

TAHOE TRANSPORTATION DISTRICT (TTD)

Notice of Agenda and Agenda

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449

March 4, 2026
3:00 p.m.

The Tahoe Transportation District Board meeting will be physically open to the public at Tahoe Regional Planning Agency, Stateline, NV 89449 and in accordance with applicable law, Board members may be teleconferencing into the meeting via Zoom Webinar.

To attend the TTD Board Meeting remotely, use the following link:
https://us06web.zoom.us/webinar/register/WN_1YRhGtf9TdWDB-S1GaUqTQ

Members of the public may observe the meeting and submit comments in person at the above location or via Zoom Webinar. Please be advised that those participating in the meeting remotely do so at their own risk. Board meetings will not be cancelled due to technical difficulties. Members of the public may also provide public comment by sending comments to the Clerk to the Board by email at lr Rao@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. 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 Linda Rao 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.

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

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum of TTD
- B. *For Possible Action:* Approval of Agenda for March 4, 2026
- C. *For Possible Action:* Approval of Minutes of February 4, 2026

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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 three 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. RECOGNITION ITEM

Presentation of a Proclamation Honoring George Fink on the Occasion of His Retirement

IV. FOR INFORMATION: FINANCE AND PERSONNEL COMMITTEE REPORT OF MARCH 4, 2026 MEETING

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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, the North Tahoe Chamber of Commerce, and on TTD's 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 Linda Rao at (775) 589-5502 or lrao@tahoetransportation.org.

Open Meeting Law Compliance

Written notice of this meeting has been given at least seven 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 no later than the seventh 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 no later than the seventh 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 no later than the seventh 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 Linda Rao at (775) 589-5502 or lrao@tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT
BOARD MEETING MINUTES
February 4, 2026**

TTD Board Members in Attendance:

Andy Chapman, TNT-TMA, Chair
Lori Bagwell, Carson City
Scott Bensing, Nevada Governor Appointee
Brian Bigley, Member at Large, Vice-Chair
Cindy Gustafson, Placer County
Sharla Hales, Douglas County
Alexis Hill, Washoe County (attended remotely)
Brooke Laine, El Dorado County
Chris Proctor, SS-TMA (attended remotely)
Julie Regan, Tahoe Regional Planning Agency Appointee
Scott Robbins, City of South Lake Tahoe
Nick Speal, California Governor Appointee
Guinevere Hobdy, NDOT (attended remotely)

TTD Board Members Absent:

Alex Fong, Caltrans

Others in Attendance:

Jim Marino, Executive Director, TTD
Tara Styer, Deputy Executive Director, TTD
Joanie Schmitt, Chief Financial Officer, TTD
Peter Kraatz, Capital Program Engineer, TTD
Crystal Muschetto, Executive Assistant – Clerk to the Board, TTD
Mary Wagner, Legal Counsel (attended remotely)

I. TAHOE TRANSPORTATION DISTRICT CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum of TTD

The meeting of the Tahoe Transportation District was called to order by Chair Chapman at 3:13 p.m. at the Tahoe Regional Planning Agency and via Zoom. Roll call was taken and a quorum was determined to be present.

B. Approval of TTD Agenda of February 4, 2026

Mr. Marino requested Consent Agenda Item VI.F. be removed to a future agenda. Mr. Bensing requested Consent Agenda Item VI.E. be pulled from the agenda for future discussion.

Ms. Muschetto noted that the attachment referenced in Item VII.B. was inadvertently omitted from the original agenda packet. The attachment was posted as soon as the omission was identified and is now available as hard copies and online.

Motion/second by Ms. Hill/Mr. Bensing to approve the TTD agenda for today's meeting as amended. The motion passed unanimously.

C. Approval of TTD Meeting Minutes for December 3, 2025

Motion/Second by Ms. Bagwell/Mr. Bensing to approve the minutes of December 3, 2025. The motion passed unanimously.

II. **PUBLIC INTEREST COMMENTS**

There were no public comments.

III. **REGIONAL TRANSIT AND CAPITAL PROGRAMS COMMITTEE REPORT OF FEBRUARY 2, 2026 MEETING**

The committee met earlier this week and focused primarily on two items: an update on active Capital Improvement Program projects and the Emerald Bay Pilot Transit and Parking Management Project.

Staff provided an extensive overview of current capital projects, noting significant activity underway and substantial funding moving toward construction this summer. The committee also reviewed a detailed update on the Emerald Bay Pilot. The committee voted to approve moving the pilot forward, with the item scheduled for consideration by the full board.

Discussion included concerns regarding staff capacity to manage multiple subcontractors and projects simultaneously, emphasizing workload rather than funding availability. Additionally, members raised questions about cash flow management. Staff was asked to provide further clarity on available options should cash flow challenges arise.

IV. **FINANCE AND PERSONNEL COMMITTEE REPORT OF FEBRUARY 4, 2026 MEETING**

Ms. Bagwell reported the Committee recommends approval of the Consent Items and Item VII.C. Clarification was requested on Item VI.E., which was pulled from the consent agenda for discussion.

V. **LETTERS RECEIVED**

Items A and B were received

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

- A. Review and Accept TTD'S District Financial Statement of Operations for the First Five months of Fiscal Year (FY26) ending November 30, 2025
- B. Review and Accept TTD's Fiscal Year 2025-25 (FY25) Ingle Audit Report
- C. Receive an Informational Report Regarding Fiscal Year 2026 (FY26) Budget for the Park Tahoe Fund
- D. Receive an Informational Report in the transit System for the Second Quarter of Fiscal Year 2026
- E. Review and Authorize the Executive Director to Award a Construction Contract for the SR 28 North Parking Project to F.W. Carson Company of Incline Village, NV in an Amount not to Exceed \$2,385,162.20. Authorize a 10% Construction Contingency of \$238,516.22; and Authorize Award of Additive Alternates 1 and 2 in an Amount not to Exceed \$322,729.40, with a 10% Contingency of \$32,272.94.

contingent upon availability of funding

F. Review and Authorize a Contract to CA Group of Reno, Nevada for Alternate Delivery Program Management, in an Amount not to Exceed \$149,690

Ms. Bagwell moved to recommend approval of Items VI.A., VI.B., VI.C., and VI.D. The motion was seconded by Mr. Bensing. The motion passed unanimously.

Regarding Item VI.E., Mr. Marino provided an overview of the SR 28 North Parking Construction Contract, with Project Manager Peter Kraatz present. They recommend that the Board authorize the Executive Director to enter into an agreement with F.W. Carson Company for the North Parking Project in the amount of \$2,385,162.20, and a 10% contingency of \$238,516.22. They are also recommending the Board authorizes bid additive alternates 1 and 2 in the amount of 322,729.40 and a contingency of \$32,272.94, contingent upon securing additional funding to award those two elements.

Mr. Suarez brought up clauses in the boilerplate language from NDOT that must relate to current EEO and DBE policy guidelines for the Nevada Department of Transportation. He stated that the current administration's executive order overrides the NDOT boilerplate language. NDOT has instructed that the language remains the same because DBE policy changes occur at the congressional level, not at the executive order level. To ensure the correct language is in place, NDOT and their FHWA representative will be consulted to determine if any changes need to reflect executive order language. Mr. Marino also cited a memo from Caltrans stating that the boilerplate language does not change until it has been authorized by Congress.

Ms. Laine voiced concern over the potential for federal funding being pulled after it has been spent, asking where that would leave TTD?

Ms. Bagwell commented on how thoroughly the Committee reviewed the contract, emphasizing that financial segments be more nailed down, task orders and execution be more detailed.

Mr. Bensing disclosed that he owns property within vicinity of the construction project and opted to recuse himself from the item, out of abundance of caution. The recommendation is for owners of property within 300 ft. of project limits. Mr. Bensing's property is about a quarter of a mile from the project limits.

Ms. Bagwell added that approval was recommended, with clarification of Article 9, implementation of additive alternates being added to the contract, and clarification of of attachments C5, 6, and 10.

Chair Chapman directed a question to Peter Kraatz regarding the location of the North Driveway being in front of the U-Haul area.

Mr. Kraatz stated that this is just north of the proposed parking that is "soft-covered". The project will include erosion control, sidewalk and damaged driveway replacement, better run off controls. Mr. Kraatz described Alternative 1 at Rocky Point as an important aspect of the project. The site is not within the new parking area, but half a mile south. Currently, the dirt shoulder is used as informal parking. The water quality will be improved.

Mr. Speal stated there seems to be enough money in the 10% contingency to fund Alternatives 1 and 2, while noting that he is unaware of how it works. Mr. Kraatz stated that is always good to have a buffer for any unforeseen situations explaining that funding via the contingency may be possible as the project advances.

Ms. Bagwell motioned for the approval of consent item 6.E. The motion was seconded by Ms. Gustafson. The motion passed with Mr. Bensing abstaining.

VII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

A. Review and Accept the Emerald Bay Pilot Transit and Parking Management Project with the FY 26/27 TTD Work Program

The Emerald Bay Pilot Transit Project was brought before the Regional Transit Capital Improvement Program Committee on 2/2 with a resolution to apply for a grant.

TRPA awarded \$809,784, which falls short of the \$900,00 requested. Mr. Marino reached out to El Dorado County's Air Quality Management District (CARP) concerning an opportunity for AB2766 Funds, sourced from gas taxes and apportioned for air quality projects. A grant application requesting \$393,000 as he felt that the original \$900,000 wouldn't be enough. The grant was awarded and does include funding for staff through TTD.

The program is viable and mirrors TTD's East Shore service, however launching the program in time for Memorial Day is challenging, due to the uncertainty of funding. Mr. Marino included a tentative schedule in the staff report. For a Memorial Day launch, RFPs need to be out on February 16. Award of transit services agreement will need to occur at April Board Meeting.

Mr. Marino is requesting the addition of the Emerald Bay Pilot Transit to the 2026-2027 work element, with some caveats. Reimbursement of staff time due to no general fund, no additional transit or capital elements, and funds for current routes are not used

Mr. Marino wants verification that local agencies will contribute all grant match funds and to also discuss what the end of the project looks like, defining success and what is wanted from the project.

Chair Chapman stated that a sustainable funding mechanism should be considered now, for after the two years have ended. He also inquired about the implications of union versus non-union operating staff. Mr. Marino stated that the Teamsters Union will be contacted. Long term goals are for Emerald Bay transit to operate forever and be in house.

CHP will fund overtime to enforce parking violations.

Ms. Hales expressed concern over who will be responsible for ticketing and towing. Mr. Marino stated towing is virtually impossible due to the distance to any yards. TTD has no authority to tow on a state highway. Any fines collected go into the State fund and will never be seen in the Tahoe Basin. A mechanism is needed to route at least a

portion of fines collected in CA to the project.

Windshield Barnacles are being considered, as they are visual and send a clear message. It may be a challenge as cell service in the area is spotty.

Ms. Hales presented how Douglas County has been successful on Kings Beach. Social media is effective and no one wants to get towed.

Mr. Speal commented that low ridership is a factor.

Mr. Marino went over some incidents with the reservation system and inclement weather that will be considered. The Pilot Program provides bandwidth to experiment with what works best. Other suggestions were made to alter the route. Mr. Marino stated that we must start with the pilot before any changes occur.

Ms. Hales recommends that funds from other routes not be used for the program and a contract with CHP to enforce parking be added.

Ms. Hales moved to accept the Emerald Bay Pilot Transit and Parking Management Project with the FY 26/27 TTD Work Program. Mr. Proctor seconded the motion. The motion did not pass.

Mr. Speal moved to accept the Emerald Bay Pilot Transit and Parking Management Project with the FY 26/27 TTD Work Program with the following modifications: Separate funds are not routed to the Pilot Program and No additional transit or capital elements are introduced without approval of the working group. Ms. Hales seconded the motion. The motion unanimously passed.

B. Review and Approve a Resolution Authorizing Staff to Apply to the El Dorado County Air Quality Management District for the AB 2766 Motor Vehicle Emissions Reduction Act

Mr. Marino reviewed this item.

Ms. Lane moved to approve the Resolution authorizing staff to apply to the El Dorado County Air Quality Management District for the AB 2766 Motor Vehicle Emissions Reduction Act. Ms. Gustafson seconded the motion. The motion passed unanimously.

C. Review and Accept the Fiscal Year 2027 Work Program

Ms. Schmitt reviewed this item.

Ms. Hales moved to accept the Fiscal Year 2027 Work Program. Mr. Bensing seconded the motion. The motion passed unanimously.

VIII. STANDING REPORT ON TTD, TART, AND LAKE LINK RIDERSHIP NUMBERS

IX. EXECUTIVE DIRECTOR REPORT AND AGENDA CALENDAR CHECK

Jim Marino reported that an additional \$5,000,000 had been awarded in commercially directed spending for Sand Harbor to Thunderbird Cove project. Mr. Marino thanked the

Nevada delegation, Senator Cortez-Masto and Senator Rosen, who were instrumental in getting that through. Mr. Marino added the grant award for the Laura Drive to Stateline Avenue project was successful in the amount of \$2.9 million and thanked Ms. Styer for her work on those grant applications. Mr. Marino also thanked The Tahoe Fund for their match funding for SR28 projects.

Mr. Marino noted changes to Routes 50 and 55 were implemented in January and are going well and a report will be brought to an upcoming RTCP meeting. He also added that TTD will begin using procurement software services through Planet Bids to host our bidding and procurement opportunities; that he has spoken with Arcadis Consulting and requested a white paper of the potential services and capabilities in developing a public facing app.

X. BOARD MEMBER REQUESTS AND COMMENTS

Ms. Regan announced that Congress closed the budget that affects the Lake Tahoe Restoration Act funding resulting in more than \$30 million coming into the Basin; and added the congressional delegation introduced an amendment to modernize the Santini-Burton Act.

Mr. Speal commented that he had one of the best experiences taking Route 50 to today's meeting.

XI. PUBLIC INTEREST COMMENTS

Comments were received via email and are attached.

XII. ADJOURNMENT

The meeting adjourned at 5:12 p.m.

Respectfully Submitted:

*Linda Rao
Executive Assistant Clerk to the Board
Tahoe Transportation District*

This meeting was recorded in its entirety via Zoom. Any member of the public wishing to review the recording or obtain a copy of the meeting minutes may contact Linda Rao, Clerk to the Board, at (775) 589-5502.



February 2, 2026

Tahoe Transportation District
Board of Directors
Submitted via email

Re: Agenda Item III.A - Emerald Bay Pilot Transit and Parking Management Project

Hello TTD Board and Staff,

Ahead of the Regional transit and Capital Programs Committee today, we are writing to support the addition of the Emerald Bay Pilot Transit and Parking Management Project to the FY 26/27 TTD Work Program (Agenda Item II.A).

Keep Tahoe Blue appreciates the District’s leadership in advancing both the 2025 pilot and the next phase through the new Emerald Bay Travel Management Program.

As partners in the 2025 Emerald Bay Parking and Transit Pilot, we saw firsthand how strategically managed transit can reduce congestion, improve safety, and meaningfully protect natural resources in one of the Basin’s most sensitive corridors. The pilot demonstrated strong demand for high-quality transit service, successfully reduced roadside parking, and improved visitor safety successfully advancing the project team’s goals to reduce impacts to the lake’s environment and improve the visitor experience.

We strongly support the Emerald Bay Travel Management Program described in the staff report, which advances the SR 89 Recreation Corridor Management Plan by expanding seasonal transit, formalizing parking management from Eagle Point to the viaduct, and increasing safety and enforcement capacity. This program builds on the foundation laid in 2025 and aligns with regional transportation, recreation, and environmental priorities.

Keep Tahoe Blue remains fully committed to collaborating with TTD, El Dorado County, TRPA, and our many partners to ensure the Emerald Bay corridor continues moving toward a safer, more sustainable future. We are ready to provide continued support through data, communications, community engagement, and implementation partnerships as the program advances into 2026 and beyond.

Thank you for your continued leadership.

Sincerely,

Gavin Feiger
Policy Director



MEMORANDUM

Date: February 27, 2026

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff – Joanie Schmitt, CFO

Subject: Review and Accept the District’s Financial Statement of Operations for the First Six Months of Fiscal Year 2026 Through December 31, 2025

Action Requested:

It is requested the Board review and accept the District’s Financial Statement of Operations for the first six months of fiscal year 2026 (FY26) ending December 31.

Fiscal Analysis:

TTD is reporting increases to the overall FY26 fund balances of \$114,686, in the General Fund, \$2,283 in the Capital Improvement Program (CIP) Fund, and \$281,939 in the Park Tahoe Fund while having a decrease of \$747,768 in the Transit Operations (TO) Fund through December 2025.

Background:

Staff has completed analyzing financial information for the first six months of FY26, ending December 31, 2025. The presentation of the financial information will highlight December activity and continues to detail TTD’s funds: General, CIP, TO, and Park Tahoe (Attachment A).

Discussion:

General Fund –

Overall, the District ended with a decrease of \$34,114 for December activity. The decrease can be summarized as follows:

<u>District Operations Revenues</u>		<u>District Operations Expenses</u>	
State of Nevada	\$28,875	Personnel	\$38,644
Local Revenues	7,768	Admin Support (ICAP)	(3,034)
Rental Vehicle Mitigation Fees	9,710	Insurance	3,097
Administrative Fees	1,021	Rent, incl. Utilities	3,707
Contributions	0	Telephone	1,193
Miscellaneous	0	Professional Services	2,789
Interest	<u>2,586</u>	Dues, Subscriptions, Fees	3,173
		Supplies	1,431
		Transfer - Grant Match	321
		Legal Fees	2,921
		Audit Fees	6,760
		Transit Mgmt – No Shore	20,000
		Other	<u>3,072</u>
Total Revenues	\$49,960	Total Expenses	\$84,074

The General Fund contributed \$20,000 to Truckee North Tahoe Transportation Management Association (TNT-TMA) for TTD's annual support of transit operations on the North Shore.

The General Fund's overall fund balance decreased to \$1,627,197, which remains \$114,686 higher than the balance at the start of the fiscal year.

CIP Fund –

December activity ended with an increase of \$530, resulting from interest earned from project advances less bank fees of \$20. Below is a brief recap of December activity for the CIP Fund.

<u>Funding Source</u>	<u>Expenditures</u>	<u>Grant Balance</u>
Caltrans		
Congestion Mitigation Air Quality (CMAQ)	\$15,750	\$470,744
Hwy Infrastructure Program (HIP) - US 50	0	470,655
Federal Transit Administration (FTA)		
FTA 5339 (NDOT Hazard Assessment)	11,527	\$62,754
TDA STA Reserve (Match)	2,882	\$15,688
TDA STA FY25 (Bus/Vehicles Match)	0	\$27,062
FTA 5339 (NDOT) (Support Vehicles)	0	\$29,000
FTA 5339 (FY19) (Bus & Equip)	0	\$18,229
FTA 5339 (FY20 & FY21) (Bus Facilities)	0	\$19,802
TDA STA (FY24 & FY25)	0	\$28,819
FTA 5339 (FY24 – FY26) (Bus Facilities)	208	\$186,990
TDA STA (FY24) (Bus Stop Match)	52	\$46,748
FTA 5339C (FY18)	0	692,276
FTA 5339C (FY19) (EV Vans)	0	\$1,838,466
TDA SGR (FY25) (Bus & Equip)	0	\$27,340
TRPA - US Fish & Wildlife Service		
Spoooner Mobility Hub	8,729	\$53,650
TIRCP – SB125 Maint Fac Upgrades	2,095	\$1,241,540
Conserve Nevada		
Thunderbird Cove to Secret Harbor	4,114	\$1,955,059
Tahoe Fund (Match)	457	\$85,0007
NDOT		
Recreational Travel Phase II	0	\$111,032
General Fund (Match)	0	\$5,844
TAP – SR 28 North Parking Lots	9,961	\$780,622
Washoe County Bond Sale (Match)	524	\$222,264
Surface Transportation Block Grant (STBG)		
Caltrans – US 50	0	\$1,702,015
NDOT – Facility Plan	0	\$347,127
Douglas County (Match)	0	\$18,236
NDOT – Central Corridor (Chimney)	29,610	\$1,489,237
Tahoe Fund (Match)	1,428	\$190,862
NDOT – Sand Harbor to Thunderbird Cove	39,482	\$2,283,403
Tahoe Fund (Match)	2,078	\$623,416
NDOT – Corridor Coordination	6,099	\$246,966
General Fund (Match)	321	\$12,998
Bank Fees	<u>20</u>	
Total Expenditures	\$135,337	

The CIP Fund expended \$11,527 in FTA 5339 funds, along with the matching funds of \$2,882 for the completion of the Hazard Assessment for 771 Southwood Blvd. in Incline Village, NV.

Net activity for December increased the CIP Fund balance to \$5,851, which is \$2,283 higher than at the start of the fiscal year.

Transit Fund -

Overall, the District ended with a decrease of \$208,254 for December activity. The decrease can be summarized as follows:

<u>Revenue Detail</u>	<u>Operations</u>
FTA	
5307	\$0
5311	125,781
5310	0
Rural Transportation Assistance Program (RTAP)	0
Transportation Development Act (TDA)	263,589
Low Carbon Transit Operations Program	0
Nevada State Parks	0
Tahoe Douglas Visitors Authority	0
Solar Renewable Energy Credits	1,372
Miscellaneous	126
Sale of Capital Asset	0
Interest	<u>1,517</u>
Total Revenues	\$392,385
<u>Expense Detail</u>	
Personnel	\$363,926
Fuel/Fuel Tax	25,273
Insurance	25,831
Repairs/Maintenance	8,812
Professional Services/Contracts	16,708
Facility Rent/Utilities/Phone	30,697
Supplies	1,890
Dues, Subscriptions, Member Fees	2,778
ICAP	0
Transfer - Grant Match	2,934
Depreciation/Amortization/Warranty	118,441
Advertising/Outreach	542
Training & Travel	760
Equipment under \$5,000	0
Capital Outlay	(0)
Other Expenses	<u>2,047</u>
Total Expenses	\$600,639
 Increase/(Decrease)	 (\$208,254)

TRPA approved TTD's FY26 TDA application, allowing TTD to begin recognizing TDA revenue in equal monthly installments starting in December.

The July through December Transit Operations Report (Attachment B) presents a detailed breakdown of year-to-date transit operating expenses by route, allocated based on revenue miles, and identifies the revenue sources supporting these services. The report also outlines the calculations used to determine the cost per revenue hour of \$187.87 and the cost per revenue mile of \$11.50.

As a result, Transit’s overall fund balance decreased to \$15,989,612, which is \$747,768 lower than at the start of the fiscal year.

Park Tahoe Fund-

The Park Tahoe Fund experienced a decrease of \$6,287 for December activity. The recap is as follows:

Park Tahoe Revenues		Park Tahoe Expenses	
Parking Meters	\$8,810	Personnel	\$1,939
Parking Event Fees	0	Contracts	12,790
Parking Non-Compliance	1,398	Professional Services	1,380
Contributions	0	Insurance	0
Interest	<u>2,327</u>	Telephone	27
		Admin Fees	1,021
		Bank/Credit Card Fees	1,396
		Subscriptions, Dues	69
		Supplies	0
		Amortization	195
		Other	<u>5</u>
Total Revenue	\$12,535	Total Expenses	\$18,822

The meters were turned off for the winter season and are expected to come back online on March 1, 2026, weather permitting.

The FY26 year-to-date revenues and expenses between Park Tahoe Operations and Park Tahoe Non-Compliance are provided in the Park Tahoe Financial Statement.

The net result decreased Park Tahoe’s overall fund balance for the year to \$1,437,464, which is \$281,939 more than at the start of the fiscal year.

Balance Sheet-

The detailed balance sheet as of December 31, 2025 is included in Attachment A.

The capital asset balance, net of depreciation and amortization, includes \$13,106,612 in the Transit fund and \$25,185 in the government-wide fund. Should the District choose to liquidate a federalized/state asset, permission from the governmental agency is required and their obligation takes priority.

Cash Flows –

Staff has included FY26 cash flows for the governmental funds (General and CIP), along with the enterprise funds (TO and Park Tahoe) in Attachment C.

Grant Status Report -

Staff has updated the Grant Requests/Awards/Closeouts (Attachment D).

Additional Information:

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

Attachments:

- A. November Financial Statement
- B. July through December Transit Operations Report
- C. FY26 Cash Flow
- D. Grant Status Report

**Tahoe Transportation District
Balance Sheet
As of December 31, 2025**

	TOTAL	General	CIP	Transit	Park Tahoe	GFA
ASSETS						
Cash & Equivalents	\$ 4,280,087	\$ 1,641,348	\$ 96,027	\$ 1,096,364	\$ 1,446,348	\$ -
Accounts Receivable	3,170,321	27,027	403,369	2,738,828	1,096	
Prepays	403,747	173,970	432	226,876	2,469	
Inventory	348,177			348,177		
*Capital Assets, Net Depreciation and Amortization	13,802,590			13,799,274	3,317	25,185
TOTAL ASSETS	\$ 22,004,923	\$ 1,842,346	\$ 499,828	\$ 18,209,519	\$ 1,453,229	\$ 25,185
LIABILITIES						
Accounts Payable	\$ 190,427	\$ 20,281	\$ 88,889	\$ 67,910	\$ 13,347	\$ -
Deferred Revenues	2,181,494	194,868	405,089	1,581,538		
Nevada State Bank - LOC						
Subscriptions Payable	358,968			356,580	2,388	
Insurance Payable	63,299			63,299		
EE Compensated Absences	150,002			150,002		43,349
Accrued Interest Payable	608			578	30	
TOTAL LIABILITIES	\$ 2,944,799	\$ 215,149	\$ 493,977	\$ 2,219,907	\$ 15,765	\$ 43,349
NET POSITION						
Invested in Capital Assets	\$ 13,687,554			\$ 13,685,455	\$ 2,099	\$ 17,695
Restricted	468,397			468,397		
Unrestricted	5,249,464	1,512,511		2,583,528	1,153,426	(37,940)
Assigned	3,568		3,568			
SUB TOTAL NET POSITION BALANCES	\$ 19,408,984	\$ 1,512,511	\$ 3,568	\$ 16,737,380	\$ 1,155,525	\$ (20,245)
FY 26 Increase/(Decrease) to Fund Balance	(348,860)	114,686	2,283	(747,768)	281,939	2,081
TOTAL NET POSITION	\$ 19,060,124	\$ 1,627,197	\$ 5,851	\$ 15,989,612	\$ 1,437,464	\$ (18,164)
TOTAL LIABILITIES & NET POSITION	\$ 22,004,923	\$ 1,842,346	\$ 499,828	\$ 18,209,519	\$ 1,453,229	\$ 25,185

* The capital asset and land balances, net of depreciation/ amortization, include \$13,106,612 in transit fund, \$25,185 in the governmental-wide fund and \$0 in the Park Tahoe fund of federalized / state obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

**Tahoe Transportation District
Statement of Operations
July 1, 2025 through December 31, 2025**

	TOTAL	General	CIP	Transit	Park Tahoe	GFA
Revenues						
Federal Grants	\$ 3,213,980	\$ -	\$ 1,402,575	\$ 1,811,405	\$ -	\$ -
State Funding	1,229,581	173,250	207,742	848,589		
Contributions	139,680		39,680	100,000		
Local Revenues	46,618	46,618				
General Revenues	23,720		0	23,720	0	
Charges for Services	506,216	90,609		1,287	414,320	
Special Items	41,506	11,850	2,371	14,844	12,442	
Pass-Through Revenue	325,000			325,000		
TOTAL REVENUES	\$ 5,526,301	\$ 322,327	\$ 1,652,368	\$ 3,124,844	\$ 426,762	\$ -
Expenses						
Personnel	\$ 2,726,057	\$ 201,584	\$ 177,185	\$ 2,302,178	\$ 45,109	\$ -
Personnel - Compensated Absences	16,907			16,907		5,409
Contracts	1,145,391		1,122,335		23,056	
Fuel	164,113	(131)		164,244		
Depreciation, Amortization, Warranty	690,869			689,698	1,171	2,260
Other Operating	776,813	146,571	14,863	539,921	75,458	
ICAP - 10%		(143,221)	18,221	125,000		
Capital Outlay	13,525			13,525		
Interest	6,738	1,315		5,393	30	
Other Funding Sources	9,750	1,523	317,480	(309,253)		(9,750)
Pass-Through Expenses	325,000			325,000		
TOTAL EXPENSES	\$ 5,875,161	\$ 207,641	\$ 1,650,085	\$ 3,872,613	\$ 144,823	\$ (2,081)
FY 26 Increase / (Decrease) to Fund Balance	\$ (348,860)	\$ 114,686	\$ 2,283	\$ (747,768)	\$ 281,939	\$ 2,081

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2025 through December 31, 2025**

	General Fund Activity					Actual vs Budget			Program YTD
	1st Qtr	Oct	Nov	Dec	2nd Qtr	YEAR TO	Board	Var %	District Ops
						DATE	Approved Budget		
Revenues									
General Revenues									
State Revenue - NV	\$ 86,625	\$ 28,875	\$ 28,875	\$ 28,875	\$ 86,625	\$ 173,250	\$ 346,500	50.00%	\$ 173,250
Local Revenues	23,309	7,770	7,770	7,768	23,309	46,618	145,735	31.99%	46,618
Contributions							25,000	0.00%	
Miscellaneous							1,500	0.00%	
Total General Revenues	\$ 109,934	\$ 36,645	\$ 36,645	\$ 36,643	\$ 109,934	\$ 219,868	\$ 518,735	42.39%	\$ 219,868
Charges for Services									
Administrative Fees	\$ 33,146	\$ 4,588	\$ 2,680	\$ 1,021	\$ 8,289	\$ 41,435	\$ 77,690	53.33%	\$ 41,435
Rental Vehicle Mitigation Fees	34,267	2,819	2,378	9,710	14,908	49,174	85,000	57.85%	49,174
Total Charges for Services	\$ 67,412	\$ 7,407	\$ 5,059	\$ 10,731	\$ 23,197	\$ 90,609	\$ 162,690	55.69%	\$ 90,609
Special Items									
Interest Revenue	\$ 5,295	\$ 1,830	\$ 2,140	\$ 2,586	\$ 6,555	\$ 11,850	\$ 15,000	79.00%	\$ 11,850
Total Special Revenues	\$ 5,295	\$ 1,830	\$ 2,140	\$ 2,586	\$ 6,555	\$ 11,850	\$ 15,000	79.00%	\$ 11,850
TOTAL REVENUES	\$ 182,641	\$ 45,882	\$ 43,844	\$ 49,960	\$ 139,686	\$ 322,327	\$ 696,425	46.28%	\$ 322,327
Expenses									
Operating									
Personnel	\$ 81,818	\$ 46,596	\$ 34,527	\$ 38,644	\$ 119,767	\$ 201,584	\$ 495,707	40.67%	\$ 201,584
Admin Support	(110,508)	(26,217)	(3,463)	(3,034)	(32,713)	(143,221)	(175,192)	81.75%	(143,221)
Repairs & Maintenance	94					94	250	37.40%	94
Insurance	9,165	3,055	3,097	3,097	9,249	18,414	36,950	49.83%	18,414
Facility Rent	11,077	3,707	3,707	3,707	11,121	22,198	46,360	47.88%	22,198
Telephone	4,086	1,193	1,247	1,193	3,632	7,719	15,300	50.45%	7,719
Supplies	4,342	1,356	1,320	1,431	4,107	8,449	21,340	39.59%	8,449
Advertising & Public Relations	711					711	1,500	47.39%	711
Reproduction & Printing							900	0.00%	
Postage							500	0.00%	
Dues, Subscriptions & Publications	5,798	2,165	2,380	3,173	7,718	13,516	33,833	39.95%	13,516
License & Permits								100.00%	
Professional Services/Contracts	5,066	988	717	2,789	4,495	9,561	50,915	18.78%	9,561
Legal Services	1,984	358	1,433	2,921	4,713	6,697	21,500	31.15%	6,697
Auditing Services	1,945	23,995		6,760	30,755	32,700	50,000	65.40%	32,700
Fuel			(121)	(10)	(131)	(131)		-100.00%	(131)
Bank Fee / CC Fees	208	64	88	93	244	452	1,300	34.75%	452
Transit Management - No Shore				20,000	20,000	20,000	20,000	100.00%	20,000
Training	298	580			580	878	2,900	30.28%	878
Travel	26	(49)	184	993	1,128	1,154	8,300	13.90%	1,154
Events		410		1,750	2,160	2,160	1,250	172.76%	2,160
Miscellaneous Expenses	971	319	334	247	899	1,870	24,600	7.60%	1,870
Total Operating	\$ 17,080	\$ 58,521	\$ 45,450	\$ 83,753	\$ 187,723	\$ 204,803	\$ 658,213	31.11%	\$ 204,803

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2025 through December 31, 2025**

	General Fund Activity					Actual vs Budget			Program YTD
	1st Qtr	Oct	Nov	Dec	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	District Ops
Interest									
Interest Expense	\$ 1,315	\$ -	\$ -	\$ -	\$ -	\$ 1,315	\$ 500	263.00%	\$ 1,315
Total Interest Expense	\$ 1,315	\$ -	\$ -	\$ -	\$ -	\$ 1,315	\$ 500	263.00%	\$ 1,315
Other Financing Sources									
Transfer (In) Out	\$ 548	\$ 327	\$ 327	\$ 321	\$ 975	\$ 1,523	\$ 6,126	24.86%	\$ 1,523
Total Other Financing Sources	\$ 548	\$ 327	\$ 327	\$ 321	\$ 975	\$ 1,523	\$ 6,126	24.86%	\$ 1,523
TOTAL EXPENSES	\$ 18,943	\$ 58,847	\$ 45,777	\$ 84,074	\$ 188,698	\$ 207,641	\$ 664,839	31.23%	\$ 207,641
Increase/(Decrease) to Fund Balance	\$ 163,698	\$ (12,965)	\$ (1,933)	\$ (34,114)	\$ (49,012)	\$ 114,686	\$ 31,586	363.09%	\$ 114,686

**Tahoe Transportation District
CIP Fund
Statement of Operations
July 1, 2025 through December 31, 2025**

	CIP Fund					Actual vs Budget			Program YTD					
	1st Qtr	Oct	Nov	Dec	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	SR28 Corridor incl SMH	US 50 incl Laura Dr and Bellamy Bikeways	Maint & Facility Plan incl Hazard Assessment	Intelligent Sensor Integration	Transit Ops Projects	Program Total
Revenues														
Capital Grant & Contributions														
Surface Transportation Program (STP)	\$ 424,312	\$ 32,255	\$ 87,166	\$ 64,878	\$ 184,299	\$ 608,611	\$ 3,095,720	19.66%	\$ 600,160	\$ 7,931	\$ 520	\$ -	\$ -	\$ 608,611
Congestive Mitigation & Air Quality (CMAQ)	532	7,922	5,625	15,750	29,296	29,828	40,000	74.57%		29,828				29,828
TRPA incl Fish & Wildlife Services Fund	42,805	5,909	4,321	8,729	18,959	61,763	126,801	48.71%	61,763					61,763
US Dept of Transportation - SMART	117,583	200,114			200,114	317,697	452,234	70.25%				317,697		317,697
Highway Infrastructure Pgm (HIP)	63,063	109	1,925	1,056	3,089	66,153	54,329	121.76%	66,153					66,153
Infrastructure - COVID	4,856	1,927	2,079	2,421	6,426	11,282	82,531	13.67%	11,282					11,282
Carbon Pollution Reduction Grant (CPRG)	24,896	704	12,467	6,837	20,008	44,904	351,864	12.76%	44,904					44,904
Federal Transportation Administration	240,030	18,605	1,097	2,606	22,307	262,337	731,582	35.86%			11,527		250,810	262,337
Transportation Alternative Programs (TAP)			17,579	9,961	27,539	27,539	512,168	5.38%	27,539					27,539
CA SB 125 - Transit & Rapid Rail	876	2,106	3,383	2,095	7,584	8,460	825,000	1.03%					8,460	8,460
Conserve Nevada	18,438		2,389	13,243	15,632	34,070	774,353	4.40%	34,070					34,070
CA Conservancy							18,423	0.00%						
Washoe County	47,696	14,992	925	524	16,441	64,137	26,954	237.95%	64,137					64,137
Douglas County	22	5			5	27	8,906	0.31%			27			27
State of Good Repair	60,540		12,969		12,969	73,509	198,941	36.95%					73,509	73,509
Contributions	28,072	2,364	5,281	3,963	11,608	39,680	178,776	22.20%	39,680					39,680
Total Capital Grants & Contributions	\$ 1,073,720	\$ 287,009	\$ 157,206	\$ 132,062	\$ 576,277	\$ 1,649,997	\$ 7,478,582	22.06%	\$ 949,688	\$ 37,759	\$ 12,075	\$ 317,697	\$ 332,779	\$ 1,649,997
Special Items														
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	100.00%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Revenue	768	597	456	549	1,603	2,371	1,830	129.55%	2,147		224			2,371
Total Special Items	\$ 768	\$ 597	\$ 456	\$ 549	\$ 1,603	\$ 2,371	\$ 1,830	129.55%	\$ 2,147	\$ -	\$ 224	\$ -	\$ -	\$ 2,371
TOTAL REVENUES	\$ 1,074,488	\$ 287,607	\$ 157,662	\$ 132,611	\$ 577,880	\$ 1,652,368	\$ 7,480,412	22.09%	\$ 951,834	\$ 37,759	\$ 12,299	\$ 317,697	\$ 332,779	\$ 1,652,368
Expenses														
Personnel	\$ 68,693	\$ 46,436	\$ 33,179	\$ 28,877	\$ 108,492	\$ 177,185	\$ 482,965	36.69%	\$ 139,880	\$ 6,124	\$ 498	\$ 20,328	\$ 10,355	\$ 177,185
Contract Services	695,269	216,461	107,607	102,998	427,066	1,122,335	5,803,588	19.34%	794,700	30,749	14,326	282,560		1,122,335
Insurance	125	42			42	167		-100.00%				167		167
Reproduction & Printing							2,002	0.00%						
Rent							50,000	0.00%						
Rent Meeting Room							3,800	0.00%						
Equipment not Transferred							149,731	0.00%						
Supplies	85	881			881	965	3,100	31.14%				965		965
License & Permits	500					500	17,500	2.86%	500					500
Advertising / Outreach	257			217	217	475	7,400	6.41%	475					475
Postage								100.00%						
Professional Services	9,917		481	83	564	10,481	139,560	7.51%	1,227		83		9,171	10,481
Administrative Fees								100.00%						
Bank Fees	29		19	20	59	88	102	86.06%	79		9			88
Training								100.00%						
Travel - Per Diem	814					814	1,606	50.65%				814		814
Travel - Commercial Air	497					497	2,500	19.89%				497		497
Travel - Auto	349	32			32	381	3,092	12.31%	89			276	16	381

**Tahoe Transportation District
CIP Fund
Statement of Operations
July 1, 2025 through December 31, 2025**

	CIP Fund					Actual vs Budget			Program YTD					
	1st Qtr	Oct	Nov	Dec	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	SR28 Corridor incl SMH	US 50 incl Laura Dr and Bellamy Bikeways	Maint & Facility Plan incl Hazard Assessment	Intelligent Sensor Integration	Transit Ops Projects	Program Total
Expenses Continued														
Miscellaneous							5,000	0.00%						
Dues & Subscriptions	89	190	108	108	406	496		-100.00%	347			149		496
Interest								100.00%						
ICAP - 10%	7,008	4,716	3,463	3,034	11,213	18,221	50,192	36.30%	13,993	885	50	2,192	1,101	18,221
Total Operating	\$ 783,633	\$ 268,778	\$ 144,856	\$ 135,337	\$ 548,971	\$ 1,332,605	\$ 6,722,138	19.82%	\$ 951,290	\$ 37,759	\$ 14,965	\$ 307,947	\$ 20,644	\$ 1,332,605
Capital Outlay														
Equipment over \$5000	\$ 355,626	\$ -	\$ 8,403	\$ -	\$ 8,403	\$ 364,029	\$ 755,813	48.16%	\$ -	\$ -	\$ -	\$ -	\$ 364,029	\$ 364,029
Equipment under \$5000		8,958	4,566		13,525	13,525	105,850	12.78%					13,525	13,525
CIP Over \$5000								100.00%						
Reimb Capital Expenses	(355,626)	(8,958)	(12,969)		(21,927)	(377,553)	(861,663)	43.82%					(377,553)	(377,553)
Total Capital Outlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	100.00%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Financing Sources														
Capital Outlay (In) Out	\$ 355,626	\$ 18,708	\$ 12,969	\$ -	\$ 31,677	\$ 387,303	\$ 861,663	44.95%	\$ -	\$ -	\$ -	\$ 9,750	\$ 377,553	\$ 387,303
Transfer (In) Out	(65,510)	(456)	(601)	(3,255)	(4,313)	(69,823)	(105,117)	66.42%	(1,523)		(2,882)		(65,418)	(69,823)
Total Other Financing Sources	\$ 290,116	\$ 18,252	\$ 12,368	\$ (3,255)	\$ 27,365	\$ 317,480	\$ 756,546	41.96%	\$ (1,523)	\$ -	\$ (2,882)	\$ 9,750	\$ 312,135	\$ 317,480
TOTAL EXPENSES	\$ 1,073,749	\$ 287,030	\$ 157,224	\$ 132,081	\$ 576,336	\$ 1,650,085	\$ 7,478,684	22.06%	\$ 949,767	\$ 37,759	\$ 12,083	\$ 317,697	\$ 332,779	\$ 1,650,085
Increase / (Decrease) to Fund Balance	\$ 739	\$ 577	\$ 437	\$ 530	\$ 1,544	\$ 2,283	\$ 1,728	132.12%	\$ 2,067	\$ -	\$ 216	\$ -	\$ -	\$ 2,283

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2025 through December 31, 2025

	TO Fund Activity					Actual vs Budget			Program YTD
	1st Qtr	Oct	Nov	Dec	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	Transit Operations
Revenues									
Grants & Contributions									
FTA 5311	\$ 355,136	\$ 161,362	\$ 128,726	\$ 125,781	\$ 415,870	\$ 771,006	\$ 1,699,792	45.36%	\$ 771,006
FTA 5307	639,080	93,272	306,665		399,937	1,039,017	3,231,997	32.15%	1,039,017
FTA 5310							27,000	0.00%	
RTAP	1,382					1,382		-100.00%	1,382
TDA - LTF				180,475	180,475	180,475	1,200,000	15.04%	180,475
TDA - STA				83,114	83,114	83,114	400,000	20.78%	83,114
CA SB 125 - Transit & Rail LCTOP	275,337	224,663			224,663	500,000	1,250,000	40.00%	500,000
NV State Parks	85,000					85,000	85,000	100.00%	85,000
Solar Renewable Energy Credits	(85)			1,372	1,372	1,287	8,000	16.08%	1,287
Contributions			100,000		100,000	100,000	65,000	153.85%	100,000
Total Grants & Contributions	\$ 1,355,850	\$ 479,297	\$ 535,391	\$ 390,742	\$ 1,405,431	\$ 2,761,281	\$ 7,966,789	34.66%	\$ 2,761,281
Charges for Services									
FareBox Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	100.00%	\$ -
Pass Sales								100.00%	
Advertising Revenue								100.00%	
Total Charges for Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	100.00%	\$ -
Special Items									
Sale of Capital Assets	\$ 431		\$ 1,530		\$ 1,530	\$ 1,961	\$ 1,500	130.71%	\$ 1,961
Miscellaneous	23,541	33	19	126	179	23,720	120	19766.65%	23,720
Insurance Claim Revenues								100.00%	
Interest Revenue	7,427	2,363	1,577	1,517	5,456	12,883	25,000	51.53%	12,883
Total Special Items	\$ 31,399	\$ 2,396	\$ 3,126	\$ 1,643	\$ 7,164	\$ 38,564	\$ 26,620	144.87%	\$ 38,564
Pass Through Revenue	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ 325,000	\$ 650,000	50.00%	\$ 325,000
TOTAL REVENUES	\$ 1,712,249	\$ 481,693	\$ 538,517	\$ 392,385	\$ 1,412,595	\$ 3,124,844	\$ 8,643,409	36.15%	\$ 3,124,844
Expenses									
Operating									
Personnel	\$ 1,061,475	\$ 522,541	\$ 371,143	\$ 363,926	\$ 1,257,610	\$ 2,319,085	\$ 5,221,454	44.41%	\$ 2,319,085
Contract							750,000	0.00%	
Vehicle Fuel	87,700	26,076	25,378	25,089	76,543	164,244	366,800	44.78%	164,244
Sales Tax on Fuel	202			184	184	386	1,000	38.60%	386
Repair and Maintenance	30,776	17,984	15,773	8,812	42,568	73,344	324,870	22.58%	73,344
Insurance	88,133	25,831	25,831	25,831	77,494	165,627	339,000	48.86%	165,627
Reproduction & Printing	71					71	1,500	4.71%	71
Facility Rent	42,482	14,358	14,161	14,161	42,679	85,161	173,000	49.23%	85,161
Facility Utilities	31,142	11,455	11,391	12,885	35,731	66,874	177,800	37.61%	66,874
Telephone	11,335	4,685	3,595	3,651	11,931	23,266	51,460	45.21%	23,266

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2025 through December 31, 2025

	TO Fund Activity					Actual vs Budget			Program YTD
	1st Qtr	Oct	Nov	Dec	2nd Qtr	YEAR TO DATE	Board		Transit Operations
							Approved Budget	Var %	
Expenses Continued									
Supplies	8,502	3,355	2,410	1,890	7,656	16,158	35,150	45.97%	16,158
Advertising & Public Relations	1,669	784	474	542	1,801	3,470	20,000	17.35%	3,470
License & Permits	634		58	58	115	749	750	99.87%	749
Dues, Subscriptions and Publications	8,126	2,859	2,691	2,778	8,327	16,454	50,660	32.48%	16,454
Professional Services	28,508	9,487	17,551	16,708	43,746	72,254	183,000	39.48%	72,254
Bank Fees	1,800	587	601	556	1,744	3,543	8,250	42.95%	3,543
Training			2,075		2,075	2,075	12,000	17.29%	2,075
Travel	2,753	783	2,773	760	4,316	7,069	27,000	26.18%	7,069
Reimbursed Travel	451		(455)		(455)	(4)		-100.00%	(4)
Miscellaneous Expenses	4,714	2,032	637	1,435	4,104	8,818	63,442	13.90%	8,818
ICAP - 10%	103,500	21,500			21,500	125,000	125,000	100.00%	125,000
Depreciation/Amortization/Warranty	341,667	117,616	111,974	118,441	348,031	689,698	1,484,219	46.47%	689,698
Total Operating	\$ 1,855,641	\$ 781,935	\$ 608,061	\$ 597,705	\$ 1,987,700	\$ 3,843,341	\$ 8,666,355	44.35%	\$ 3,843,341
Capital Outlay									
Equipment under \$5000	\$ -	\$ 8,958	\$ 4,566	\$ -	\$ 13,525	\$ 13,525	\$ 105,850	12.78%	\$ 13,525
Disposal of Capital Assets								100.00%	
Reimbursed Capital Expenses								100.00%	
Total Capital Outlay	\$ -	\$ 8,958	\$ 4,566	\$ -	\$ 13,525	\$ 13,525	\$ 105,850	12.78%	\$ 13,525
Other Financing Sources									
Capital Outlay (In) Out	\$ (355,626)	\$ (8,958)	\$ (12,969)		\$ (21,927)	\$ (377,553)	\$ (861,663)	43.82%	\$ (377,553)
Transfer (In) Out	64,962	130	274	2,934	3,338	68,300	98,991	69.00%	68,300
Total Other Financing Sources	\$ (290,664)	\$ (8,829)	\$ (12,695)	\$ 2,934	\$ (18,589)	\$ (309,253)	\$ (762,672)	40.55%	\$ (309,253)
Pass Through Expenses	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ 325,000	\$ 650,000	50.00%	\$ 325,000
TOTAL EXPENSES	\$ 1,889,977	\$ 782,065	\$ 599,932	\$ 600,639	\$ 1,982,636	\$ 3,872,613	\$ 9,409,533	41.16%	\$ 3,872,613
Increase / (Decrease) to Fund Balance	\$ (177,728)	\$ (300,372)	\$ (61,415)	\$ (208,254)	\$ (570,041)	\$ (747,768)	\$ (766,124)	97.60%	\$ (747,768)

Tahoe Transportation District
 Park Tahoe Fund
 Statement of Operations
 July 1, 2025 through December 31, 2025

	Park Tahoe Activity				Actual vs Budget			Park Tahoe				
	1st Qtr	Oct	Nov	Dec	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	Ponderosa Ops	Ponderosa NC	Park Tahoe General	Program YTD
Revenues												
Charges for Services												
Parking Ops - Meters	\$ 318,343	\$ 41,319	\$ 23,680	\$ 8,810	\$ 73,809	\$ 392,152	\$ 725,000	54.09%	\$ 392,152	\$ -	\$ -	\$ 392,152
Parking Ops - Events							900	0.00%				
Parking Non Compliance	13,115	4,533	3,124	1,398	9,054	22,169	51,000	43.47%		22,169		22,169
Total Charges for Services	\$ 331,457	\$ 45,852	\$ 26,804	\$ 10,207	\$ 82,863	\$ 414,320	\$ 776,900	53.33%	\$ 392,152	\$ 22,169	\$ -	\$ 414,320
Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000	0.00%	\$ -	\$ -	\$ -	\$ -
Special Items												
Misc Revenue	\$ 0		\$ 0	\$ 0	\$ 0	\$ 0	\$ 20	0.65%	\$ 0	\$ -	\$ -	\$ 0
Interest Revenue	5,790	2,397	1,927	2,328	6,652	12,442	15,000	82.95%	12		12,430	12,442
Total Special Revenues	\$ 5,790	\$ 2,397	\$ 1,927	\$ 2,328	\$ 6,652	\$ 12,442	\$ 15,020	82.84%	\$ 13	\$ -	\$ 12,430	\$ 12,442
TOTAL REVENUES	\$ 337,247	\$ 48,249	\$ 28,731	\$ 12,535	\$ 89,515	\$ 426,762	\$ 806,920	52.89%	\$ 392,164	\$ 22,169	\$ 12,430	\$ 426,762
Expenses												
Personnel	\$ 25,131	\$ 10,520	\$ 7,520	\$ 1,939	\$ 19,978	\$ 45,109	\$ 160,058	28.18%	\$ 20,680	\$ 24,429	\$ -	\$ 45,109
Contracts		10,266		12,790	23,056	23,056	169,860	13.57%	23,056			23,056
Vehicle Fuel							2,100	0.00%				
Professional Services	8,347	627	2,027	1,380	4,035	12,381	46,475	26.64%	9,589	2,792		12,381
Insurance							8,500	0.00%				
Reproduction & Printing	63					63	2,800	2.26%	63			63
Rent							700	0.00%				
Telephone	498	161	161	27	350	848	2,500	33.91%	424	424		848
Subscriptions, Publications, Dues	270	80	80	69	228	498	650	76.62%	249	249		498
License & Permits							25,000	0.00%				
Equipment Not Transferred							500	0.00%				
Supplies incl Postage	300	2,196			2,196	2,496	4,400	56.73%	2,242	254		2,496
Repairs & Maintenance							6,200	0.00%				
Admin Fees	33,146	4,588	2,680	1,021	8,289	41,435	77,690	53.33%	39,215	2,220		41,435
Travel - Auto	121					121	1,040	11.63%	121			121
Bank / CC Fees	11,792	2,760	1,667	1,396	5,824	17,616	32,600	54.04%	17,145		471	17,616
Misc Fees							5,000	0.00%				
Interest	15	5	5	5	15	30	192	15.56%	30			30
Amortization	585	195	195	195	585	1,171	4,636	25.25%	1,171			1,171
TOTAL OPERATING EXPENSES	\$ 80,267	\$ 31,399	\$ 14,335	\$ 18,822	\$ 64,556	\$ 144,823	\$ 550,901	26.29%	\$ 113,983	\$ 30,369	\$ 471	\$ 144,823

Tahoe Transportation District
 Park Tahoe Fund
 Statement of Operations
 July 1, 2025 through December 31, 2025

Other Funding Sources - Revenues														
Revenues														
Transfers (In) Out	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	100.00%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Financing Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	100.00%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenses and Other Funding Sources	\$ 80,267	\$ 31,399	\$ 14,335	\$ 18,822	\$ 64,556	\$ 144,823	\$ 550,901	26.29%	\$ 113,983	\$ 30,369	\$ 471	\$ 144,823		
Increase /(Decrease) to Fund Balance	\$ 256,980	\$ 16,850	\$ 14,396	\$ (6,287)	\$ 24,959	\$ 281,939	\$ 256,019	110.12%	\$ 278,181	\$ (8,200)	\$ 11,958	\$ 281,939		

Tahoe Transportation District
 Transit Operations
 FY 2026 - First six months ending December 31, 2025

	GL Total	Route 19	Route 22	Route DR	Route 28	Route 50	Route 55	Route 51	NA
Operating Expenses									
Personnel	2,319,085	267,960	527,937	284,314	104,182	602,437	486,536	45,719	-
Services & Supplies	748,763	86,129	169,955	90,409	38,126	193,871	156,470	13,803	
* Admin Support (ICAP)	125,000	11,493	22,966	16,531	9,973	34,531	27,703	1,803	
Depreciation / Amortization	664,018	76,496	151,165	80,797	32,548	171,857	138,703	12,452	
Total Operating Expenses	3,856,866	442,078	872,022	472,052	184,829	1,002,696	809,412	73,777	-
Pass Through Expense	325,000								325,000
Total Operating Expenses and Pass Through	4,181,866	442,078	872,022	472,052	184,829	1,002,696	809,412	73,777	325,000
Other Funding Sources									
Transfers Out (Match)									
Two Gasoling Vans									
Transfers Out - FY24 TDA	34,102	-	-	34,102	-	-	-	-	-
Transfers Out - FY25 TDA	28,878	-	-	28,878	-	-	-	-	-
Incline OES - Assessment									
Transfers Out - FY23 TDA	2,882	346	674	371	-	775	633	84	
Bus Shelters									
Transfers Out - FY24 TDA	2,437	2,437	-	-	-	-	-	-	
Capital Outlay In (Assets, Equip <\$5K)									
Vans	(272,813)	-	-	(272,813)	-	-	-	-	
Skid Steer	(82,813)	(8,778)	(17,722)	(8,695)	(11,180)	(20,289)	(16,149)	-	
Equipment - Air Compressor, Vise, Yard Cameras	(8,958)	(1,065)	(2,045)	(1,226)	-	(2,396)	(1,948)	(277)	
Snowblower	(12,969)	(1,590)	(3,033)	(1,495)	-	(3,556)	(2,901)	(393)	
Total Other Funding	(309,253)	(8,650)	(22,126)	(220,878)	(11,180)	(25,466)	(20,366)	(586)	-
Total Expenses, net Other Funding Sources	3,872,613	433,428	849,896	251,173	173,649	977,229	789,046	73,191	325,000

Tahoe Transportation District
 Transit Operations
 FY 2026 - First six months ending December 31, 2025

		Route 19	Route 22	Route DR	Route 28	Route 50	Route 55	Route 51	NA
Operating Revenues (Grants / Contributions)									
NDOT 5311	768,043	258,689	509,354	-	-	-	-	-	-
FTA 5307	531,960	-	-	153,641	67,980	172,182	138,157	-	-
FTA 5307 - CMAQ	500,000	-	-	168,038	-	184,061	147,901	-	-
TRPA - SB125	500,000	-	-	-	-	262,920	212,457	24,622	-
TDA	748,564	102,958	202,676	65,780	364	203,216	165,611	7,960	-
NV State Parks	73,543	-	-	-	73,543	-	-	-	-
TDVA	29,567	-	-	-	-	-	-	29,567	-
NDOT 5311 RTAP	1,382	162	318	180	34	366	294	28	-
Solar Renewable Energy Credits	2,130	253	496	275	19	570	463	55	-
Wcomp Dividend	24,347	2,573	5,461	2,720	3,550	5,600	4,443	-	-
Misc - Scrap	112	13	26	14	-	30	25	3	-
Sale of Fixed Assets	1,961	233	450	222	58	525	426	46	-
Douglas Cty - Pass Through	325,000								325,000
Total Operating Revenues	3,506,608	364,882	718,780	390,869	145,548	829,470	669,777	62,282	325,000

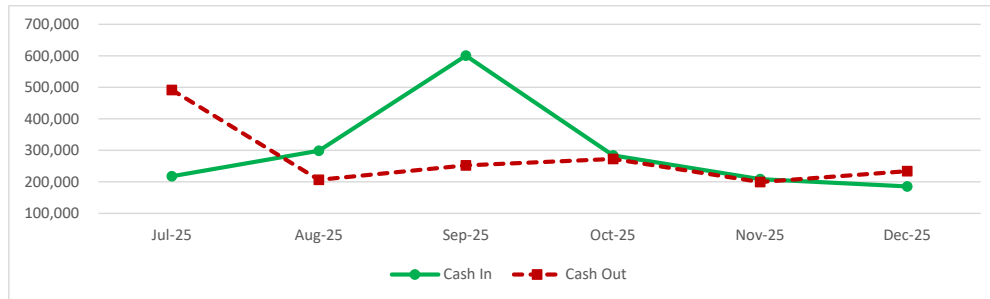
Cost per Revenue Hour:	
Total Operating Expenses	3,856,866
Less Depreciation/Amortization	(664,018)
Sub-Total	3,192,848
Rev Hrs for Jul - Dec	17,178
Total Cost per Rev Hour	185.87

Cost per Revenue Mile:	
Total Operating Expenses	3,856,866
Less Depreciation/Amortization	(664,018)
Sub-Total	3,192,848
Rev Miles for Jul - Dec	277,630
Total Cost per Rev Hour	11.50

*Total Annual Administrative Support (ICAP) in FY25 \$252,870.89
 Total Annual Administrative Support (ICAP) in FY26 \$125,000.00

Tahoe Transportation District
 Governmental Funds Cash Flow
 July 1, 2025 through December 31, 2025

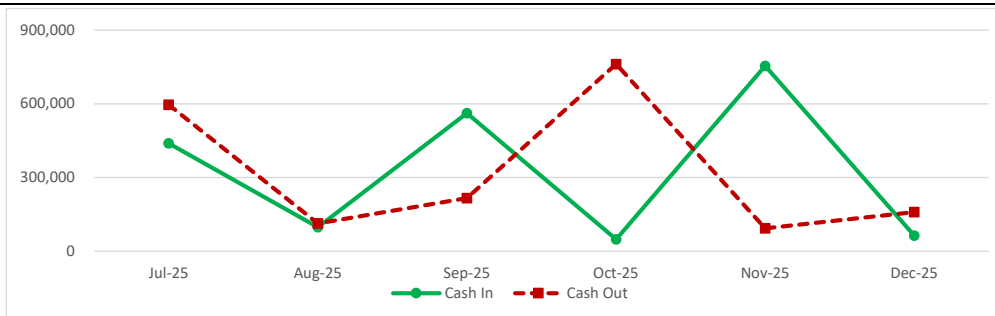
GENERAL FUND



Cash In Source	Total	Transfer from other funds for				Local Revenue /		Misc Receipts
		RCMF	PR Liab	ICAP	Admin Fees	Contributions		
Jul-25	217,959	2,581	176,019	20,029	12,493	5,000	1,837	
Aug-25	298,566	11,954	174,332	48,409	11,446	50,735	1,691	
Sep-25	600,606	14,114	186,948	42,069	9,207	346,500	1,767	
Oct-25	283,940	5,237	233,569	26,217	4,588	12,500	1,830	
Nov-25	208,619	23,907	176,429	3,463	2,680	0	2,140	
Dec-25	185,634	2,819	176,175	3,034	1,021	0	2,586	

Cash Out Source	Total	Net Payroll	PR Liabilities	Match To	Vendor Payments	Net
Jul-25	492,078	16,012	428,534.59	128.71	47,402.86	(274,120)
Aug-25	206,617	16,953	168,900.01	161.97	20,601.60	91,949
Sep-25	252,130	16,920	181,917.01	257.42	53,035.53	348,476
Oct-25	273,005	27,463	224,783.09	326.71	20,432.55	10,935
Nov-25	199,557	19,866	169,312.74	327.04	10,051.40	9,062
Dec-25	234,301	21,431	180,975.55	321.00	31,573.07	(48,666)

CIP FUND



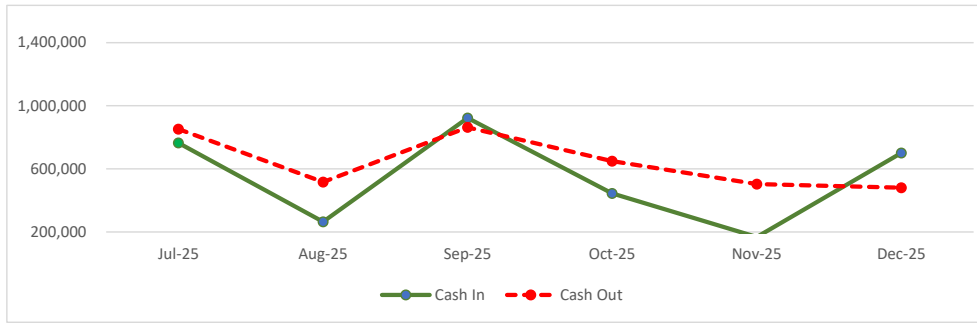
Cash In Source	Total	FTA	SMART, Conserve NV		Caltrans - US 50		NDOT - FTA 5339, STBG & INFRA	TRPA - SMH, TDA- SGR	Contrib /Other	Match
Jul-25	438,939	209,832	65,849	7,056	76,826	15,473	124	63,780		
Aug-25	98,142	0	45,696	5,712	1,162	23,541	21,825	207		
Sep-25	561,830	0	123,209	0	124,374	18,459	294,264	1,524		
Oct-25	48,429	22,273	0	729	0	24,373	597	456		
Nov-25	754,127	8,958	211,378	6,678	473,639	24,346	28,528	601		
Dec-25	63,911	0	3,080	8,977	42,141	5,909	549	3,255		

Cash Out Source	Total	Net Payroll	PR Liabilities	ICAP	AP	LOC	Net
Aug-25	113,207	11,798	8,225	2,112	91,071	(15,065)	
Sep-25	216,056	19,561	12,095	3,201	181,199	345,774	
Oct-25	761,563	29,470	16,966	4,716	710,410	(713,134)	
Nov-25	93,226	20,357	12,822	3,463	56,585	660,901	
Dec-25	158,994	17,484	11,393	3,034	127,083	(95,083)	

JS/lr

Tahoe Transportation District
Enterprise Funds Cash Flow
July 1, 2025 through December 31, 2025

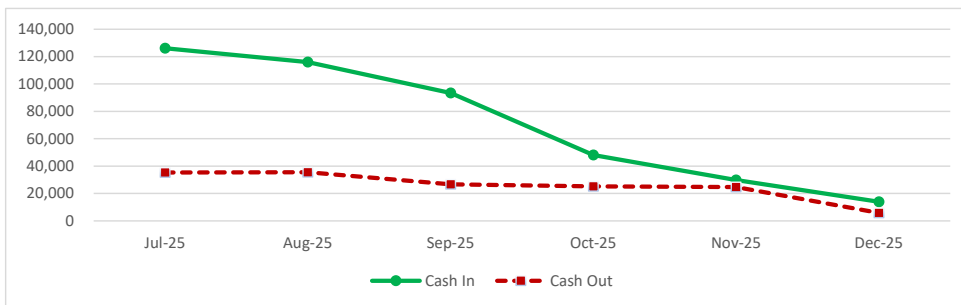
TRANSIT OPERATIONS FUND



Cash In Source	Total	FTA 5307	NDOT 5311	TDA incl SGR	Insurance Claims	Farebox Contributions	Misc Receipts	Interest	Sale of Fixed Asset
Jul-25	764,125	502,856	0	86,782	148,135	0	23,504	2,847	0
Aug-25	264,660	261,587	0	0	0	0	662	1,980	431
Sep-25	922,854	0	510,255	0	0	85,000	325,000	2,599	0
Oct-25	445,028	305,633	0	136,275	0	0	758	2,363	0
Nov-25	168,239	165,132	0	0	0	0	0	1,577	1,530
Dec-25	701,682	306,665	293,388	0	0	100,000	112	1,517	0

Cash Out Source	Total	Net Payroll	PR Liabilities	ICAP	AP	Match	Net
Jul-25	852,603	214,982	163,304	18,334	392,331	63,651	(88,478)
Aug-25	516,248	209,330	163,326	46,297	97,251	45	(251,588)
Sep-25	863,075	217,993	170,674	38,868	434,274	1,266	59,779
Oct-25	648,486	308,248	213,587	21,500	105,021	130	(203,458)
Nov-25	503,433	207,140	161,321	0	134,698	274	(335,194)
Dec-25	480,666	212,616	163,920	0	101,196	2,934	221,016

PARKING SYSTEMS FUND



Cash In Source	Total	Parking Meter Revenue	Non-Comp Revenue	Contributions	Misc Receipts	Interest
Jul-25	126,137	120,812	3,374	0	0	1,951
Aug-25	116,022	110,377	3,908	0	0	1,737
Sep-25	93,449	87,154	4,193	0	0	2,102
Oct-25	48,131	41,319	4,415	0	0	2,397
Nov-25	29,818	23,694	4,197	0	0	1,927
Dec-25	13,969	8,810	2,832	0	0	2,328

Cash Out Source	Total	Net Payroll	PR Liabilities	Vendor Payments	Admin Fees	Net
Jul-25	35,285	6,826	3,280	12,685	12,493	90,853
Aug-25	35,548	6,170	2,781	15,151	11,446	80,473
Sep-25	26,659	6,245	2,928	8,279	9,207	66,790
Oct-25	25,281	7,504	3,016	10,173	4,588	22,850
Nov-25	24,705	5,233	2,287	14,505	2,680	5,113
Dec-25	5,844	1,087	852	2,885	1,021	8,125

Grant Status Report March 2026												
	Funder	Work Program	Grant Name	Project	\$\$ Requested	Min Match %	Match \$\$	Match From	Submitted	Award Date	Awarded?	Status
1	US DOT	3.3.3B NV Stalentine to Stalentine Bikeway	RAISE 2024	Sand Harbor to Thunderbird Cove	\$ 24,026,333	0%	\$ -	N/A	Yes - 02/2024	Jun-24	Yes	Awarded - Pending Agreement
2	Senate Appropriations Committee	3.3.3 NV Stalentine to Stalentine Bikeway	FY2024 Community Project Funding for Nevada	Thunderbird Cove to Secret Harbor	\$ 5,000,000	0%	\$ -	N/A	Yes - 03/2023	Mar-24	Yes	Awarded - Pending Agreement; Subject to Federal Review
3	Senate Appropriations Committee	3.11 - Transit Corp Yard Facility Project	FY2023 Community Project Funding for Nevada	Transit Maintenance and Admin Facility	\$ 2,000,000	20%	\$ 400,000	N/A	Yes - 04/2022	Mar-24	Yes	Awarded - Pending Agreement; Subject to Federal Review
4	Department of Conservation and Natural Resources	3.3.3B NV Stalentine to Stalentine Bikeway	Conserve Nevada	Sand Harbor to Thunderbird Cove	\$ 2,000,000	10%	\$ 200,000	USFS-SNPLMA	Yes - 10/2024	TBD	Yes	Awarded- Pending Bond Sale and Agreement
5	Department of Conservation and Natural Resources	3.3.1 NV Stalentine to Stalentine Bikeway	Conserve Nevada	Nevada Stalentine to Stalentine Bikeway Laura Drive to Stalentine Ave	\$ 1,000,000	10%	\$ 100,000.00	STBG	Yes -10/2024	TBD	Yes	Awarded- Pending Bond Sale and Agreement
6	Senate Appropriations Committee	3.11 - Transit Corp Yard Facility Project	FY2025 Community Project Funding for Nevada	Transit Maintenance and Admin Facility	\$ 2,000,000	20%	\$ 400,000	Douglas County Gas Tax	Yes	Unknown	Pending	Pending Decision; Subject to Federal Review
7	Senate Appropriations Committee	3.3.3B NV Stalentine to Stalentine Bikeway	FY2026 Community Project Funding for Nevada	Sand Harbor to Thunderbird Cove	\$ 5,000,000	5%	\$ 263,158	Conserve Nevada	4/9/2025	Unknown	Yes	Awarded - Pending Agreement
8	Senate Appropriations Committee	3.3.1A NV South Demo Phase 1A	FY2026 Community Project Funding for Nevada	Nevada Stalentine to Stalentine Bikeway Laura Drive to Stalentine Ave	\$ 5,000,000	5%	\$ 263,158	Conserve Nevada	4/9/2025	Unknown	No	Not awarded
9	Senate Appropriations Committee	3.1B Bellamy to Van Sickle Bikeway Project	FY2026 Community Project Funding for Nevada	Stalentine to Van Sickle Multi-Use Path	\$ 5,000,000	5%	\$ 263,158	TBD	4/9/2025	Unknown	No	Not awarded
10	US DOT	3.3.1A NV South Demo Phase 1A	Safe Streets and Roads for All (SS4A) 2025	Nevada Stalentine to Stalentine Bikeway Laura Drive to Stalentine Ave	\$ 2,907,000	20%	\$ 726,750	Conserve Nevada	Yes	Dec-25	Yes	Awarded - Pending Agreement
11	FTA	3.17.2 - Spooner Mobility Hub	FTA 5339(a) Funds (NV UZA Transfer)	SR28 Spooner Mobility Hub	\$ 1,750,000	20%	\$ 437,500	TBD	Yes	Aug-25	Yes	Awarded Pending FTA Agreement
12	FTA	3.17.1 - Incline Village Mobility Hub	FTA 5339(a) Funds (NV UZA Transfer)	Tahoe Mobility Hub - Washoe County	\$ 2,700,000	20%	\$ 675,000	TBD	Yes	Aug-25	Yes	Awarded Pending FTA Agreement
13	FTA	3.11 - Transit Corp Yard Facility Project	FTA 5339(a) Funds (NV UZA Transfer)	TTD Transit Fleet and Administration Facility	\$ 1,910,000	20%	\$ 477,500	Congressionally Directed Sepending	Yes	Aug-25	Yes	Awarded Pending FTA Agreement
14	FTA	3.3.3B NV Stalentine to Stalentine Bikeway	FTA 5339(a) Funds (NV UZA Transfer)	SR 28 Central Corridor - Sand Harbor to Thunderbird Cove - Trail, Transit, and Safety Improvements	\$ 500,000	20%	\$ 125,000	Conserve NV/ Tahoe Fund	Yes	Aug-25	Yes	Awarded Pending FTA Agreement
15	FTA	3.3.3 - SR 28 Central Corridor	FTA 5339(a) Funds (NV UZA Transfer)	SR 28 Central Corridor - Thunderbird Cove to Secret Harbor - Parking, Transit, Trail, and Safety Improvements	\$ 1,500,000	20%	\$ 375,000	Conserve NV/ Tahoe Fund	Yes	Aug-25	Yes	Awarded Pending FTA Agreement
16	NDSL	SB 426	Lake Tahoe License Plate Grant	Lake Tahoe Basin Scenic Byway Corridor Safety Zone Signage (Senate Bill 426)	\$ 130,000	25%	\$ 32,500	Park Tahoe	Yes	TBD	No	Not awarded
17	NDOT	3.3.1A NV South Demo Phase 1A	NV-STBG	Nevada Stalentine to Stalentine Bikeway Laura Drive to Stalentine Ave	\$ 750,000	5%	\$ 39,474.00	Conserve NV	Yes	Jan-26	Yes	Agreement Executed



MEMORANDUM

Date: February 27, 2026

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff – Tyler Wood, Capital Projects Manager

Subject: Award an Agreement to CA Group of Reno, Nevada for Alternative Delivery Program Development Services and Authorize the Executive Director to Execute the Agreement in an Amount Not to Exceed \$149,690

Action Requested:

It is requested Board authorize the Executive Director to execute a Professional Services Agreement (Attachment A) with CA Group of Reno in an amount not to exceed \$149,690, conditional to review and approval of all required submittals and concurrence by legal counsel.

Fiscal Analysis:

The development of programmatic documents for TTD to become Nevada Department of Transportation (NDOT) and Federal Highways Administration (FHWA) eligible to deliver construction projects via alternative delivery methods, in this case, Construction Manager At Risk (CMAR), cannot be funded with TTD’s existing grant funds. As such, through a generous contribution by the Tahoe Fund, all expenditures associated with this agreement. Staff time associated with this project will be charged to Work Element 3.16.3 Corridor Coordination.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY26 work program, with corresponding allotted staff time.

Background:

TTD’s current Capital Program consists of several large-scale projects anticipated for the NV State Route 28 Corridor and the US Hwy 50 Corridor at Stateline. Typically, projects can be delivered by several methods. Design, Bid, Build (DBB) is the most common method, where the project is designed, a bid package is created, bids are received, contract awarded and construction performed. The disadvantage of the DBB is risk of cost overruns from design errors, unforeseen conditions, etc.

The State of Nevada recognizes several alternative project delivery (APD) methods to enhance efficiency, manage risks, and accelerate timelines for public works and transportation projects, as authorized in NRS Chapter 338 and NDOT’s Pioneer Program. Key methods include CMAR, Design-Build (DB), and Progressive Design-Build (PDB), which allow for earlier collaboration, cost savings, and specialized expertise compared to traditional DBB, which helps to reduce risk for cost overruns.

TW/lr

AGENDA ITEM: V.B.

TTD’s capital projects are funded by a multitude of Federal, State, and Local sources, all with obligation deadlines and constraints. TTD does not have a general fund to cover unanticipated costs until a fund source can be identified. As such, TTD has made the decision to deliver at least one project on the SR 28 Corridor via the CMAR method to minimize risk. In order to do so, TTD must first become an agency approved for Alternative Delivery by NDOT/FHWA.

CMAR delivery was identified as an appropriate method for the Sand Harbor to Thunderbird Cove Project early in the project planning process and its potential as a delivery option was documented in the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application, and in the NDOT Local Public Agency (LPA) agreement.

CMAR delivery is well suited for technically challenging projects with potential for high risk. The process involves procuring a general contractor, based on qualifications, to serve as a Construction Manager (CM) to assist the design team with constructability, pricing, and proposing innovative construction strategies during the preconstruction/design phase. An Independent Cost Estimator (ICE) is also procured early in the preconstruction phase to provide independent pricing. Both the CM and ICE provide Opinion of Probable Construction Costs (OPCCs) at predetermined milestones of the project, with the intent of reaching a consensus on a Guaranteed Maximum Price (GMP) prior to the CM securing a construction contract. Attaining a GMP marks the conclusion of the preconstruction phase and beginning of the construction phase, at which point federal funding, including the \$24M RAISE grant can be obligated.

Discussion:

TTD staff released a Request for Proposals (RFP) on November 26, 2025, for Alternative Delivery Program Management. Three qualifying proposals were received from:

- Accenture Infrastructure and Capital Projects, LLC
- CA Group, Inc.
- Rock-Solid Project Solutions, Inc.

An evaluation team comprised of staff from TTD, Washoe County Regional Transportation Commission, and Tahoe Fund reviewed the proposals and selected a consultant based on the team’s responsiveness, project understanding, response to the scope of work, and experience.

The CA Group was determined to be the most qualified of the three proposers based on their understanding of Alternative Delivery processes, experience of their team, and TTD’s capital project goals. Subsequently, staff negotiated the scope of work and cost proposal attached herein. Staff issued a Notice of Intent to Award on January 14, 2026. The CA Group is prepared to begin work immediately upon approval by the Board and a final executed Professional Services Agreement (Attachment A).

Revenue	Amount	Contingency	Total
Tahoe Fund	\$(149,980)	N/A	\$(149,980)
Total Revenue			\$149,690
Expense			
Alternative Delivery Program Services (CA Group)	\$149,690	N/A	\$149,690
Total Expense			\$149,690
Balance			\$(290)

Table 1 – Revenue vs. Expense

The scope of work contained within this Agreement assists TTD Capital Program staff in developing the required Alternative Delivery Program Policy, Procedures, and Guidelines (PP&G), which can be applied to future TTD projects. PP&G are required by NDOT and FHWA in order to become eligible to deliver projects via the CMAR method. Once developed and approved, TTD's Alternative Delivery Program can be an option for existing and future projects in Nevada.

Additional Information:

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

Attachment:

- A. Draft Professional Services Agreement

**PROFESSIONAL SERVICES AGREEMENT
BETWEEN
TAHOE TRANSPORTATION DISTRICT
AND
CA GROUP INC.**

This Agreement for Services (“Agreement”) is entered into as of this **4th** day of **March 2026**, by and between **Tahoe Transportation District**, a bi-state special purpose district created by the Tahoe Regional Planning Compact, (“District”) and **CA Group, Inc. of Reno, NV** (“Contractor”). District and Contractor are sometimes hereinafter individually referred to as “Party” and hereinafter collectively referred to as the “Parties.”

RECITALS

A. District has sought, by request for proposals the performance of the services defined and described particularly in Section 2 of this Agreement.

B. Contractor, following submission of a proposal for the performance of the services defined and described particularly in Section 2 of this Agreement, was selected by the District to perform those services.

C. District has authority to enter into this Agreement and the District’s Executive Director has authority to execute this Agreement.

D. The Parties desire to formalize the selection of Contractor for performance of those services defined and described particularly in Section 2 of this Agreement and desire that the terms of that performance be as particularly defined and described herein.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the mutual promises and covenants made by the Parties and contained here and other consideration, the value and adequacy of which are hereby acknowledged, the Parties agree as follows:

SECTION 1. TERM OF AGREEMENT.

Subject to the provisions of Section 21 "Termination of Agreement" of this Agreement, **the Term of this Agreement is for One (1) Year.**

SECTION 2. SCOPE OF SERVICES & TASK ORDERS.

(a) The parties will execute individual written task orders (each a “Task Order”) that identify specific services and deliverables in **Exhibit “A” “Scope of**

Services” (the “Services”) to be provided for specific tasks identified in the scope of work for projects in District’s Capital Improvement Program. Contractor shall provide all personnel, materials, sub-contractors, vehicles, equipment and other resources necessary to provide the Services.

(b) Contractor shall not proceed with any work before the parties execute a Task Order. District and Contractor shall first meet to discuss the scope of the Task Order. Following that meeting, Contractor shall provide District with a written scope of work, a schedule including a list of tasks with completion dates, a target completion date for the work, and a not-to-exceed cost itemization to complete the work. In response, District shall prepare a Task Order for execution by the parties. The Task Order shall specify the period for performance for each task which must not extend beyond the term of this Agreement. No payment will be made for any work performed either before or after the dates specified in the Task Order. No payment will be made for any work performed prior to execution of the Task Order, and no payment will be made for amounts in excess of the not-to-exceed amount of the Task Order.

(c) Even after execution of a Task Order, Contractor shall not proceed with the work unless and until District provides written notice and authorization to proceed with the task. The written notice and authorization to proceed with the task must be explicitly stated in the Task Order or in a separate letter or email. No payment will be made for any work performed on a task prior to written notice and authorization to proceed with the task.

(d) Task Orders shall identify deliverables to be provided by Contractor for each task. Written deliverables shall be delivered to District in hard copies and electronic copies. Electronic copies shall be delivered in pdf and editable formats using programs and software approved by District.

(f) District shall review the Services at milestones specified in the Task Order. District shall decide all questions pertaining to the quality or acceptability of the Services.

SECTION 3. ADDITIONAL SERVICES.

Contractor shall not be compensated for any work rendered in connection with its performance of this Agreement that are in addition to or outside of the Services unless such additional services are authorized in advance and in writing in accordance with Section 27 “Administration and Implementation” or Section 28 “Amendment” of this Agreement. If and when such additional work is authorized, such additional work shall be deemed to be part of the Services.

SECTION 4. COMPENSATION AND METHOD OF PAYMENT.

(a) Subject to any limitations set forth in this Agreement, District agrees to pay Contractor the amounts specified in **Exhibit "B" "Compensation"** and made a part of this Agreement by this reference. The total compensation, including reimbursement for actual expenses, shall not exceed **One Hundred Forty-Nine Thousand, Six Hundred and Ninety dollars (\$149,690.00)**, unless additional compensation is approved in writing in accordance with Section 27 "Administration and Implementation" or Section 28 "Amendment" of this Agreement.

(b) Each month Contractor shall furnish to District an original invoice for all work performed and expenses incurred during the preceding month. The invoice shall detail charges by the following categories: labor (by sub-category), travel, materials, equipment, supplies, and subcontractor contracts. Subcontractor charges shall be detailed by the following categories: labor, travel, materials, equipment and supplies. If the compensation set forth in subsection (a) and **Exhibit "B"** include payment of labor on an hourly basis (as opposed to labor and materials being paid as a lump sum), the labor category in each invoice shall include detailed descriptions of task performed and the amount of time incurred for or allocated to that task. District shall independently review each invoice submitted by the Contractor to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. In the event that no charges or expenses are disputed, the invoice shall be approved and paid according to the terms set forth in subsection (c). In the event any charges or expenses are disputed by District, the original invoice shall be returned by District to Contractor for correction and resubmission.

(c) Except as to any charges for work performed or expenses incurred by Contractor which are disputed by District, District will use its best efforts to cause Contractor to be paid within thirty (30) days of receipt of Contractor's correct and undisputed invoice.

(d) Payment to Contractor for work performed pursuant to this Agreement shall not be deemed to waive any defects in work performed by Contractor.

SECTION 5. PROGRESS REPORTS.

(a) Contractor shall submit progress reports to District at intervals identified in the Task Order. At a minimum, Contractor shall submit progress reports to District with every invoice.

(b) Progress reports shall be sufficiently detailed for District to determine if Contractor is performing to expectations and is on schedule. Progress reports will communicate interim findings and afford occasions for airing difficulties or special circumstances encountered so that solutions can be developed. Progress reports shall include the total number of hours worked by Contractor and any sub-contractors and

shall include descriptions of the Services performed, including a description of any deliverables submitted during the reporting period and the anticipated tasks, work and deliverables proposed for the subsequent reporting period.

(c) Separate progress reports shall be provided for each invoice. District's review of progress reports will ensure that Contractor's work meets a level of acceptability.

SECTION 6. INSPECTION AND FINAL ACCEPTANCE.

District may inspect and accept or reject any of Contractor's work under this Agreement, either during performance or when completed. District shall reject or finally accept Contractor's work within sixty (60) days after submitted to District. District shall reject work by a timely written explanation, otherwise Contractor's work shall be deemed to have been accepted. District's acceptance shall be conclusive as to such work except with respect to latent defects, fraud and such gross mistakes as amount to fraud. Acceptance of any of Contractor's work by District shall not constitute a waiver of any of the provisions of this Agreement including, but not limited to, Section 17 "Indemnification" and Section 18 "Insurance."

SECTION 7. OWNERSHIP OF DOCUMENTS.

All original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents prepared, developed or discovered by Contractor in the course of providing the Services pursuant to this Agreement shall become the sole property of District and may be used, reused or otherwise disposed of by District without the permission of the Contractor. Upon completion, expiration or termination of this Agreement, Contractor shall turn over to District all such original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents.

If and to the extent that District utilizes for any purpose not related to this Agreement any maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files or other documents prepared, developed or discovered by Contractor in the course of providing the Services pursuant to this Agreement, Contractor's guarantees and warranties in Section 10 "Standard of Performance" of this Agreement shall not extend to such use of the maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files or other documents.

SECTION 8. CONTRACTOR'S BOOKS AND RECORDS.

(a) Contractor shall maintain any and all documents and records demonstrating or relating to Contractor's performance of the Services. Contractor shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, or

other documents or records evidencing or relating to work, services, expenditures and disbursements charged to District pursuant to this Agreement. Any and all such documents or records shall be maintained in accordance with generally accepted accounting principles and shall be sufficiently complete and detailed so as to permit an accurate evaluation of the services provided by Contractor pursuant to this Agreement. Any and all such documents or records shall be maintained for three (3) years from the date of execution of this Agreement and to the extent required by laws relating to audits of public agencies and their expenditures.

(b) Any and all records or documents required to be maintained pursuant to this section shall be made available for inspection, audit and copying, at any time during regular business hours, upon request by District or its designated representative. Copies of such documents or records shall be provided directly to the District for inspection, audit and copying when it is practical to do so; otherwise, unless an alternative is mutually agreed upon, such documents and records shall be made available at Contractor's address indicated for receipt of notices in this Agreement.

(c) Where District has reason to believe that any of the documents or records required to be maintained pursuant to this section may be lost or discarded due to dissolution or termination of Contractor's business, District may, by written request, require that custody of such documents or records be given to the District. Access to such documents and records shall be granted to District, as well as to its successors-in-interest and authorized representatives.

SECTION 9. INDEPENDENT CONTRACTOR.

(a) Contractor is and shall at all times remain a wholly independent contractor and not an officer, employee or agent of District. Contractor shall have no authority to bind District in any manner, nor to incur any obligation, debt or liability of any kind on behalf of or against District, whether by contract or otherwise, unless such authority is expressly conferred under this Agreement or is otherwise expressly conferred in writing by District.

(b) The personnel performing the Services under this Agreement on behalf of Contractor shall at all times be under Contractor's exclusive direction and control. Neither District, nor any elected or appointed boards, officers, officials, employees or agents of District, shall have control over the conduct of Contractor or any of Contractor's officers, employees, or agents except as set forth in this Agreement. Contractor shall not at any time or in any manner represent that Contractor or any of Contractor's officers, employees, or agents are in any manner officials, officers, employees or agents of District.

(c) Neither Contractor, nor any of Contractor's officers, employees or agents, shall obtain any rights to retirement, health care or any other benefits which may

otherwise accrue to District's employees. Contractor expressly waives any claim Contractor may have to any such rights.

SECTION 10. STANDARD OF PERFORMANCE.

Contractor represents and warrants that it has the qualifications, experience and facilities necessary to properly perform the Services required under this Agreement in a thorough, competent and professional manner. Contractor shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all Services. In meeting its obligations under this Agreement, Contractor shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing services similar to the Services required of Contractor under this Agreement. In addition to the general standards of performance set forth this section, additional specific standards of performance and performance criteria may be set forth in Exhibit "A" "Scope of Work" that shall also be applicable to Contractor's work under this Agreement. Where there is a conflict between a general and a specific standard of performance or performance criteria, the specific standard or criteria shall prevail over the general.

SECTION 11. COMPLIANCE WITH APPLICABLE LAWS; PERMITS AND LICENSES.

Contractor shall keep itself informed of and comply with all applicable federal, state and local laws, statutes, codes, ordinances, regulations and rules in effect during the term of this Agreement. Contractor shall obtain any and all licenses, permits and authorizations necessary to perform the Services set forth in this Agreement. Neither District, nor any elected or appointed boards, officers, officials, employees or agents of District, shall be liable, at law or in equity, as a result of any failure of Contractor to comply with this section.

SECTION 12. PREVAILING WAGE LAWS.

Contractor understands, acknowledges and agrees to comply with any and all applicable state and federal laws requiring payment of prevailing wages for work performed in connection with publicly funded projects. Contractor and any subcontractors shall comply with all applicable state and federal prevailing wage rates, statutes, rules and regulations then in effect if required by state or federal laws or regulations. In the event of conflict between applicable federal and state provisions, the higher prevailing wage rate will apply.

SECTION 13. NONDISCRIMINATION.

Contractor shall not discriminate, in any way, against any person on the basis of race, color, religious creed, national origin, ancestry, sex, sexual orientation, gender

identity, age, physical handicap, medical condition or marital status in connection with or related to the performance of this Agreement.

SECTION 14. UNAUTHORIZED ALIENS.

Contractor hereby promises and agrees to comply with all of the provisions of the Federal Immigration and Nationality Act, 8 U.S.C.A. §§ 1101, et seq., as amended, and in connection therewith, shall not employ unauthorized aliens as defined therein. Should Contractor so employ such unauthorized aliens for the performance of the Services, and should the any liability or sanctions be imposed against District for such use of unauthorized aliens, Contractor hereby agrees to and shall reimburse District for the cost of all such liabilities or sanctions imposed, together with any and all costs, including attorneys' fees, incurred by District.

SECTION 15. CONFLICTS OF INTEREST.

(a) Contractor covenants that neither it, nor any officer or principal of its firm, has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of District or which would in any way hinder Contractor's performance of the Services. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the Executive Director. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of District in the performance of this Agreement.

(b) District understands and acknowledges that Contractor is, as of the date of execution of this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of District relative to such projects. Any future position of District on such projects shall not be considered a conflict of interest for purposes of this section.

(c) District understands and acknowledges that Contractor will perform non-related services for other governmental agencies and private Parties following the completion of the Services under this Agreement. Any such future service shall not be considered a conflict of interest for purposes of this section.

SECTION 16. CONFIDENTIAL INFORMATION; RELEASE OF INFORMATION.

(a) All information gained or work product produced by Contractor in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Contractor. Contractor shall not release or disclose any such information or work product to persons or entities other

than District without prior written authorization from the Executive Director, except as may be required by law.

(b) Contractor, its officers, employees, agents or subcontractors, shall not, without prior written authorization from the Executive Director or unless requested by the District Attorney of District, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives District notice of such court order or subpoena.

(c) If Contractor, or any officer, employee, agent or subcontractor of Contractor, provides any information or work product in violation of this Agreement, then District shall have the right to reimbursement and indemnity from Contractor for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Contractor's conduct.

(d) Contractor shall promptly notify District should Contractor, its officers, employees, agents or subcontractors, be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed thereunder. District retains the right, but has no obligation, to represent Contractor or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with District and to provide District with the opportunity to review any response to discovery requests provided by Contractor. However, this right to review any such response does not imply or mean the right by District to control, direct, or rewrite said response.

SECTION 17. INDEMNIFICATION.

(a) Indemnification for Professional Liability. Where the law establishes a professional standard of care for Contractor's services, to the fullest extent permitted by law, Contractor shall indemnify, protect, defend and hold harmless District and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including attorney's fees and costs, court costs, interest, defense costs, and expert witness fees) arise out of, are a consequence of, or are in any way attributable to, in whole or in part, any negligent or wrongful act, error or omission of Contractor, or by any individual or entity for which Contractor is legally liable, including but not limited to officers, agents, employees or sub-contractors of Contractor, in the performance of professional services under this Agreement.

(b) Indemnification for Other than Professional Liability. Other than in the performance of professional services and to the full extent permitted by law, Contractor

shall indemnify, protect, defend and hold harmless District, and any and all of its employees, officials and agents from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including attorney's fees and costs, court costs, interest, defense costs, and expert witness fees), 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 Contractor, or by any individual or entity for which Contractor is legally liable, including but not limited to officers, agents, employees or sub-contractors of Contractor.

(c) Indemnification from Subcontractors. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth in this section from each and every subcontractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance of this Agreement naming the Indemnified Parties as additional indemnitees. In the event Contractor fails to obtain such indemnity obligations from others as required herein, Contractor agrees to be fully responsible according to the terms of this section. Failure of District to monitor compliance with these requirements imposes no additional obligations on District and will in no way act as a waiver of any rights hereunder. This obligation to indemnify and defend District as set forth herein is binding on the successors, assigns or heirs of Contractor and shall survive the termination of this Agreement or this section.

(d) Limitation of Indemnification. Notwithstanding any provision of this section to the contrary, in California design professionals are required to defend and indemnify the District only to the extent permitted by California Civil Code Section 2782.8, which limits the liability of a design professional to claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. The term "design professional," as defined in Section 2782.8, is limited to licensed architects, licensed landscape architects, registered professional engineers, professional land surveyors, and the business entities that offer such services in accordance with the applicable provisions of the California Business and Professions Code. To the extent that California Civil Code Section 2782.8 applies to this Agreement, the indemnification obligations of Contractor shall be limited in accordance with that section.

(e) District's Negligence. The provisions of this section do not apply to claims occurring as a result of District's sole negligence. The provisions of this section shall not release District from liability arising from gross negligence or willful acts or omissions of District or any and all of its officials, employees and agents.

SECTION 18. INSURANCE.

Contractor agrees to obtain and maintain in full force and effect during the term of this Agreement the insurance policies set forth in **Exhibit "C" "Insurance"** and

made a part of this Agreement. All insurance policies shall be subject to approval by District as to form and content. These requirements are subject to amendment or waiver if so approved in writing by the Executive Director. Contractor agrees to provide District with copies of required policies upon request.

SECTION 19. ASSIGNMENT.

The expertise and experience of Contractor are material considerations for this Agreement. District has an interest in the qualifications and capability of the persons and entities who will fulfill the duties and obligations imposed upon Contractor under this Agreement. In recognition of that interest, Contractor shall not assign or transfer this Agreement or any portion of this Agreement or the performance of any of Contractor's duties or obligations under this Agreement without the prior written consent of the District. Any attempted assignment shall be ineffective, null and void, and shall constitute a material breach of this Agreement entitling District to any and all remedies at law or in equity, including termination of this Agreement pursuant to Section 21 "Termination of Agreement." District acknowledges, however, that Contractor, in the performance of its duties pursuant to this Agreement, may utilize sub-contractors.

SECTION 20. PROJECT MANAGER AND CONTINUITY OF PERSONNEL.

Contractor designates **David Dodson** as its Project Manager for this Agreement unless otherwise specified in a Task Order. The Project Manager, or a District approved designee, shall be accessible to District during normal District working hours and shall respond within twenty-four (24) hours to District inquiries or requests. The Project Manager shall be responsible for all matters related to Contractor's personnel, operations and any sub-contractors including, but not limited to (1) assigning qualified personnel to perform the work and prepare deliverables; and (2) reviewing, monitoring, training and directing Contractor's personnel and any sub-contractors. There shall be no change in the person designated as the Project Manager without prior written approval by District.

Contractor shall make every reasonable effort to maintain the stability and continuity of Contractor's staff and subcontractors, if any, assigned to perform the Services. Contractor shall notify District of any changes in Contractor's staff and subcontractors, if any, assigned to perform the Services prior to and during any such performance.

SECTION 21. TERMINATION OF AGREEMENT.

(a) Termination for Convenience. District may terminate this Agreement, in whole or in part, at any time by giving written notice of termination to Contractor if District determines that termination is in its best interest. In the event such notice is given, Contractor shall cease immediately all work in progress. Contractor shall be paid

its costs, including contract close-out costs, on work performed up to the time of termination.

(b) Termination for Cause. If District notifies Contractor of a default under Section 22 “Default” and Contractor fails to cure the default within the time frame provided, District may terminate this Agreement immediately. Contractor will only be paid for Services performed in accordance with the manner of performance set forth in this Agreement.

(c) Property of District. Upon termination of this Agreement by either Contractor or District, all property belonging exclusively to District which is in Contractor’s possession shall be returned to District. Contractor shall furnish to District a final invoice for work performed and expenses incurred by Contractor, prepared as set forth in Section 4 “Compensation and Method of Payment” of this Agreement. This final invoice shall be reviewed and paid in the same manner as set forth in Section 4 “Compensation and Method of Payment” of this Agreement.

SECTION 22. DEFAULT.

In the event that Contractor is in default under the terms of this Agreement, the District may give notice to Contractor specifying the nature of the default and providing the Contractor a timeframe to cure the default. The District may hold all invoices until the default is cured. If Contractor does not cure the default to District’s satisfaction in the timeframe given, the District may take necessary steps to terminate this Agreement under Section 21 “Termination of Agreement.” Any failure on the part of the District to give notice of the Contractor’s default shall not be deemed to result in a waiver of the District’s legal rights or any rights arising out of any provision of this Agreement.

SECTION 23. EXCUSABLE DELAYS.

Contractor shall not be liable for damages, including liquidated damages, if any, caused by delay in performance or failure to perform due to causes beyond the control of Contractor. Such causes include, but are not limited to, acts of God, acts of the public enemy, acts of federal, state or local governments, acts of District, court orders, fires, floods, epidemics, strikes, embargoes, and unusually severe weather. The term and price of this Agreement shall be equitably adjusted for any delays due to such causes.

SECTION 24. COOPERATION BY DISTRICT.

All public information, data, reports, records, and maps as are existing and available to District as public records, and which are necessary for carrying out the Services shall be furnished to Contractor in every reasonable way to facilitate, without undue delay, the Services to be performed under this Agreement.

SECTION 25. NOTICES.

All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, or sent by telecopier or certified mail, postage prepaid and return receipt requested, addressed as follows:

To District: Tahoe Transportation District
 Attn: Jim Marino, Executive Director
 P.O. Box 499
 Zephyr Cove, NV 89448
 (775) 589-5512
 jmarino@tahoetransportation.org

To Contractor: CA Group, Inc.
 Attn: David Dodson, Vice President
 8630 Technology Way, Suite 3
 Reno, NV 89521
 (775) 393-2040
 david.dodson@c-agroup.com

Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three (3) days after deposit of the same in the custody of the United States Postal Service.

SECTION 26. AUTHORITY TO EXECUTE.

The person or persons executing this Agreement on behalf of Contractor represents and warrants that he/she/they has/have the authority to so execute this Agreement and to bind Contractor to the performance of its obligations hereunder.

SECTION 27. ADMINISTRATION AND IMPLEMENTATION.

This Agreement shall be administered and executed by the Executive Director or his or her designated representative. The Executive Director shall have the authority to issue interpretations and to make amendments to this Agreement, including amendments that commit additional funds, consistent with Section 28 "Amendment" and the Executive Director's contracting authority under District's ordinances, rules and regulations.

SECTION 28. AMENDMENT.

No amendment to or modification of this Agreement shall be valid unless made in writing and approved by the Contractor and by the District. The Executive Director shall

have the authority to approve any amendment to this Agreement if the total compensation under this Agreement, as amended, would not exceed the Executive Director's contracting authority under the District's ordinances, rules and regulations. All other amendments shall be approved by the District's Board. The Parties agree that the requirement for written modifications cannot be waived and that any attempted waiver shall be void.

By written notice or order, District may, from time to time, order work suspension or make changes to the Services to be provided by Contractor. If any such work suspension or change causes an increase or decrease in the price of this Agreement or in the time required for its performance, or otherwise necessitates an amendment to this Agreement, Contractor shall promptly notify District thereof within ten (10) days after the change or work suspension is ordered, and an amendment to this Agreement shall be negotiated. However, nothing in this clause shall excuse Contractor from complying immediately with the notice or order issued by District.

SECTION 29. BINDING EFFECT.

This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the Parties.

SECTION 30. FEDERAL PROVISIONS - NOT USED.

SECTION 31. WAIVER.

Waiver by any Party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision nor a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by District of any work or services by Contractor shall not constitute a waiver of any of the provisions of this Agreement.

SECTION 32. LAW TO GOVERN; VENUE.

In the event of litigation between the Parties, venue in state trial courts shall lie exclusively in the County of Douglas, Nevada where the dispute arises from Services performed in Nevada. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Eastern District of California for Services performed in California, or in the District of Nevada for Services performed in Nevada.

SECTION 33. ATTORNEYS FEES, COSTS AND EXPENSES.

In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing Party in such litigation or other proceeding

shall be entitled to an award of reasonable attorney's fees, costs and expenses, in addition to any other relief to which it may be entitled.

SECTION 34. ENTIRE AGREEMENT.

This Agreement, including the attached Exhibits, is the entire, complete, final and exclusive expression of the Parties with respect to the matters addressed therein and supersedes all other agreements or understandings, whether oral or written, or entered into between Contractor and District prior to the execution of this Agreement. No statements, representations or other agreements, whether oral or written, made by any Party which are not embodied herein shall be valid and binding.

SECTION 35. SEVERABILITY.

If any term, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

SECTION 36. CONFLICTING TERMS.

Except as otherwise stated herein, if the terms of this Agreement conflict with the terms of any Exhibit hereto, or with the terms of any document incorporated by reference into this Agreement, the terms of this Agreement shall control.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date and year first-above written.

**TAHOE TRANSPORTATION
DISTRICT**

Jim Marino
Executive Director

CA GROUP, INC.

David Dodson, Vice President

ATTEST:

Linda Rao
Clerk of the Board

APPROVED AS TO FORM

Mary Wagner
General Counsel

EXHIBIT "A"
SCOPE OF SERVICES

Tahoe Transportation District (TTD)
Alternative Delivery Program Management
Scope of Services

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Tahoe Transportation District (TTD)
Alternative Delivery Program Management
Scope of Services

INTRODUCTION AND PROGRAM OVERVIEW

The Tahoe Transportation District (TTD) issued a Request for Proposals seeking qualified professional services to support its Capital Improvement Program through Alternative Project Delivery services, program and process improvement, and related project management support for both near-term and future projects. CA Group, Inc. (CONSULTANT) has been notified of TTD's Notice of Intent to Award to provide a portion of these professional services.

TTD is a bi-state, special purpose transportation district with jurisdiction across the Lake Tahoe Basin in both California and Nevada. The District is responsible for planning, implementing, and operating safe, environmentally responsible, and multi-modal transportation systems, including transit operations within and surrounding the Lake Tahoe Basin. TTD's portfolio includes a wide range of transportation infrastructure projects such as roadway realignments, bridges, roundabouts, complete streets, parking facilities, shared-use paths, and transit-related facilities. These projects require coordination and collaboration with numerous federal, state, and local agencies, including the Tahoe Regional Planning Agency (TRPA), the U.S. Department of Transportation (US DOT), the Nevada Department of Transportation (NDOT), the California Department of Transportation (Caltrans), counties, cities, and other local jurisdictions.

TTD's Capital Program consists of several large, complex, multi-modal and facility projects that are anticipated to enter construction within the next several years. The District has received conceptual approval from US DOT and NDOT to utilize the Construction Manager At-Risk (CMAR) alternative project delivery method. Implementation of CMAR requires the development of compliant guidelines, procedures, and contract documents, all of which must be reviewed and approved by the applicable oversight agencies prior to use on individual projects.

The overall Scope of Services for this program includes, but may not be limited to, the following.

Programmatic Development of Alternative Delivery Guidelines. Perform tasks, processes, and other needed services needed for:

- Development of TTD's CMAR project delivery program, administered under US DOT and NDOT Local Public Agency (LPA) Programs.
- Project Management Tasks and Support Services.
- Review and interpretation of Nevada Revised Statutes (NRS) and Nevada Administrative Code (NAC)
- Preparing compliant provisions related to project delivery.
- Perform research and validation to ensure the Program complies with associated federal law, regulations, and other requirements related to public works.
- Review, evaluate, recommend and perform technical, legal, and financial services to assist the development and implementation of templates, contracts, forms, policies, and guidelines.
- Provide updates to Project Management documents such as manuals, guidelines, and policies.
- Provide training in alternative delivery, project management, risk management, and other program and/or project management areas. This will include providing any training materials and facilities needed for the training.
- Develop procurement and contract documents for professional and construction services.
- Develop Special and Technical Provisions and Specifications.

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- Assist with risk analysis, constructability reviews, and other assessments.
- Assist with construction schedule development and reviews

It is TTD's intent to ultimately develop and refine a CMAR program for the organization throughout the project development process. The developed CMAR program may be used for future projects in Nevada. A service agreement will be established and services delivered through individual contracts, subject to agency approvals and project-specific needs.

GENERAL DESCRIPTION OF SERVICES

While TTD operates bi-state, this specific Scope of Work applies solely to Nevada statutory and regulatory frameworks for the State Route 28 (SR 28) Central Corridor Sand Harbor to Thunderbird Cove Trail, Transit, and Safety Improvements Project (PROJECT). TTD intends to utilize the CMAR project delivery method for the PROJECT, located along the east shore of Lake Tahoe within the local jurisdictions of Washoe County and Carson City, Nevada.

CONSULTANT will perform professional services in support of CMAR program development and related alternative project delivery services (PROGRAM). These services are intended to support TTD in the development, refinement, and documentation of CMAR project delivery processes, guidelines, and associated program documentation specific to the PROJECT and in compliance with applicable federal and state requirements, including those of the Federal Highway Administration (FHWA) and the Nevada Department of Transportation (NDOT).

The services described herein are limited to CMAR program development and administrative support activities. This Scope of Services is limited to enabling documentation only and does not include design services, environmental review or permitting, CMAR Contractor procurement, or CMAR pre-construction price, risk, or schedule facilitation.

This Scope of Services includes CMAR program management, regulatory coordination, document development, and administrative support activities necessary to enable TTD to seek agency concurrence and establish CMAR processes applicable to the PROJECT. Services are limited to tasks associated with sections 1 through 4 as described herein.

1. PROGRAM AND PROJECT MANAGEMENT

The CONSULTANT shall manage/coordinate PROGRAM development activities with TTD, Project management will be executed in coordination with TTD's Project Manager.

1.1 CONSULTANT PROJECT MANAGER

The CONSULTANT will designate a Project Manager responsible for coordinating CONSULTANT activities, staffing the PROGRAM, assisting with communications, participating in meetings, overseeing assigned tasks, and advising TTD as directed by the TTD Project Manager.

1.2 PROJECT MANAGEMENT TEAM (PMT) MEETINGS

The Project Management Team (PMT) will consist of the TTD Project Manager, the CONSULTANT Project Manager, and CONSULTANT task leads, as appropriate. The CONSULTANT will support up to six (6) bi-weekly PMT meetings, conducted either in person or

Tahoe Transportation District (TTD)
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virtually. The CONSULTANT will prepare meeting agendas, facilitate meetings, and prepare meeting summaries.

1.3 MONTHLY INVOICING AND PROGRESS REPORTS

The CONSULTANT shall submit monthly invoices accompanied by a concise progress report summarizing work completed, work planned for the next reporting period, and overall progress. Progress reports shall not exceed one (1) page.

1.4 QUALITY ASSURANCE (QA) / QUALITY CONTROL (QC)

The CONSULTANT shall implement internal quality assurance and quality control (QA/QC) procedures to ensure the accuracy, completeness, and consistency of all PROGRAM deliverables prior to submittal to TTD.

1.5 PROGRAM SCHEDULE

The CONSULTANT will create, monitor, and update the PROGRAM schedule as part of the monthly progress report process. The schedule will be updated monthly or at any major schedule change.

1.6 ADDITIONAL PROJECT DOCUMENTATION

The CONSULTANT shall maintain a TTD-approved, project-specific file sharing website (such as Microsoft Teams or SharePoint) for the purpose of storing and transferring files. The site will include, but not be limited to, all PROGRAM documentation and deliverables. TTD's Project Manager shall have access to the files and may request access rights for other agency representatives, agents, employees, and officials involved.

PROJECT MANAGEMENT ASSUMPTIONS

- Up to twelve (12) project management meetings are assumed
- Meetings will be conducted virtually unless otherwise requested
- Monthly progress reports will not exceed one (1) page
- TTD will provide timely review comments to support schedule adherence

PROJECT MANAGEMENT DELIVERABLES

- PMT meeting minutes
- Other TTD coordination meeting minutes
- Monthly invoicing and progress reports
- Program schedule
- File sharing website dedicated for project team data and deliverable management

2. REGULATORY AND AGENCY COORDINATION

The CONSULTANT will support TTD in coordinating with oversight agencies regarding CMAR implementation for the PROJECT.

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2.1 Review of Applicable Regulatory Framework

The CONSULTANT will review applicable FHWA and NDOT requirements, Local Public Agency (LPA) Manual and related agreements, and relevant Nevada Revised Statutes (NRS) related to CMAR delivery.

2.2 Concurrence Documentation

The CONSULTANT will prepare draft documentation to support TTD's upfront coordination with NDOT and FHWA to obtain programmatic concurrence for TTD's use of the CMAR project delivery method. This effort will utilize NDOT's Pioneer Program Guidelines and is intended to seek agency approval of TTD's proposed CMAR program framework and implementation approach, with the PROJECT serving as the initial application of CMAR delivery.

Documentation will include development of TTD-specific Guidelines for CMAR Projects Administered under NDOT's Local Public Agency (LPA) Program in compliance with FHWA for federally funded projects, and a CMAR Evaluation and Selection Plan. Documentation will also include templates and PROJECT-specific CMAR Contractor preconstruction Requests for Proposal (RFP) based on NDOT, FHWA, or RTC templates, an Independent Cost Estimator (ICE) RFP using TTD documentation, and associated preconstruction and construction contract documents using NDOT, FHWA, and RTC templates—all necessary to outline TTD's proposed CMAR program structure, governance, procedures, and implementation plan for agency review.

The CONSULTANT will coordinate with TTD to address agency comments and incorporate feedback into final concurrence documentation. It is anticipated that agency concurrence may include conditions or limitations, such as requirements to return to NDOT and FHWA following implementation of CMAR on the PROJECT to document lessons learned and refine CMAR program guidelines prior to applying CMAR on additional TTD projects.

REGULATORY GUIDANCE ASSUMPTIONS

- The intent of Task 2 is to seek programmatic concurrence from NDOT and FHWA for TTD's use of the CMAR delivery method, with the PROJECT serving as the initial CMAR application
- NDOT's Pioneer Program Guidelines will serve as the primary framework for development of TTD-specific CMAR program documentation
- Agency concurrence may be granted with conditions, limitations, or follow-up requirements, including post-project review and refinement of CMAR guidelines based on lessons learned
- The CONSULTANT will support development of concurrence documentation and coordination materials but does not guarantee agency approval or the scope of such approval
- One round of TTD review and comment, with in-person page turn prior to submitting a Draft to NDOT/FHWA, and up to two (2) rounds of agency review comments and revisions are assumed
- Formal agency communications, submittals, and concurrence requests will be facilitated by TTD
- This task does not include post-construction lessons-learned documentation, future guideline updates, or support for additional CMAR projects beyond this Scope of Services

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REGULATORY GUIDANCE DELIVERABLES

- Draft and Final TTD-Specific Guidelines for CMAR Projects Administered under NDOT's LPA Program in accordance with FHWA federally funded programs
- Draft and Final CMAR Evaluation and Selection Plan outlining proposed program structure, governance, procedures, and implementation approach
- Draft and Final TTD-specific CMAR Contractor preconstruction and ICE RFP templates
- Draft and Final TTD-specific CMAR Contractor and ICE Service Provider preconstruction contract templates
- Draft and Final TTD-specific CMAR Contractor construction contract template
- Draft and Final programmatic concurrence request documentation for NDOT and FHWA

3. CMAR DOCUMENT AND PROCESS DEVELOPMENT

CONSULTANT shall support TTD in the development of PROJECT-specific CMAR procurement documents and scopes of work necessary to support agency review and approval for implementation of CMAR on the PROJECT. Services under this task are limited to document development and advisory support and do not include CMAR Contractor procurement administration; proposal and interview evaluation; or selection, negotiations, and award activities.

3.1 Develop CMAR Contractor and Independent Cost Estimator RFPs

The CONSULTANT will develop CMAR Contractor and ICE RFPs tailored to the PROJECT and consistent with applicable FHWA and NDOT requirements using NDOT's Pioneer Program or the Regional Transportation Commission of Washoe County (RTC) RFP templates. This effort will include development of standard sections, instructions to proposers, scope frameworks, administrative requirements, and evaluation approach narratives suitable for agency review. Work also includes development of the PROJECT-specific Evaluation and Selection Plan using the template developed under Task 2.

The CONSULTANT will coordinate with TTD to incorporate PROJECT-specific considerations, applicable regulatory requirements, and best practices for CMAR delivery. This task includes advisory support only; This task does not include administration of the procurement or evaluation of CMAR Contractor proposals and interviews.

3.2 Develop CMAR Contractor Preconstruction Scope of Work

The CONSULTANT will assist TTD in developing a CMAR Contractor preconstruction scope of work appropriate for use on the PROJECT. The scope of work will define anticipated roles, responsibilities, and deliverables during the CMAR preconstruction phase and will be structured to align with applicable FHWA and NDOT requirements.

The CONSULTANT will support TTD by reviewing and advising on the incorporation of the CMAR Contractor preconstruction scope of work into an existing professional services agreement template modeled after NDOT's preconstruction services agreement, with limited modifications to address local agency and PROJECT-specific considerations. This task does not include preparation of a standalone agreement, contract negotiation, execution, or future updates.

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3.3 Develop Independent Cost Estimator Preconstruction Scope of Work

The CONSULTANT will assist TTD in developing an ICE preconstruction scope of work appropriate for use on the PROJECT. The scope of work will define anticipated roles, responsibilities, and deliverables during the CMAR preconstruction phase and will be structured to align with applicable FHWA and NDOT requirements.

The CONSULTANT will support TTD by reviewing and advising them on the incorporation of the ICE preconstruction scope of work into an existing professional services agreement template provided by TTD, with limited modifications to address local agency and PROJECT-specific considerations. This task does not include preparation of a standalone agreement, contract negotiation, execution, or future updates.

3.4 Support Development of Procurement Schedule

The CONSULTANT will provide advisory support to TTD in developing a high-level procurement schedule for CMAR Contractor and ICE procurement associated with the PROJECT. This task includes assisting with sequencing and milestone identification. This task assumes a single CMAR pilot project in Nevada.

CMAR DOCUMENT DEVELOPMENT ASSUMPTIONS

- All documents are PROJECT-specific and developed for agency review and approval purposes
- Existing NDOT/FHWA or RTC templates will be used for incorporation of scopes of work.
- Up to two (2) review cycles per document are assumed
- CMAR Contractor procurement administration, proposal and interview evaluation, and selection support are excluded

CMAR DOCUMENT DEVELOPMENT DELIVERABLES

- PROJECT-specific CMAR Contractor and ICE Requests for Proposals (RFPs)
- PROJECT-specific CMAR Contractor and ICE Sample Contracts
- CMAR Contractor preconstruction scope of work
- ICE scope of work
- PROJECT-specific procurement schedule
- PROJECT-specific CMAR Contractor Evaluation and Selection Plan

4. EXCLUSIONS

The following services are expressly excluded from this Scope of Services

- CMAR Contractor and ICE procurement administration, evaluation support, contract conformance or negotiation services for the PROJECT (or other potential CMAR or CMGC projects)
- CMAR Contractor pre-construction price, cost, schedule, or risk facilitation for the PROJECT (or other potential CMAR or CMGC projects)
- Design, engineering, or environmental services for the PROJECT (or other potential CMAR or CMGC projects)

Tahoe Transportation District (TTD)
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- Construction management or inspection services for the PROJECT (or other potential CMAR or CMGC projects)

Any services not expressly identified herein shall require written authorization from TTD through a separate contract or amendment.

**EXHIBIT "B"
COMPENSATION**

Tahoe Transportation District - Alternative Delivery Program Management CA Group Fee Proposal

TASKS/STAFF CATEGORIES/RATES	HOURS	LABOR COST PER TASK	David Dodson	Chad Anson	Ed Rock	Jeremiah Johnston	Jack Sjostrom	Jim Mischler	Pete Booth	Lou Holland	Samantha Dowd	Ryan Condo/Barry Bender	Alyssa Young	Direct Expenses	Comments
			Project Manager	Specialized Support Lead	All Delivery Support Services	Contract Development Lead	Program Process Implementation	Project Management	LPA Coordination Lead	Legal Counsel	Senior Design Engineer	Construction Manager	Administration		
Task 1 – Program & Project Management	84	\$23,830.00	28	2	2	12	18	0	0	6	0	0	16	\$3,000.00	
1.1 - Consultant Project Manager	34	\$9,840.00	6	2	2	6	6			6			6		Assume bi-weekly internal team coordination for 3 months
1.2 - Project Management Team (PMT) Meetings	30	\$9,540.00	12			6	12							\$3,000.00	Assume bi-weekly for 3 months, 2 in-person meetings with two key staff
1.3 - Monthly invoicing and progress reporting	9	\$1,725.00	3										6		Assume 3 month schedule
1.4 - Quality Assurance (QA)/Quality Control (QC)	3	\$945.00	3												
1.5 - Program schedule	2	\$630.00	2												
1.6 - Additional project documentation	6	\$1,150.00	2										4		Assume 3 month schedule
Task 2 – Regulatory and Agency Coordination	120	\$38,630.00	16	0	2	40	48	0	2	12	0	0	0	\$2,250.00	
2.1 - Review of Applicable Regulatory Framework	56	\$17,990.00	12		2	16	16		2	8					
2.2 - Concurrence Documentation	64	\$20,540.00	4			24	32			4				\$2,250.00	Assume in-person workshop with TTD and 3 key staff before documents sent to NDOT/FHWA
Task 3 – CMAR Procurement Documents & Template Development	256	\$82,080.00	16	8	40	56	88	0	0	20	0	16	12	\$0.00	
3.1 - Develop CMAR and ICE RFPs	86	\$26,880.00	4	2	16	16	24			8		8	8		
3.2 - Develop CMAR Preconstruction Scope of Work	74	\$23,540.00	4	2	12	16	24			4		8	4		
3.3 - Develop ICE Preconstruction Scope of Work	50	\$16,520.00	4	2	8	8	24			4					
3.4 - Support Development of Procurement Schedule	46	\$15,140.00	4	2	4	16	16			4					
SUBTOTAL HOURS and LABOR	460	\$144,440.00	60	10	44	108	154	0	2	38	0	16	28	\$5,250.00	
SUBTOTAL DIRECT EXPENSES															
TOTAL	460	\$149,690.00													

CA GROUP TEAM USAGE SUMMARY			
CA Group	270	\$79,550.00	53.1%
Avenue Consultants	152	\$58,740.00	39.2%
LF Holland LLC	38	\$11,400.00	7.6%

EXHIBIT "C" INSURANCE

A. Insurance Coverages. Contractor shall provide and maintain insurance, acceptable to the District, in full force and effect throughout the term of this Agreement, against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Services by Contractor, its agents, representatives or employees. Contractor shall procure and maintain the following scope and limits of insurance:

Only the following “marked” requirements are applicable:

X Commercial General Liability (CGL): Insurance written on an occurrence basis to protect Contractor and District against liability or claims of liability which may arise out of this Agreement in the amount of one million dollars (\$1,000,000) per occurrence and subject to an annual aggregate of two million dollars (\$2,000,000). Coverage shall be at least as broad as Insurance Services Office form Commercial General Liability coverage (Occurrence Form CG 0001). There shall be no endorsement or modification of the CGL limiting the scope of coverage for either insured vs. additional insured claims or contractual liability. All defense costs shall be outside the limits of the policy.

X Vehicle Liability Insurance: Vehicle liability insurance in an amount not less than \$1,000,000 for injuries, including accidental death, to any one person, and subject to the same minimum for each person, in an amount not less than one million dollars (\$1,000,000) for each accident, and property damage insurance in an amount of not less than one million dollars (\$1,000,000). A combined single limit policy with aggregate limits in an amount of not less than \$2,000,000 shall be considered equivalent to the said required minimum limits. Coverage shall be at least as broad as Insurance Services Office form number CA 0001 covering Automobile Liability, including code 1 "any auto" and endorsement CA 0025, or equivalent forms subject to the approval of the District.

X Workers' Compensation Insurance: Workers' Compensation insurance as required by the State of California and/or Nevada and a minimum of one million dollars (\$1,000,000) of employers' liability coverage. Contractor shall provide an endorsement that the insurer waives the right of subrogation against the District and its respective elected officials, officers, employees, agents and representatives. In the event a claim under the provisions of the California Workers' Compensation Act is filed against District by a bona fide employee of Contractor participating under this Agreement, Contractor is to defend and indemnify the District from such claim.

X Professional Liability Insurance: Professional liability insurance appropriate to the Contractor's profession in an amount not less than one million dollars \$1,000,000 per occurrence. This coverage may be written on a "claims made" basis, and must include coverage for contractual liability. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to Services performed under this Agreement. The insurance must be maintained for at least three (3) consecutive years following the completion of Contractor's services or the termination of this Agreement. During this additional three (3) year period, Contractor shall annually and upon request of the District submit written evidence of this continuous coverage.

B. Other Provisions. Insurance policies required by this Agreement shall contain the following provisions:

1. All Coverages.

a. Each insurance policy required by this Agreement shall be endorsed and state the coverage shall not be suspended, voided, cancelled by the insurer or either Party to this Agreement, reduced in coverage or in limits except after 30 days' prior written notice by certified mail, return receipt requested, has been given to District.

b. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

2. Commercial General Liability and Automobile Liability Coverages.

a. District, and its respective elected and appointed officers, officials, and employees and volunteers are to be covered as additional insureds as respects: liability arising out of activities Contractor performs; products and completed operations of Contractor; premises owned, occupied or used by Contractor; or automobiles owned, leased, hired or borrowed by Contractor. The coverage shall contain no special limitations on the scope of protection afforded to District, and their respective elected and appointed officers, officials, or employees.

b. Contractor's insurance coverage shall be primary insurance with respect to District, and its respective elected and appointed, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by District, and its respective elected and appointed officers, officials, employees or volunteers, shall apply in excess of, and not contribute with, Contractor's insurance.

c. Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

d. Any failure to comply with the reporting or other provisions of the insurance policies, including breaches of warranties, shall not affect coverage provided to District, and its respective elected and appointed officers, officials, employees or volunteers.

e. The insurer waives all rights of subrogation against the District, its elected or appointed officers, officials, employees or agents.

3. Workers' Compensation Coverage. Unless the Executive Director otherwise agrees in writing, the insurer shall agree to waive all rights of subrogation against District, and its respective elected and appointed officers, officials, employees and agents for losses arising from work performed by Contractor.

C. Other Requirements. Contractor agrees to deposit with District, at or before the effective date of this Agreement, certificates of insurance necessary to satisfy District that the insurance provisions of this contract have been complied with. The District may require that Contractor furnish District with copies of original endorsements effecting coverage required by this Exhibit "C". The certificates and endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. District reserves the right to inspect complete, certified copies of all required insurance policies, at any time.

1. Contractor shall furnish certificates and endorsements from each subcontractor identical to those Contractor provides.

2. Any deductibles or self-insured retentions must be declared to and approved by District. At the option of District, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects District or its respective elected or appointed officers, officials, employees and volunteers, or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration, defense expenses and claims.

3. The procuring of such required policy or policies of insurance shall not be construed to limit Contractor's liability hereunder nor to fulfill the indemnification provisions and requirements of this Agreement.



MEMORANDUM

Date: February 27, 2026

To: Tahoe Transportation District (TTD) Board of Directors

From: Jim Marino, Executive Director

Subject: Informational Presentation on the Tahoe Transit Study, a Transit Comprehensive Operations Analysis

Action Requested:

It is requested that the Board receive this presentation regarding Transit Comprehensive Analysis. No action is required.

Fiscal Analysis and Work Program Impact:

All expenditures associated with this item for the fiscal year are in the approved FY26 budget and Work Program, with corresponding allotted staff time.

Background:

TRPA staff, in collaboration with regional transit partners, initiated the Tahoe Transit Study in late 2025 to help create a more coordinated, efficient, and sustainable transit system through the Tahoe Basin. The multi-stage planning process will consist of a transit governance study, regional comprehensive operational analysis, and optimized transit funding model. Planning efforts will utilize and build upon recently completed transit and transportation plans including TTD's Short Range Transit Plan (adopted January 2025), Placer County's Tahoe Truckee Area Regional Transit Systems Plan Update (adopted November 2025), and the Connections 2050: Regional Transportation Plan (adopted July 2025).

The Tahoe Transit Study and deliverables will be overseen by the Transit Working Group, which is an informal collaborative body dedicated to addressing local and regional transit issues within the Lake Tahoe Basin. The Transit Working Group is facilitated by TRPA staff and has staff level representatives from each local jurisdiction, TTD, the South Shore Transportation Management Association (SSTMA), and the Truckee North Tahoe Transportation Management Association (TNT/TMA).

Discussion:

Staff will present an analysis from the Existing Conditions memo and provide information on additional deliverables and the project timeline. Project information is available at www.trpa.gov/transitstudy.

Additional Information:

If you have any questions or comments regarding this item, please contact Jim Marino at (775) 557-4901 or jmarino@tahoetransportation.org.

Attachment:

A. Presentation

Tahoe Transit Study

Existing Conditions and Conceptual Alternatives

Tahoe Transportation District Board of Directors

March 2, 2026
TRPA, LSC, & TYLin

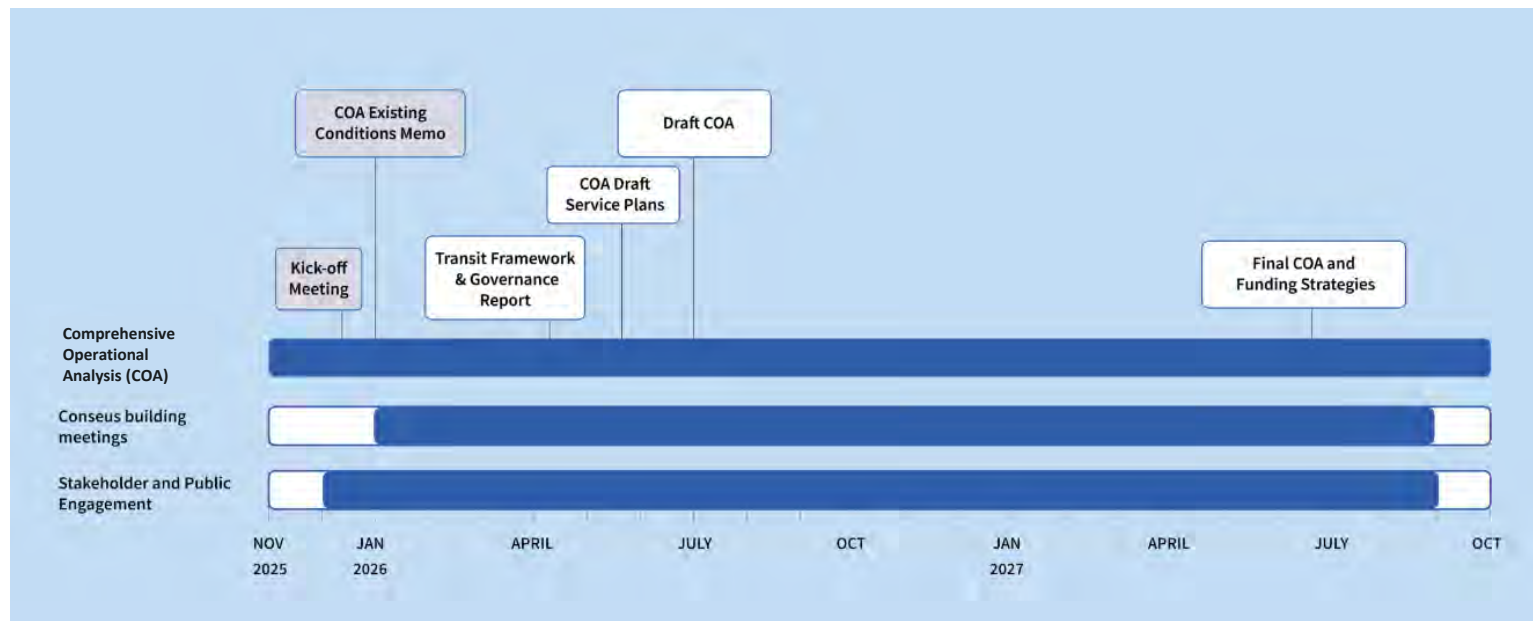


Project Objectives:

1. **Optimize Service** – Develop short and long-term service plans with a focus on connectivity.
2. **Strengthen Governance** – Clarify roles and responsibilities and learn from other areas.
3. **Leverage Funding** – Assess funding structures/ agreements and stretch dollars.



Project Timeline



Public Engagement



- TTD Short Range Transit Plan (adopted January 2025)
- Connections 2050: Regional Transportation Plan (adopted July 2025)
- Placer County TART Systems Plan Update (adopted November 2025)
- On-board passenger surveys conducted July and October 2025

Existing Conditions

Travel Patterns, Transit Service, Governance, and Funding Landscape



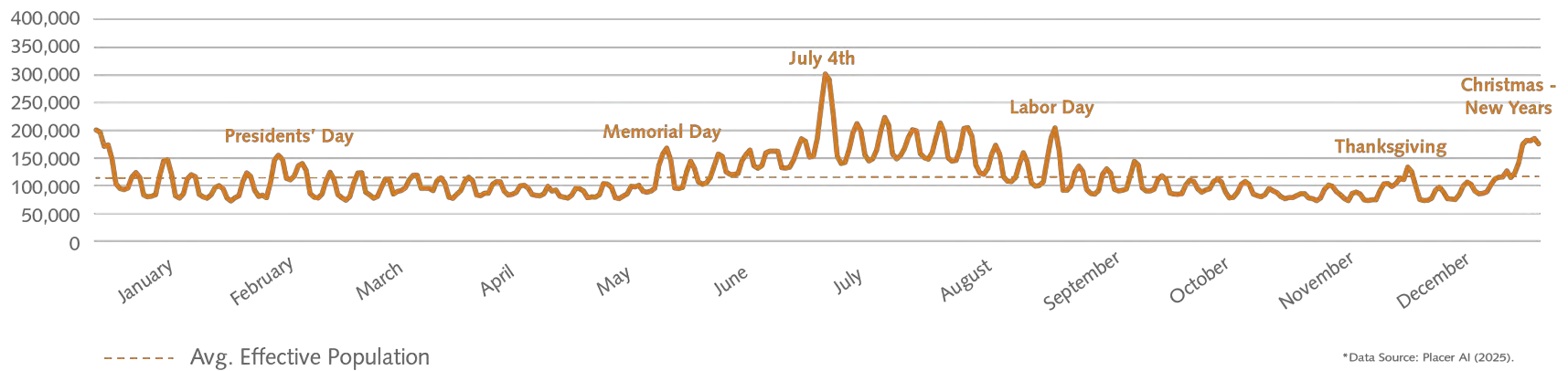
Transit Propensity

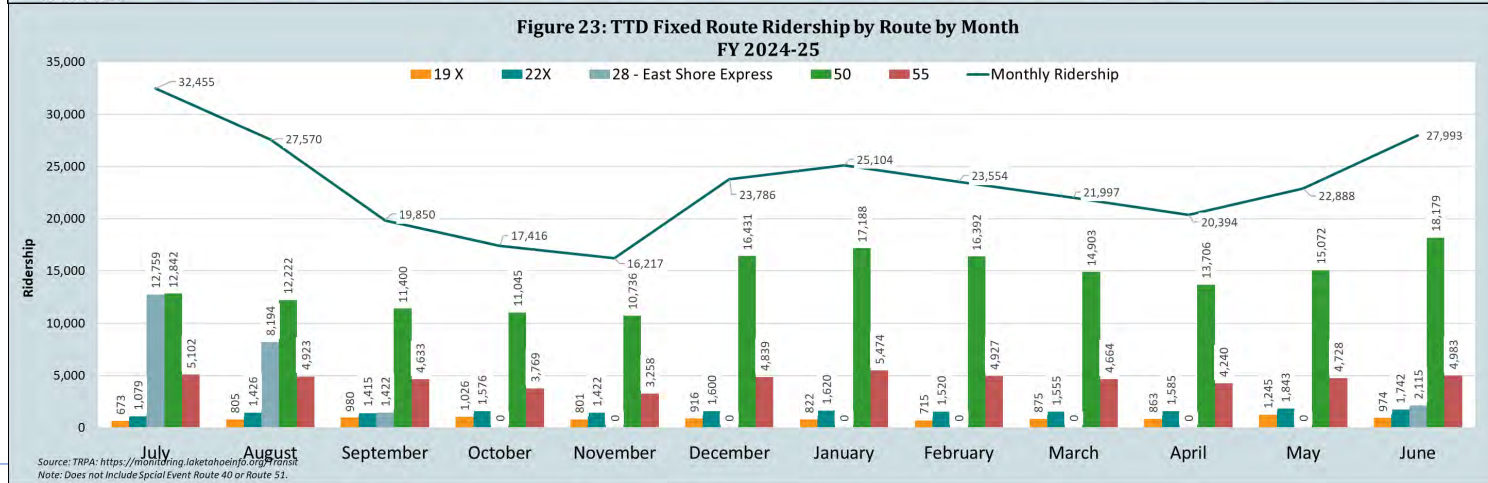
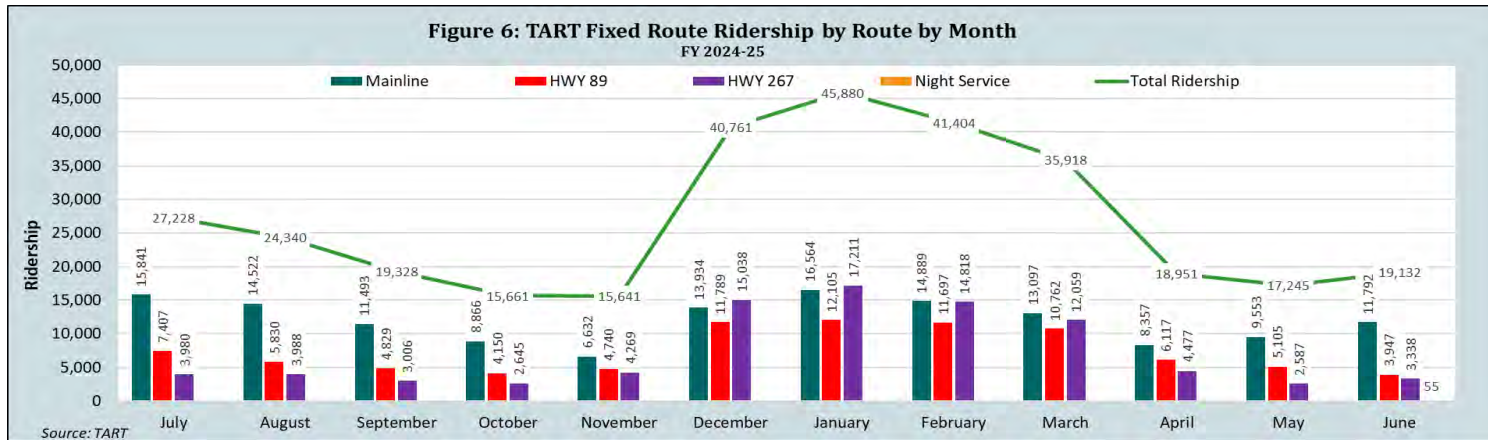
	Total Population		Youth (ages 5-17)		Elderly (65+)		People with a Disability		People Living Below the Poverty Line		Total Households		Zero Vehicle Households	
	#	%	#	%	#	%	#	%	#	%	#	#	%	
Douglas County	5,593	10.02%	462	8.26%	1,561	27.91%	559	9.99%	277	4.95%	2,626	52	1.98%	
Washoe County	9,817	17.58%	1,141	11.62%	2,634	26.83%	653	6.65%	596	6.07%	4,005	63	1.57%	
Placer County	10,053	18.00%	1,498	14.90%	1,754	17.45%	592	5.89%	554	5.51%	3,672	29	0.79%	
El Dorado County (CSLT)	21,360	38.25%	2,942	13.77%	3,217	15.06%	2,435	11.40%	2,612	12.23%	9,243	606	6.56%	
El Dorado County (Unincorporated)	9,013	16.14%	1,224	13.58%	1,815	20.14%	770	8.54%	504	5.59%	3,785	14	0.37%	
TOTAL Basin	55,836		7,267	13.01%	10,981	19.67%	5,009	8.97%	4,543	8.14%	23,331	764	3.27%	



Travel Patterns

Effective Population of the Tahoe Basin by Day (2025)





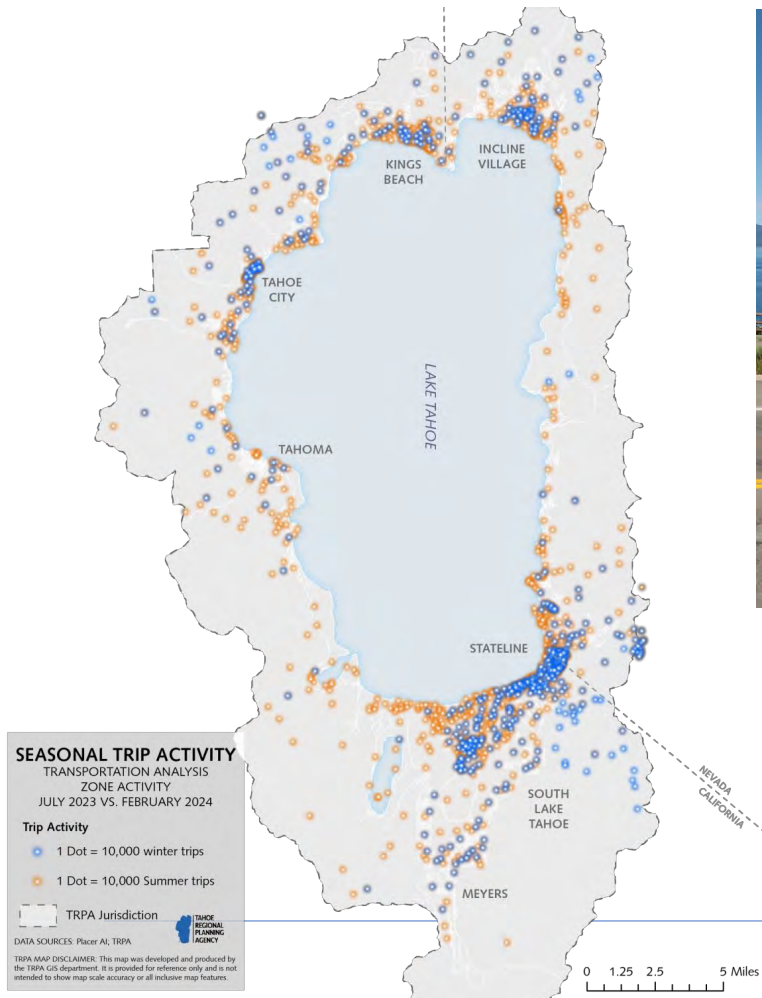


Photo: TTD

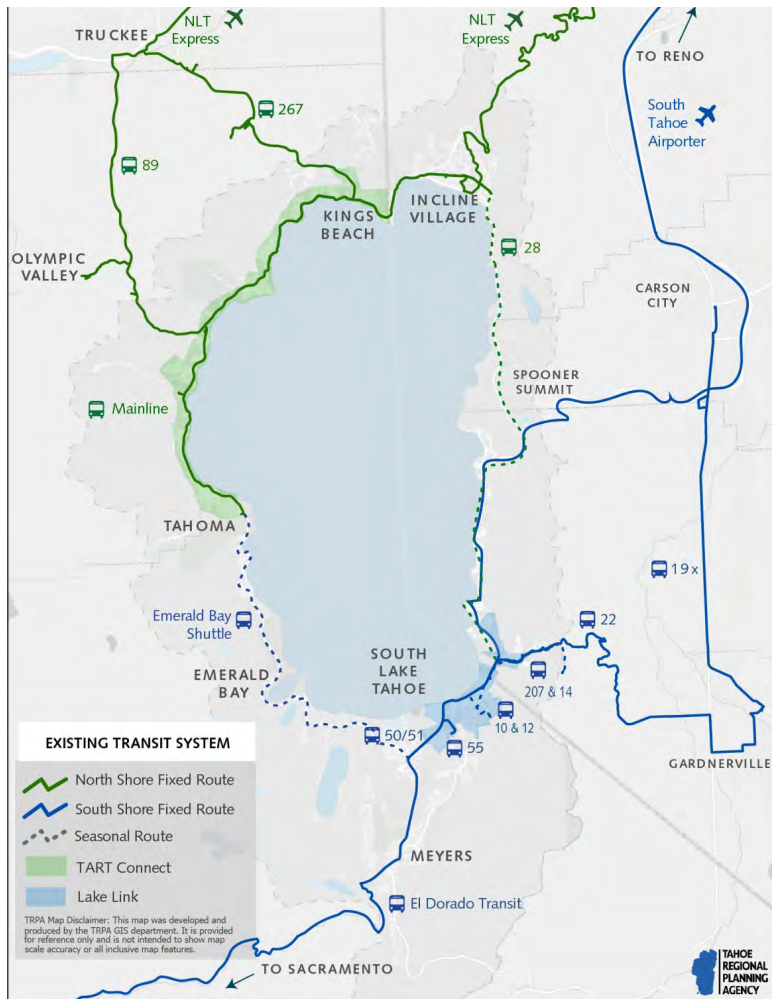


Photo: TNT/TMA

Service & Travel Patterns

Key Findings:

- Travel is highly seasonal - services meet seasonal demand
- Service frequency and ridership is higher in other resort areas where one primary resort acts as the focal point
- Travel is highly localized and cross-basin commuting is minimal
- Commuting into the Basin from Reno/Carson is significant, but services are lacking
- Microtransit is new and popular, but coverage is not complete and wait times tend to be long



Service & Governance:

Key Findings:

- 4 different North Shore operators
- 6 different South Shore operators
- Unintended competition between services
- Ski shuttle operation structure differs between the North and South Shores

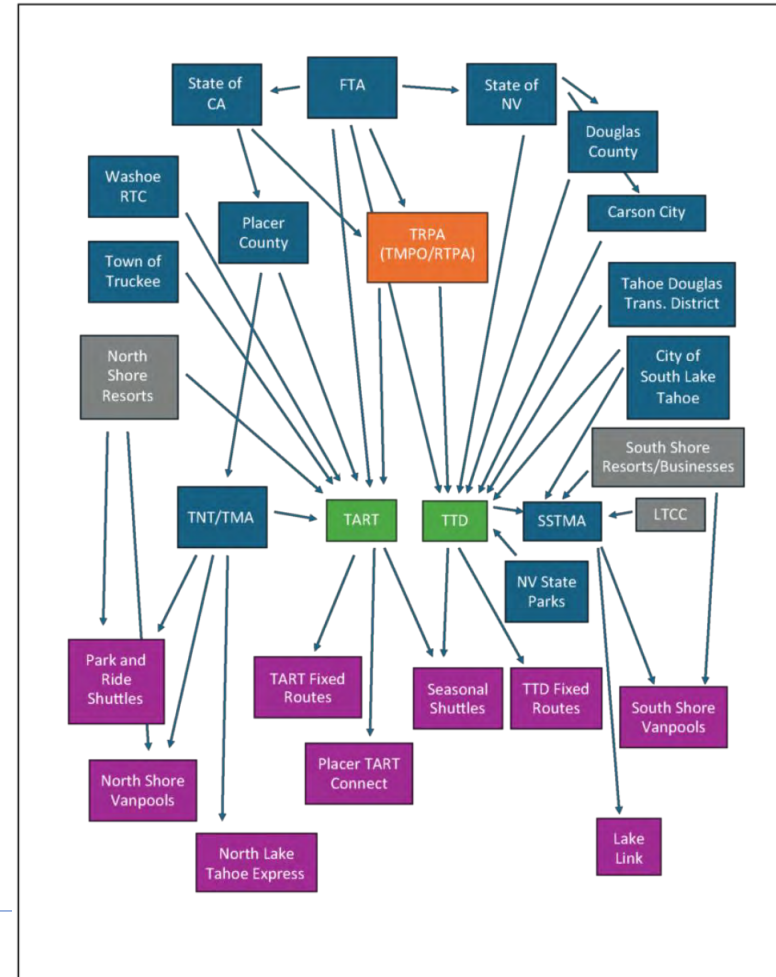


Funding

Key Findings:

- 30+ different funding sources
- TTD is highly reliant on State and Federal Funding
- TART receives 34 times the amount of local operations funding than TTD receives
- Local/Private funding on the South Shore primarily supports Lake Link

ATTACHMENT A



Stakeholder Engagement

Key Findings:

- Consolidation of transit operators is challenging
- Small elements of coordination are amenable
- Agreements between operators could be clarified or revisited
- Funding equity is a concern and a challenge
- Where do we get more money?

Current Strengths



- TTD increased frequency on Hwy 50 Route & addition of Route 51
- Improved coordination between SSTMA and TTD
- TART continues to leverage significant local and private dollars to fund transit services
- Placer County co-branding with Truckee (TART)
- Vanpools are a success region wide
- Local contributions have increased

Areas for Improvement

- Increased frequency and span on TART fixed routes
- Address staffing challenges at both TART and TTD that act as significant obstacles to providing optimal levels of service
- Expanded transit connections to Reno, Carson City and Minden/Gardnerville
- Implement North/South connection. Start with focus on recreation
- Serve neighborhoods with limited service (Meyers)
- Improve or find a new operations facility for TTD

Conceptual Alternatives

Governance, Funding, Capital, and Service Alternatives



Conceptual Governance Alternatives

- Consider a North Shore JPA or Regional Transit Board
- Evaluate feasibility of a single operator on South Shore (fixed route and microtransit)
- Evaluate TMA roles
- Explore South Shore JPA role
- Expanded coordination between existing operators
 - Staff training, vehicle procurement, joint planning, branding, technology etc.
- Memorialize bus stop agreements



Conceptual Funding Alternatives

- Explore parking fees as transit revenue within specific corridors
- Assess feasibility of TBID and TOT use for transit in SLT
- Assess financial sustainability of existing operators
- Regional tax/funding source
- Airport district funding

Conceptual Capital Alternatives

- Explore options for TTD's maintenance facility
- Park and Ride Facilities (High level)
- Regional trip planning and real time arrival
- Fare equipment

Conceptual Service Alternatives

- Co-mingle paratransit and microtransit services
- Explore alternatives for improved service to/from Carson and Minden
- Explore options for service to Meyers
- Expanded TART Connect Service to Ward Canyon
- Consider joint airport service contract between NLT and SLT
- Analyze feasibility of expanded recreation services on SR 28 and SR 89

Questions?

www.trpa.gov/transitstudy

Kira Richardson

krichardson@trpa.gov



AGENDA ITEM: VI.A.



MEMORANDUM

Date: February 27, 2026
To: Tahoe Transportation District (TTD) Board of Directors
From: Jason Burke, Senior Transportation Planner
Subject: Standing Report on Public Transit Ridership

Action Requested:

It is requested the Board receive this informational report on public transit ridership within the Tahoe Basin.

Fiscal Analysis:

All expenditures associated with the development of this item for the fiscal year are in the approved FY26 budget.

Work Program Impact:

All work associated with these efforts is captured under respective elements of the approved FY26 Work Program, with corresponding allotted staff time under respective projects. Transit system fiscal analysis aligns with Strategic Goal SG-3 "Fund and operate regional multi-modal transportation systems."

Background:

To provide information and transparency regarding ridership for transit services provided by the District and other public transit providers in the basin, staff provides monthly updates to the Regional Transit & Capital Programs Committee (RTCPC) and Board of Directors for review and discussion, with a more detailed analysis of ridership reported by quarter.

Discussion:

Attachment A provides detail for the monthly ridership data, showing a continued increasing trend in TTD ridership number trends in the past month.

Additional Information:

If you have any questions or comments regarding this item, please contact Jason Burke at jburke@tahoetransportation.org

Attachment:

- A. Public Transit Ridership Data



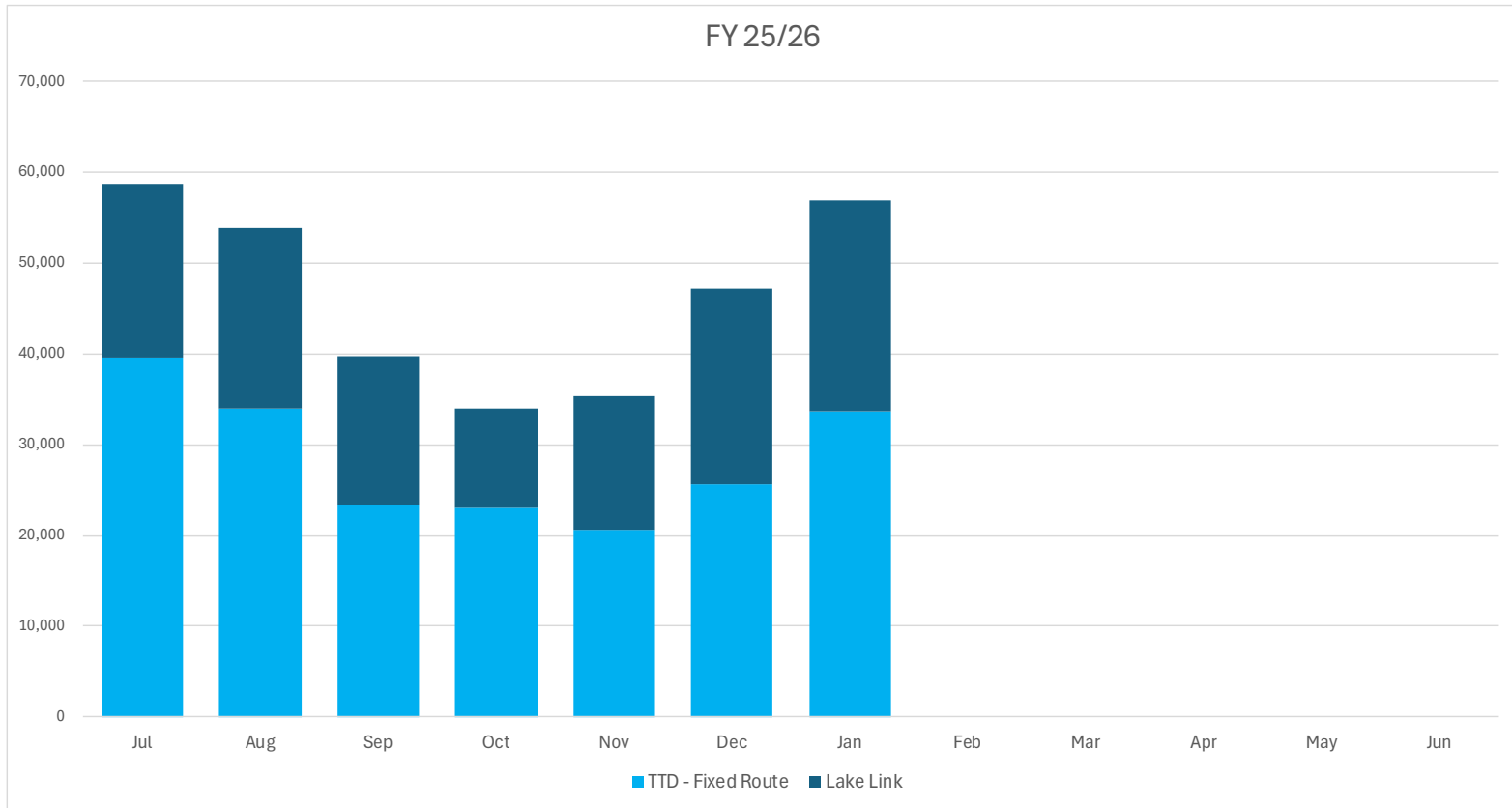
Tahoe Transportation District / Lake Link / TART Ridership Report

		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Annual
FY 24/25	TTD - Fixed Route	33,175	27,570	19,850	17,416	16,217	23,786	25,104	24,824	23,211	21,519	22,888	29,071	284,631
	Gain/Loss YoY	7,044	1,334	1,895	2,056	1,762	9,573	6,858	7,733	8,484	6,390	4,910	7,604	65,643
	Percentage +/- YoY	27.0%	5.1%	10.6%	13.4%	12.2%	67.4%	37.6%	45.2%	57.6%	42.2%	27.3%	35.4%	30.0%
	Lake Link	25,365	24,121	17,076	16,516	16,960	22,275	24,692	21,289	22,695	16,439	17,557	16,516	241,501
	Gain/Loss YoY	10,530	9,507	1,686	4,281	5,601	2,537	300	(4,012)	(851)	(2,391)	(2,375)	(7,513)	17,300
	Percentage +/- YoY	71.0%	65.1%	11.0%	35.0%	49.3%	12.9%	1.2%	-15.9%	-3.6%	-12.7%	-11.9%	-31.3%	7.7%
	TART Placer Co.	30,291	27,041	22,382	18,202	17,479	43,179	48,037	41,323	38,614	18,951	17,245	19,420	342,164
	Gain/Loss YoY	8,269	6,244	4,242	2,776	(621)	(8,765)	(11,562)	(14,902)	(5,234)	(87)	1,875	(388)	(18,153)
	Percentage +/- YoY	37.5%	30.0%	23.4%	18.0%	-3.4%	-16.9%	-19.4%	-26.5%	-11.9%	-0.5%	12.2%	-2.0%	-5.0%
	TART Connect	33,467	31,379	16,393	11,792	13,378	28,367	35,352	32,652	28,367	14,823	12,744	15,032	273,746
	Gain/Loss YoY	-	-	-	-	-	-	-	-	-	(5,871)	(5,758)	(7,003)	-
	Percentage +/- YoY	-	-	-	-	-	-	-	-	-	-28.4%	-31.1%	-31.8%	-
	TTD/Lake Link	58,540	51,691	36,926	33,932	33,177	46,061	49,796	46,113	45,906	37,958	40,445	45,587	526,132
	Gain/Loss YoY	17,574	10,841	3,581	6,337	7,363	12,110	7,158	3,721	7,633	3,999	2,535	91	82,943
	Percentage +/- YoY	42.9%	26.5%	10.7%	23.0%	28.5%	35.7%	16.8%	8.8%	19.9%	11.8%	6.7%	0.2%	18.7%

		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Annual
FY 25/26	TTD - Fixed Route	39,527	33,990	23,363	23,079	20,586	25,604	33,721						199,870
	Gain/Loss YoY	6,352	6,420	3,513	5,663	4,369	1,818	8,617	(24,824)	(23,211)	(21,519)	(22,888)	(29,071)	
	Percentage +/- YoY	19.1%	23.3%	17.7%	32.5%	26.9%	7.6%	34.3%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	
	Lake Link	19,188	19,778	16,419	10,841	14,684	21,523	23,088						125,521
	Gain/Loss YoY	(6,177)	(4,343)	(657)	(5,675)	(2,276)	(752)	(1,604)	(21,289)	(22,695)	(16,439)	(17,557)	(16,516)	
	Percentage +/- YoY	-24.4%	-18.0%	-3.8%	-34.4%	-13.4%	-3.4%	-6.5%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	
	TART Placer Co.	25,786	22,915	18,775	13,831	15,902	34,209							131,418
	Gain/Loss YoY	(4,505)	(4,126)	(3,607)	(4,371)	(1,577)	(8,970)	(48,037)	(41,323)	(38,614)	(18,951)	(17,245)	(19,420)	
	Percentage +/- YoY	-14.9%	-15.3%	-16.1%	-24.0%	-9.0%	-20.8%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	
	TART Connect	23,613	21,919	11,380	9,824	9,625	16,345							92,706
	Gain/Loss YoY	(9,854)	(9,460)	(5,013)	(1,968)	(3,753)	(12,022)	(35,352)	(32,652)	(28,367)	(14,823)	(12,744)	(15,032)	
	Percentage +/- YoY	-29.4%	-30.1%	-30.6%	-16.7%	-28.1%	-42.4%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	
	TTD/Lake Link	58,715	53,768	39,782	33,920	35,270	47,127	56,809	-	-	-	-	0	325,391
	Gain/Loss YoY	175	2,077	2,856	(12)	2,093	1,066	7,013	(46,113)	(45,906)	(37,958)	(40,445)	(45,587)	
	Percentage +/- YoY	0.3%	4.0%	7.7%	0.0%	6.3%	2.3%	14.1%	-100.0%	-100.0%	-100.0%	-100.0%	-100.0%	

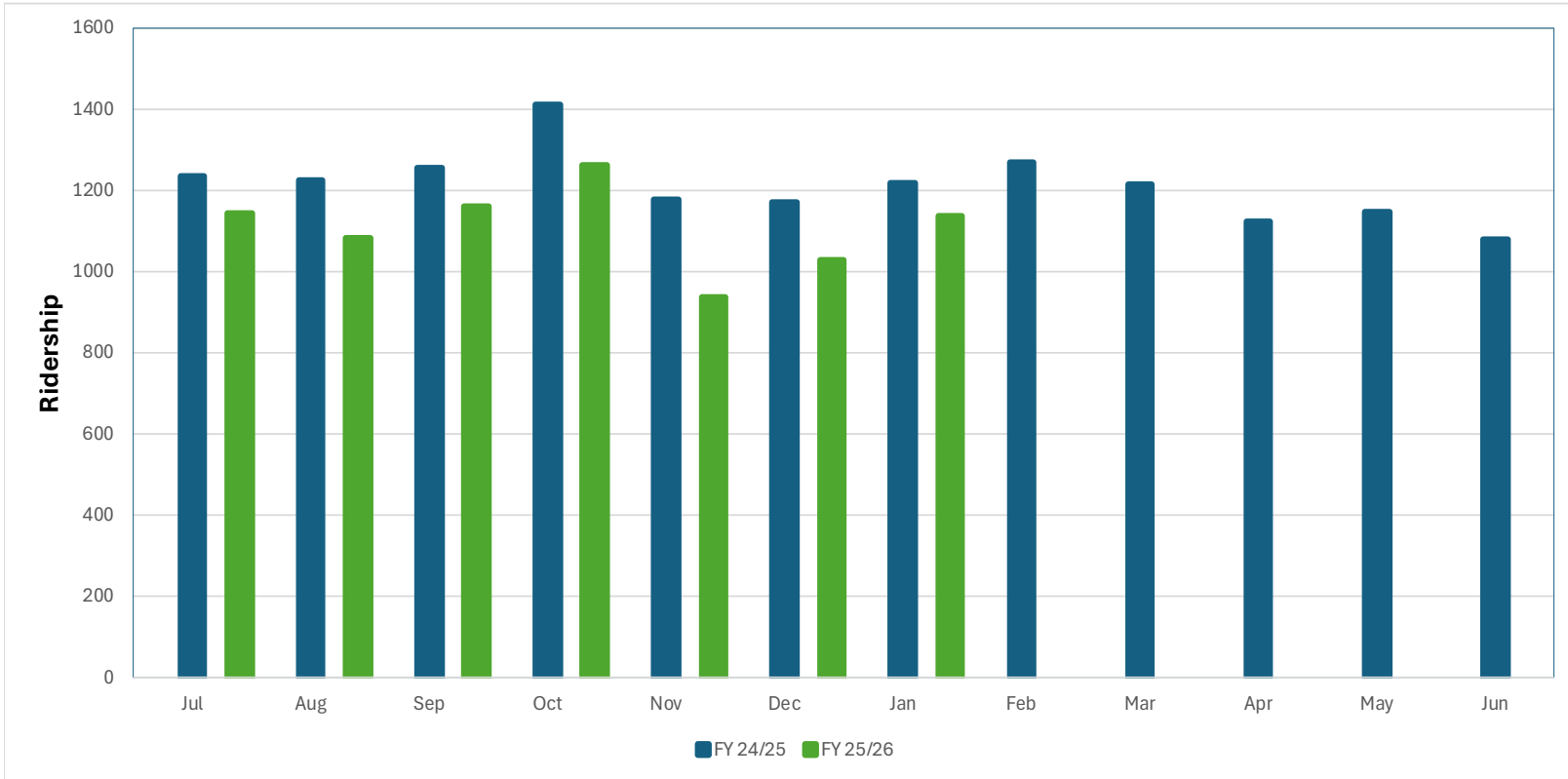


Tahoe Transportation District / Lake Link / TART Ridership Report





Tahoe Transportation District / Lake Link / TART Ridership Report



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Ridership	1,236	1,225	1,255	1,410	1,179	1,170	1,218	1,270	1,214	1,125	1,146	1,078
Change vs. Previous FY	707	599	748	711	534	(33)	(97)	(72)	68	(100)	(121)	(127)
% Change	133.6%	95.8%	147.5%	101.7%	82.8%	-2.7%	-7.4%	-5.4%	5.9%	-8.2%	-9.6%	-10.5%
FY 25/26	1,145	1,084	1,160	1,261	936	1,027	1,138	-	-	-	-	-
	(91)	(141)	(95)	(149)	(243)	(143)	(80)	-	-	-	-	-
	-7.4%	-11.5%	-7.6%	-10.6%	-20.6%	-12.2%	-6.6%	0.0%	0.0%	0.0%	0.0%	0.0%