.0% |
| State Funds | $23,000 | 1.0% |
| Federal Assistance | $222,000 | 9.7% |
| Other Funds | $1,273,999 | 55.4% |
| Total Operating Funds Expended | $2,298,999 | 100.0% |

### Sources of Capital Funds Expended

| | |
|---|---|
| Fare Revenues | $0 |
| Local Funds | $0 |
| State Funds | $0 |
| Federal Assistance | $0 |
| Other Funds | $0 |
| Total Capital Funds Expended | $0 |

### Operating Funding Sources




## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|---|---|---|---|---|---|---|---|---|
| Bus | - | 10 | $2,298,999 | $479,998 | $0 | 106,744 | 402,629 | 17,131 |
| Total | - | 10 | $2,298,999 | $479,998 | $0 | 106,744 | 402,629 | 17,131 |

### Performance Measures

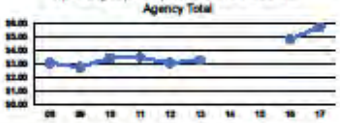
#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Bus | $5.71 | $134.20 |
| Total | $5.71 | $134.20 |

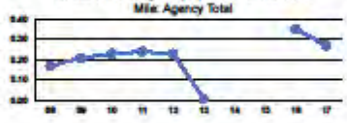
#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Bus | $21.54 | 0.3 | 6.2 |
| Total | $21.54 | 0.3 | 6.2 |

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



http://www.startbus.com/
55 Kams Meadows Dr
Jackson, WY 83001

# Southern Teton Area Rapid Transit

2017 Annual Agency Profile

## General Information

**Service Consumption**
1,043,594 **Annual Unlinked Trips (UPT)**

**Service Supplied**
928,450 **Annual Vehicle Revenue Miles (VRM)**
56,527 **Annual Vehicle Revenue Hours (VRH)**

**Summary of Operating Expenses (OE)**
$3,946,320 **Total Operating Expenses**

**Database Information**
**NTDID:** 8R05-80188, 0R01-80188
**Reporter Type:** Rural General Public Transit

## Financial Information

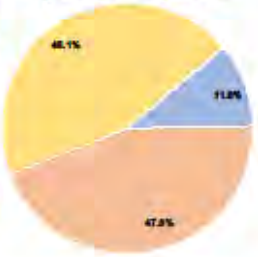
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $425,763 | 11.6% |
| Local Funds | $1,752,383 | 47.6% |
| State Funds | $0 | 0.0% |
| Federal Assistance | $1,768,174 | 48.1% |
| Other Funds | $0 | 0.0% |
| Total Operating Funds Expended | $3,679,667 | 100.0% |

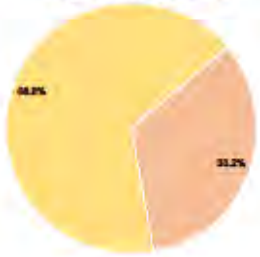
### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $279,441 | 33.2% |
| State Funds | $0 | 0.0% |
| Federal Assistance | $560,984 | 66.8% |
| Other Funds | $0 | 0.0% |
| Total Capital Funds Expended | $840,425 | 100.0% |

### Operating Funding Sources




### Capital Funding Sources




## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|---|---|---|---|---|---|---|---|---|
| Demand Response | 1 | - | $73,591 | $6,093 | $0 | 4,843 | 19,056 | 2,210 |
| Bus | 23 | - | $3,872,729 | $419,670 | $840,425 | 1,038,751 | 909,394 | 54,317 |
| Total | 24 | - | $3,946,320 | $425,763 | $840,425 | 1,043,594 | 928,450 | 56,527 |

### Performance Measures

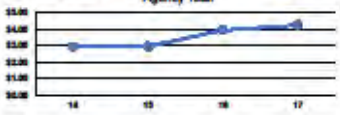
#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Demand Response | $3.86 | $33.30 |
| Bus | $4.24 | $68.63 |
| Total | $4.25 | $69.81 |

#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Demand Response | $15.20 | 0.3 | 2.2 |
| Bus | $3.58 | 1.2 | 19.2 |
| Total | $3.78 | 1.1 | 18.5 |

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total

http://www.steamboatsprings.net
P.O. Box 775088
Steamboat Springs, CO 80477-5088

# Steamboat Springs, City of

**2017 Annual Agency Profile**

## General Information

**Service Consumption**
1,167,457 **Annual Unlinked Trips (UPT)**

**Service Supplied**
644,556 **Annual Vehicle Revenue Miles (VRM)**
46,880 **Annual Vehicle Revenue Hours (VRH)**

**Summary of Operating Expenses (OE)**
$3,570,856 **Total Operating Expenses**

**Database Information**
**NTDID:** 8RD1-80186
**Reporter Type:** Rural General Public Transit

## Financial Information

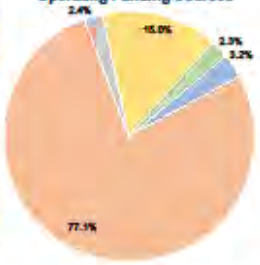
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $114,746 | 3.2% |
| Local Funds | $2,753,892 | 77.1% |
| State Funds | $84,365 | 2.4% |
| Federal Assistance | $537,290 | 15.0% |
| Other Funds | $80,563 | 2.3% |
| Total Operating Funds Expended | $3,570,856 | 100.0% |

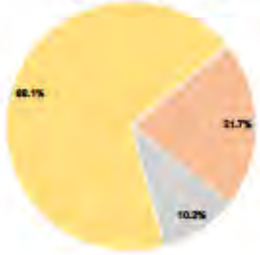
### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $261,007 | 21.7% |
| State Funds | $122,760 | 10.2% |
| Federal Assistance | $819,940 | 68.1% |
| Other Funds | $0 | 0.0% |
| Total Capital Funds Expended | $1,203,707 | 100.0% |

### Operating Funding Sources




### Capital Funding Sources




## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|---|---|---|---|---|---|---|---|---|
| Commuter Bus | 4 | - | $379,649 | $114,746 | $372,000 | 30,900 | 89,750 | 3,706 |
| Demand Response | 1 | - | $73,073 | $0 | $0 | 1,992 | 12,704 | 1,038 |
| Bus | 16 | - | $3,118,134 | $0 | $831,707 | 1,134,565 | 542,102 | 42,136 |
| Total | 21 | - | $3,570,856 | $114,746 | $1,203,707 | 1,167,457 | 644,556 | 46,880 |

### Performance Measures

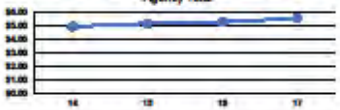
#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Commuter Bus | $4.23 | $102.44 |
| Demand Response | $5.75 | $70.40 |
| Bus | $5.75 | $74.00 |
| Total | $5.54 | $76.17 |

#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Commuter Bus | $12.29 | 0.3 | 8.3 |
| Demand Response | $36.68 | 0.2 | 1.9 |
| Bus | $2.75 | 2.1 | 26.9 |
| Total | $3.06 | 1.8 | 24.8 |

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total

http://www.rfta.com
P.O. Box 1542
Westcliffe, CO 81252

# Roaring Fork Transportation Authority

**2017 Annual Agency Profile**

## General Information

### Service Consumption

5,264,091 **Annual Unlinked Trips (UPT)**

### Service Supplied

4,873,391 **Annual Vehicle Revenue Miles (VRM)**
276,928 **Annual Vehicle Revenue Hours (VRH)**

### Summary of Operating Expenses (OE)

$31,102,216 **Total Operating Expenses**

### Database Information

**NTDID:** 8R01-80289
**Reporter Type:** Rural General Public Transit

## Financial Information

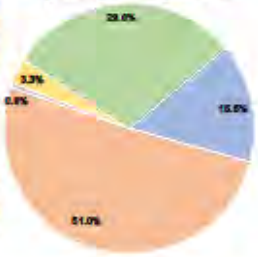
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $4,810,310 | 15.5% |
| Local Funds | $15,864,488 | 51.0% |
| State Funds | $200,000 | 0.6% |
| Federal Assistance | $1,014,550 | 3.3% |
| Other Funds | $9,212,868 | 29.6% |
| Total Operating Funds Expended | $31,102,216 | 100.0% |

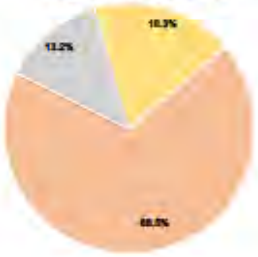
### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $3,116,036 | 68.5% |
| State Funds | $600,000 | 13.2% |
| Federal Assistance | $833,252 | 18.3% |
| Other Funds | $0 | 0.0% |
| Total Capital Funds Expended | $4,549,288 | 100.0% |

### Operating Funding Sources




### Capital Funding Sources




## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|---|---|---|---|---|---|---|---|---|
| Commuter Bus | 32 | - | $11,942,679 | $2,308,732 | $1,959,730 | 1,572,474 | 1,984,123 | 100,513 |
| Demand Response | 7 | - | $857,947 | $0 | $16,579 | 19,080 | 65,137 | 6,443 |
| Bus | 29 | - | $9,795,262 | $653,511 | $917,484 | 2,674,980 | 965,155 | 100,291 |
| Bus Rapid Transit | 28 | - | $8,506,328 | $1,848,067 | $1,655,495 | 997,557 | 1,858,976 | 69,681 |
| Total | 96 | - | $31,102,216 | $4,810,310 | $4,549,288 | 5,264,091 | 4,873,391 | 276,928 |

### Performance Measures

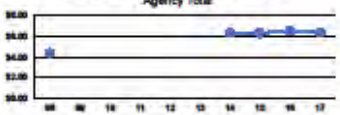
#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Commuter Bus | $6.02 | $118.82 |
| Demand Response | $13.17 | $133.16 |
| Bus | $10.15 | $97.67 |
| Bus Rapid Transit | $4.58 | $122.08 |
| Total | $6.38 | $112.31 |

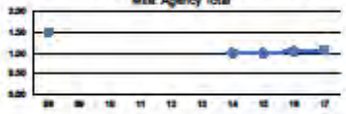
#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Commuter Bus | $7.14 | 0.8 | 16.6 |
| Demand Response | $44.97 | 0.3 | 3.0 |
| Bus | $3.66 | 2.8 | 26.7 |
| Bus Rapid Transit | $8.48 | 0.5 | 12.9 |
| Total | $6.81 | 1.1 | 19.0 |

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



http://www.parkcity.org
1053 Iron Horse Drive
Park City, UT 84060-1480

# Park City Municipal Corporation

**2017 Annual Agency Profile**

## General Information

**Service Consumption**
2,064,496 **Annual Unlinked Trips (UPT)**

**Service Supplied**
1,243,294 **Annual Vehicle Revenue Miles (VRM)**
87,386 **Annual Vehicle Revenue Hours (VRH)**

**Summary of Operating Expenses (OE)**
$10,128,008 **Total Operating Expenses**

**Database Information**
**NTDID:** 8R06-80284
**Reporter Type:** Rural General Public Transit

## Financial Information

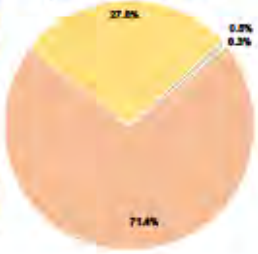
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $29,735 | 0.3% |
| Local Funds | $7,233,051 | 71.4% |
| State Funds | $0 | 0.0% |
| Federal Assistance | $2,813,864 | 27.8% |
| Other Funds | $51,358 | 0.5% |
| Total Operating Funds Expended | $10,128,008 | 100.0% |

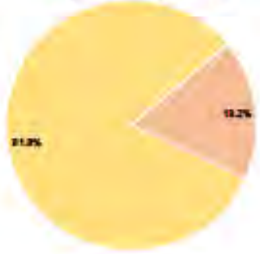
### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $2,918,299 | 18.2% |
| State Funds | $0 | 0.0% |
| Federal Assistance | $13,158,725 | 81.8% |
| Other Funds | $0 | 0.0% |
| Total Capital Funds Expended | $16,077,024 | 100.0% |

### Operating Funding Sources




### Capital Funding Sources




## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|---|---|---|---|---|---|---|---|---|
| Demand Response | 6 | - | $759,641 | $29,735 | $0 | 16,016 | 92,375 | 9,779 |
| Bus | 31 | - | $9,368,367 | $0 | $16,077,024 | 2,048,480 | 1,150,919 | 77,607 |
| Total | 37 | - | $10,128,008 | $29,735 | $16,077,024 | 2,064,496 | 1,243,294 | 87,386 |

### Performance Measures

#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Demand Response | $8.22 | $77.68 |
| Bus | $8.14 | $120.72 |
| Total | $8.15 | $115.90 |

#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Demand Response | $47.43 | 0.2 | 1.6 |
| Bus | $4.57 | 1.8 | 26.4 |
| Total | $4.91 | 1.7 | 23.6 |

Operating Expense per Vehicle Revenue Mile: Agency Total

Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total

http://www.mountainrides.org
P.O. Box 3091
Ketchum, ID 83340

# Mountain Rides Transportation Authority

**2017 Annual Agency Profile**

## General Information

### Service Consumption
533,949 **Annual Unlinked Trips (UPT)**

### Service Supplied
843,657 **Annual Vehicle Revenue Miles (VRM)**
40,072 **Annual Vehicle Revenue Hours (VRH)**

### Summary of Operating Expenses (OE)
$2,303,459 **Total Operating Expenses**

### Database Information
**NTDID: 0RD1-00311**
**Reporter Type: Rural General Public Transit**

## Financial Information

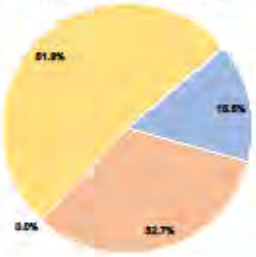
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $356,039 | 15.5% |
| Local Funds | $754,246 | 32.7% |
| State Funds | $723 | 0.0% |
| Federal Assistance | $1,192,451 | 51.8% |
| Other Funds | $0 | 0.0% |
| Total Operating Funds Expended | $2,303,458 | 100.0% |

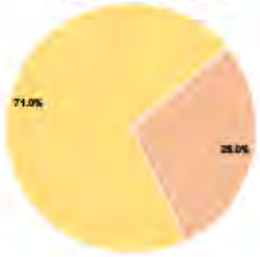
### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $40,443 | 29.0% |
| State Funds | $0 | 0.0% |
| Federal Assistance | $99,000 | 71.0% |
| Other Funds | $0 | 0.0% |
| Total Capital Funds Expended | $139,443 | 100.0% |

### Operating Funding Sources




### Capital Funding Sources




## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|---|---|---|---|---|---|---|---|---|
| Demand Response | 1 | - | $7,623 | $631 | $0 | 364 | 2,060 | 122 |
| Bus | 16 | - | $2,159,475 | $219,047 | $57,915 | 492,991 | 504,436 | 31,024 |
| Vanpool | 10 | - | $136,361 | $136,361 | $81,528 | 40,594 | 337,161 | 8,926 |
| Total | 27 | - | $2,303,459 | $356,039 | $139,443 | 533,949 | 843,657 | 40,072 |

### Performance Measures

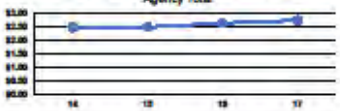
#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Demand Response | $3.70 | $62.48 |
| Bus | $4.28 | $69.61 |
| Vanpool | $0.40 | $15.28 |
| Total | $2.73 | $57.48 |

#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Demand Response | $20.94 | 0.2 | 3.0 |
| Bus | $4.38 | 1.0 | 15.9 |
| Vanpool | $3.36 | 0.1 | 4.5 |
| Total | $4.31 | 0.6 | 13.3 |

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total

http://www.eatransit.com/cms/
7038 Airport Rd
Bishop, CA 93515-1357

# Eastern Sierra Transit Authority

2017 Annual Agency Profile

## General Information

### Service Consumption

1,203,867 Annual Unlinked Trips (UPT)

### Service Supplied

892,089 Annual Vehicle Revenue Miles (VRM)
56,004 Annual Vehicle Revenue Hours (VRH)

### Summary of Operating Expenses (OE)

$4,645,640 Total Operating Expenses

### Database Information

NTDID: 9R02-91062
Reporter Type: Rural General Public Transit

## Financial Information

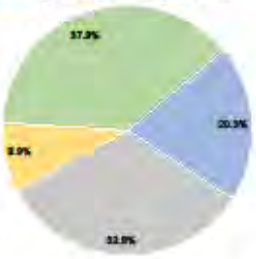
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $944,040 | 20.3% |
| Local Funds | $0 | 0.0% |
| State Funds | $1,526,063 | 32.8% |
| Federal Assistance | $415,002 | 8.9% |
| Other Funds | $1,760,535 | 37.9% |
| Total Operating Funds Expended | $4,646,640 | 100.0% |

### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $0 | 0.0% |
| State Funds | $115,403 | 100.0% |
| Federal Assistance | $0 | 0.0% |
| Other Funds | $0 | 0.0% |
| Total Capital Funds Expended | $115,403 | 100.0% |

### Operating Funding Sources




### Capital Funding Sources

## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|---|---|---|---|---|---|---|---|---|
| Commuter Bus | 7 | - | $340,260 | $57,119 | $22,590 | 12,864 | 153,653 | 4,149 |
| Demand Response | 11 | - | $1,179,830 | $133,512 | $11,510 | 57,134 | 165,533 | 17,303 |
| Bus | 26 | - | $3,125,550 | $753,409 | $81,303 | 1,133,869 | 572,903 | 34,552 |
| Total | 44 | - | $4,646,640 | $944,040 | $115,402 | 1,203,867 | 892,089 | 56,004 |

### Performance Measures

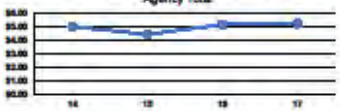
#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Commuter Bus | $2.21 | $82.01 |
| Demand Response | $7.13 | $68.19 |
| Bus | $5.46 | $90.46 |
| Total | $5.21 | $82.96 |

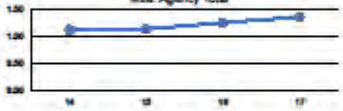
#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Commuter Bus | $26.45 | 0.1 | 3.1 |
| Demand Response | $20.65 | 0.3 | 3.3 |
| Bus | $2.76 | 2.0 | 32.8 |
| Total | $3.86 | 1.3 | 21.5 |

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



http://www.gfrtransit.org
495 Queensbury Avenue
Queensbury, NY 12804

# Greater Glens Falls Transit System

**2017 Annual Agency Profile**

## General Information

### Urbanized Area (UZA) Statistics - 2010 Census

Glens Falls, NY
- 42 **Square Miles**
- 65,443 **Population**
- 419 **Pop. Rank out of 488 UZAs**

### Other UZAs Served

0 New York Non-UZA

### Service Area Statistics

- 57 **Square Miles**
- 61,090 **Population**

### Service Consumption

- 317,829 **Annual Unlinked Trips (UPT)**

### Service Supplied

- 346,709 **Annual Vehicle Revenue Miles (VRM)**
- 20,721 **Annual Vehicle Revenue Hours (VRH)**

### Database Information

- **NTDID:** 20120
- **Reporter Type:** Reduced Reporter

## Financial Information

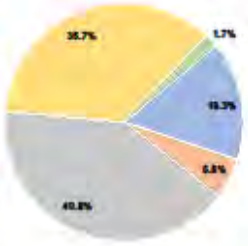
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $269,311 | 16.3% |
| Local Funds | $91,000 | 5.5% |
| State Funds | $675,650 | 40.8% |
| Federal Assistance | $591,498 | 35.7% |
| Other Funds | $27,926 | 1.7% |
| Total Operating Funds Expended | $1,655,385 | 100.0% |

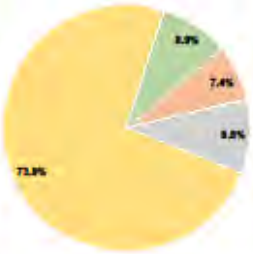
### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $60,341 | 7.4% |
| State Funds | $79,888 | 9.8% |
| Federal Assistance | $604,809 | 73.9% |
| Other Funds | $72,852 | 8.9% |
| Total Capital Funds Expended | $817,890 | 100.0% |

### Operating Funding Sources




### Capital Funding Sources




## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Average Fleet Age in Years* |
|---|---|---|---|---|---|---|---|---|---|
| Demand Response | 1 | - | $145,400 | $5,150 | $0 | 2,058 | 13,917 | 1,950 | 5.0 |
| Bus | 5 | - | $1,509,985 | $264,161 | $817,890 | 315,771 | 332,792 | 18,771 | 5.0 |
| Total | 6 | - | $1,655,385 | $269,311 | $817,890 | 317,829 | 346,709 | 20,721 | |

### Performance Measures

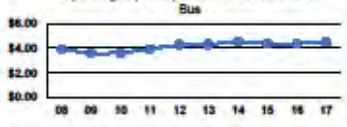
#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Demand Response | $10.45 | $74.56 |
| Bus | $4.54 | $80.44 |
| Total | $4.77 | $79.88 |

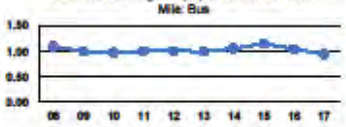
#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Demand Response | $70.65 | 0.1 | 1.1 |
| Bus | $4.78 | 0.9 | 16.8 |
| Total | $5.21 | 0.9 | 15.3 |

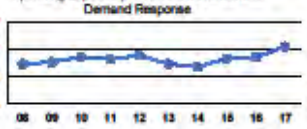
Operating Expense per Vehicle Revenue Mile: Bus



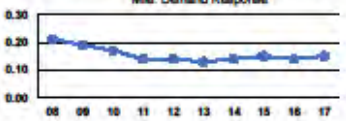

Unlinked Passenger Trips per Vehicle Revenue Mile: Bus




Operating Expense per Vehicle Revenue Mile: Demand Response




Unlinked Passenger Trips per Vehicle Revenue Mile: Demand Response




Notes:
*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

http://www.eaglecounty.us/transit
728 Main Street
Canyon City, CO 81212

# Eagle County Regional Transportation Authority

**2017 Annual Agency Profile**

## General Information

### Service Consumption
985,965 **Annual Unlinked Trips (UPT)**

### Service Supplied
1,665,735 **Annual Vehicle Revenue Miles (VRM)**
82,807 **Annual Vehicle Revenue Hours (VRH)**

### Summary of Operating Expenses (OE)
$8,522,586 **Total Operating Expenses**

### Database Information
**NTDID:** 8RD1-80155
**Reporter Type:** Rural General Public Transit

## Financial Information

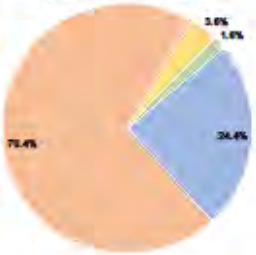
### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $2,081,544 | 24.4% |
| Local Funds | $5,996,755 | 70.4% |
| State Funds | $0 | 0.0% |
| Federal Assistance | $309,000 | 3.6% |
| Other Funds | $135,287 | 1.6% |
| Total Operating Funds Expended | $8,522,586 | 100.0% |

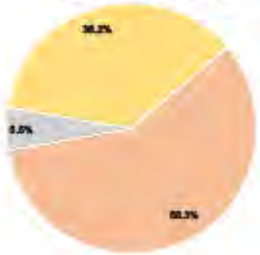
### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $1,100,413 | 58.3% |
| State Funds | $104,000 | 5.5% |
| Federal Assistance | $684,000 | 36.2% |
| Other Funds | $0 | 0.0% |
| Total Capital Funds Expended | $1,888,413 | 100.0% |

### Operating Funding Sources




### Capital Funding Sources




## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service: Directly Operated | Vehicles Operated at Maximum Service: Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|---|---|---|---|---|---|---|---|---|
| Bus | 22 | - | $8,522,586 | $2,081,544 | $1,888,413 | 985,965 | 1,665,735 | 82,807 |
| Total | 22 | - | $8,522,586 | $2,081,544 | $1,888,413 | 985,965 | 1,665,735 | 82,807 |

### Performance Measures

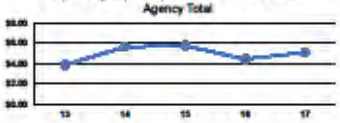
#### Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Bus | $5.12 | $102.92 |
| Total | $5.12 | $102.92 |

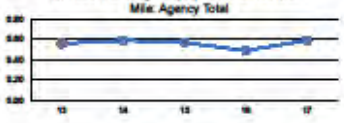
#### Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Bus | $8.64 | 0.6 | 11.9 |
| Total | $8.64 | 0.6 | 11.9 |

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



Tahoe Transportation DISTRICT

*Connecting our communities*

MEMORANDUM

Date: April 5, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Informational Update on Tahoe Transportation District Capital Improvement Program Projects

---

**Action Requested**:
It is requested the Board review the staff report on TTD's Capital Improvement Program (CIP) Projects. No action is requested at this time, but Staff welcomes any feedback at the contact information below.

**Fiscal Analysis:**
All expenditures associated with these items for the fiscal year are in the approved FY21 budget.

**Work Program Impact:**
All work associated with these efforts 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 under respective projects. Time associated with participation in partners projects is captured to the extent feasible within limited General Funds. Projects align with Strategic Goal SG-3 Increase the connectivity and reliability of a regional multi-modal transit system around the Basin, which includes micro-transit and other support components; and SG-4 Effectively deliver TTD operations and implement the Regional Transportation Plan by actively seeking sustainable funding resources for capital projects, staff, operations, and planning.

**Background:**
There are three long-standing projects that have been in TTD's work program of projects and are located in Tahoe City, on the NV SR 28 corridor and US 50 at the south state line. Each project has been funded with a variety of Federal, State, local, and private funds as they have progressed through planning, design, and some elements through to construction and implementation. They are highlighted in this report for the purpose of providing an understanding of the limitations of the program under the current funding scenario and to provide a general overview of the program of projects. The capital program is heavily dependent on discretionary grant sources, which are highly competitive. Tahoe does not always fit in the State and Federal funding priorities, which are heavily focused in large urban areas where freight and commuter traffic are the primary policy targets for fund use. Staff regularly seeks and

evaluates State and Federal funding opportunities to submit applications on relevant opportunities and continues to seek funds to further regional priorities. The availability of matching funds are commonly the determining factor of whether staff submits applications. Many grants require up to a 50% match, making it infeasible for the District to apply. Project updates and some recent funding efforts are described herein.

More recent project steps have been for transit capital improvements related to bus and bus facilities.

**Discussion:**

SR 89 Fanny Bridge Community Revitalization Project –

- The Board last had a formal update in November 2020, with a requested action to accept the feasibility report for the potential relocation of the Caltrans yard at Tahoe City, which the Board accepted. The report satisfied a permit condition that TTD has for the project with TRPA.
- Also reported was the status on project construction. Since the November TTD meeting, there have been two coordinating calls with the Federal Lands Highway team, the project construction lead, and local partners, including Placer County and the Tahoe City Public Utility District. These calls related to the status of claims and the claim process between Federal Highways and the prime contractor.
- The anticipated schedule for repackaging the balance of the project elements for project completion is to be potentially put out to bid this year.
- Federal Highways estimates the completion cost to be about $15 million. Final decisions for additional FLAP funds and non-federal match have not yet been made.
- Additional TTD time on this project will be limited through the course of this year, and perhaps into early next year due to funding.

SR 28 Central Corridor Project on the Nevada side –

- The last updates to the Board on this project have been focused on the paid parking pilot at the trailhead for the East Shore Trail including the parking management monitoring report and associated data analysis and recommendations. The enforcement contract and recommended rate structure updates are provided under separate staff reports.
- Staff continues to coordinate with Washoe County and State Parks and participate in the Corridor Management Team ongoing operations meetings. These regularly consist of discussing operations and maintenance budget priorities, project adaptation recommendations, such as requests for red striping of transit stops to FHWA and NDOT, changes to interlocal agreements on operating periods, parking, etc.
- Efforts to secure additional design and construction funding are ongoing. TTD was awarded an NDOT TAP grant for additional parking north of the current parking lots, with corresponding match from Washoe County and the Tahoe Fund. Staff wrote to the NDOT Director thanking her for the award and requested that NDOT consider adding the parking project into their overlay and safety project it will be conducting over the next two years in the project area. TTD also submitted a 2020 Department of Transportation Nationally Significant Federal Lands and Tribal Projects Program and Nevada Federal Lands Access Program applications that was not awarded, as well as other design and construction grants that were previously not awarded.

- Staff continues to work with local project assistance on an NDOT agreement for use of awarded Surface Transportation Block Grant (STBG) funds. This has been difficult. NDOT has been concerned that the revenue streams to complete the entire Central Corridor project relies, too optimistically, upon discretionary sources in the foreseeable future. Staff and NDOT have been working to arrive at a small enough project piece that can be fully designed and be competitive for construction funding. Staff has submitted a work plan focusing on expanding existing USFS parking lots with connecting trail segments at Secret Harbor and Chimney Beach.

US50 South Shore Community Revitalization Project -

- Recent work and available funding have been focused on 60% design and the development of the Parking Management Plan, affordable housing mitigation project development permit process, and addressing potential modifications to the design of the approved project through the Rocky Point neighborhood, namely narrowing the project footprint through the Caltrans exception process.
- In November and December of 2019, the City of South Lake Tahoe approached Staff about assessing a revised alternative to the approved alignment. At their January 14, 2020 meeting, the City of South Lake Tahoe City Council adopted a resolution directing City Staff to work collaboratively with various project stakeholders to explore potential adjustments to the US 50 approved alignment that could minimize impacts. TTD staff, Caltrans, Wood Rodgers, and others have been working with the City reviewing suggested improvements, similar to Alternative D which had been determined to be infeasible. At their June 9, 2020 meeting, the City Council heard a report from the City Manager that the potential adjustments are infeasible to pursue further and also heard the findings of an economic analysis on the project that the City had commissioned. At their February 2, 2021 meeting, the City of South Lake Tahoe City Council adopted a resolution directing the City Manager to continue to work with the TTD, TRPA, Douglas County, Caltrans, NDOT, FHWA and other stakeholders to determine the feasibility of implementing an alternative “loop” using existing roads. TTD has been coordinating with City staff, Caltrans, NDOT, TRPA, and other project stakeholders on the Project Delivery Team. The City is completing a traffic analysis of the proposed alignment to determine feasibility. The analysis is expected to be ready in May or June. A further update will be provided once the analysis is done and reviewed.
- Parking Management Plan: To facilitate the development of the US 50 Parking Management Plan, TTD staff and Dixon Resources (TTD’s parking consultant) has met with, and gathered input from, primary stakeholders, including business and property owners, local jurisdiction and agency officials, and neighborhood representatives. Additionally, a parking symposium was held on February 24, 2020 to bring together a basin-wide coalition of stakeholders for the development of key strategies for the development of the parking management plan. The draft Parking Management Plan will be presented to the Board in May 2021.
- Affordable Housing: Preparation, then submittal of the project applications for the City and TRPA has been underway with Pacific Development Group for the development of the previously identified multi-family complex at the intersection of Ski Run Blvd. and Pioneer Trail, which would satisfy the 76-units of multi-family residential housing required in advance of any project construction. TTD staff are working on transit modeling options in support of the developers 2021 Affordable Housing Sustainable Community (AHSC) grant application in California. The transit modeling relates to the transit circulator also required of the US 50 project.

Incline Mobility Hub Protective Acquisition -

- Since the Board decision last month, Staff have coordinated with Washoe County and Washoe County School District staff on next steps. This consultation and coordination will continue. Staff have also met with the Ad Hoc committee and a future meeting will be set up to discuss a proposal to add a stakeholder group through the site alternatives analysis process.

Douglas County Property Site Analysis for Bus Yard Feasibility -

- TTD has been awarded Surface Transportation Block Grant (STBG) funding to advance initial feasibility planning needed to develop a new TTD Maintenance and Administration Facility. TTD's current leased transit facility is beyond its useful life without any opportunities for expansion or modernization. The existing facility cannot efficiently accommodate the existing fleet nor the technologies and space requirements for the future additions.
- Douglas County staff and TTD are interested in exploring the potential of the 14-acre parcel the County owns off Warrior Way, adjacent to the High School. Additionally, there is a significant transportation planning effort being led by NDOT along US50 that brings the opportunity to consider shared uses of the site, including the possibility of recreation public parking facilities and a shared maintenance facility with Douglas County Fire District. Thus, TTD would work with the Douglas County Parks and Recreation Commission, Douglas County Fire District, NDOT and the US50 East Corridor Management Team to engage community stakeholders to ensure a collaborative solution is brought forth in this area. Other site alternatives will also be assessed.
- The specific plan and feasibility study is for a new all-weather maintenance and administration facility able to service 75 buses. The facility is envisioned to house the buses in a climate-controlled environment and include an automated vehicle wash, fuel islands, electric charging infrastructure, repair bays, paint/decal bays, fabrication shop, operations center, administrative offices, dispatch center, training facilities, meeting space, and storage areas.
- A robust community engagement and public outreach process will also be conducted by consultant(s) either retained by the District or as a sub-consultant to the prime planning consultant. The overall effort will be complemented by a Project Development Team (PDT) comprised of several representative groups, such as stakeholders, businesses, and agencies involved in the project as well as District oversight.

Participation in Other Projects and Transportation Planning Activities –

- Staff regularly provides input on regional partners' planning efforts as well. Staff participates in planning efforts, such as the US50 East Corridor Management Plan led by NDOT, Bi-State Regional Dispatch and Traffic Operations Center led by the Department of Homeland Security (DHS), US50 Recreation Hotspot Study led by Caltrans, the Resort Triangle Transportation Plan led by Placer County, and the Regional Transportation Plan led by TRPA are just examples of the ongoing regional efforts that require staff time.

**Additional Information:**

If you have any questions or comments regarding this item, please contact Danielle Hughes at (775) 557-4901 or dhughes@tahoetransportation.org.

DH/ja AGENDA ITEM: X.C.