

TAHOE REGIONAL PLANNING AGENCY (TRPA)
TAHOE METROPOLITAN PLANNING AGENCY (TMPO)
AND TRPA COMMITTEE MEETINGS

NOTICE IS HEREBY GIVEN that on **Wednesday, September 25, 2019**, commencing at **10:30 a.m.**, at the **North Tahoe Events Center, 8318 N. Lake Blvd., Kings Beach, CA** the **Governing Board** of the Tahoe Regional Planning Agency will conduct its regular meeting. The agenda is attached hereto and made part of this notice.

NOTICE IS FURTHER GIVEN that on **Wednesday, September 25, 2019**, commencing at **8:30 a.m.**, at the **North Tahoe Events Center**, the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Approval of Agenda; **3)** Recommend approval of August Financials; **(Page 1) 4)** Recommend approval for the authorization for allocation of FY 2019-2020 Local Transportation Funds of \$75,000 to the Tahoe Regional Planning Agency for the Administration and Planning of the Transportation Development Act Program; **(Page 22) 5)** Recommend approval for the estimated Allocation of FY 2019-2020 Local Transportation Funds of \$1,104,431 to Tahoe Transportation District; **(Page 26) 6)** Recommend approval for the estimated Allocations of the FY 2019-2020 State Transit Assistance funds of \$611,276 to Tahoe Transportation District; **(Page 30) 7)** Recommend approval for the State of Good Repair project Lists for the Tahoe Truckee Area Regional Transit (TART) and Tahoe Transportation District (TTD), and the distribution of the funds for the State of Good Repair FY2019/2020 allocation to the corresponding operators; **(Page 35) 8)** Recommend approval for the Estimated Allocation of FY 2019-2020 Local Transportation Funds of \$836,934 to the Tahoe Truckee Area Regional Transit (TART); **(Page 41) 9)** Recommend approval for the Estimated Allocations of the FY 2019-2020 State Transit Assistance funds of \$355,100 to the Tahoe Truckee Area Regional Transit (TART); **(Page 45) 10)** Recommend approval for the Resolution Approving the 2019 Federal Transportation Improvement Program Amendment No. 4; **(Page 55) 11)** Recommend approval to transfer Abandoned Cash Securities; **(Page 50) 12)** Committee Member Comments; Chair – Aldean, Vice Chair – Sevison, Beyer, Cashman, Cegavske, Hicks, Yeates; **13)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, September 25, 2019**, commencing **9:30 a.m.**, at the **North Tahoe Events Center**, the **TRPA Forest Health & Wildfire Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Approval of Agenda; **3)** Discussion and Possible Direction for TRPA Code of Ordinances Chapter 61 Outline and Organization, Work Plan and Code Section 61.2 (Prescribed Fire); **(Page 180) 4)** Committee Member Comments; Chair – Hicks, Vice Chair – Novasel, Cashman, Faustinos, Lawrence, Sevison, Cegavske; **5)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, September 25, 2019**, commencing **no earlier than 1:30 p.m.**, at the **North Tahoe Events Center**, the **Short-Term Rental Neighborhood Compatibility Working Group**, which includes members of the **Local Government & Housing Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Approval of Agenda; **3)** Review of proposed Short-Term Rental (STR) Neighborhood Compatibility Guidelines and a proposed Performance Review System Code Amendment (TRPA Code, Section 50.5.2); **(Page 183) 4)** Direction to staff to present for possible action the STR Neighborhood Compatibility Code Amendment and Guidelines to the TRPA Advisory Planning Commission, Regional Plan Implementation Committee, and Governing Board by the end of the calendar year (December 2019); **(Page 183) 5)** Committee Member Comments; Chair – Novasel, Vice Chair – Berkbigler, Aldean, Laine, Rice, Sevison, Faustinos (Ex Officio), Lawrence (Ex Officio); **6)** Public Interest Comments

September 18, 2019

A handwritten signature in blue ink that reads "J Marchetta". The signature is fluid and cursive, with a long horizontal line extending to the right from the end of the name.

Joanne S. Marchetta,
Executive Director

This agenda has been posted at the TRPA office and at the following locations: Post Office, Stateline, NV, North Tahoe Event Center in Kings Beach, CA, IVGID Office, Incline Village, NV, North Tahoe Chamber of Commerce, Tahoe City, CA, and South Shore Chamber of Commerce, Stateline, NV

TAHOE REGIONAL PLANNING AGENCY	
GOVERNING BOARD	
TRPA	September 25, 2019
Stateline, NV	10:30 a.m.

All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair of the Board shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chairperson reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Governing Board. All such comments will be included as part of the public record.

“Teleconference locations for Board meetings are open to the public ONLY IF SPECIFICALLY MADE OPERATIONAL BEFORE THE MEETING by agenda notice and/or phone message referenced below.”

In the event of hardship, TRPA Board members may participate in any meeting by teleconference. Teleconference means connected from a remote location by electronic means (audio or video). The public will be notified by telephone message at (775) 588-4547 no later than 6:30 a.m. PST on the day of the meeting if any member will be participating by teleconference and the location(s) of the member(s) participation. Unless otherwise noted, in California, the location is 175 Fulweiler Avenue, Conference Room A, Auburn, CA; and in Nevada the location is 901 South Stewart Street, Second Floor, Tahoe Hearing Room, Carson City, NV. If a location is made operational for a meeting, members of the public may attend and provide public comment at the remote location.

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to attend the meeting. Please contact Marja Ambler at (775) 589-5287 if you would like to attend the meeting and are in need of assistance.

AGENDA

- I. CALL TO ORDER AND DETERMINATION OF QUORUM
- II. PLEDGE OF ALLEGIANCE
- III. PUBLIC INTEREST COMMENTS – All comments may be limited by the Chair.

Any member of the public wishing to address the Governing Board on any item listed or not listed on the agenda including items on the Consent Calendar may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both. The Governing Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda.

- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
- VI. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)

Adjourn as the TRPA and convene as the TMPO

- VII. TAHOE METROPOLITAN PLANNING ORGANIZATION CONSENT CALENDAR (see Consent Calendar agenda below for specific items)

Adjourn as the TMPO and reconvene as the TRPA

- VIII. PLANNING MATTERS

- A. State of the Lake Report by Dr. Geoff Schladow, UC Davis/Tahoe **Informational Only** **Page 97**
- B. Briefing on Annual Local Government Report **Informational Only** **Page 99**
- C. 2020 Regional Transportation Update:
 - 1) Briefing on 2020 Regional Transportation Plan and Schedule **Informational Only** **Page 132**
 - 2) 2019 Public Participation Plan **Approval** **Page 133**
- D. Briefing of Forest Health Action Plan by Forest Schafer, California Tahoe Conservancy **Informational Only** **Page 176**

- IX. REPORTS

- A. Executive Director Status Report **Informational Only**
- B. General Counsel Status Report **Informational Only**

- X. GOVERNING BOARD MEMBER REPORTS
- XI. COMMITTEE REPORTS
 - A. Main Street Management Plan and other components of the US 50 South Shore Community Revitalization Project **Report** Page 177
 - B. Local Government & Housing Committee **Report**
 - C. Legal Committee **Report**
 - D. Operations & Governance Committee **Report**
 - E. Environmental Improvement, Transportation, & Public Outreach Committee **Report**
 - F. Forest Health and Wildfire Committee **Report**
 - G. Regional Plan Implementation Committee **Report**
- XII. PUBLIC COMMENT
- XIII. ADJOURNMENT

TRPA CONSENT CALENDAR

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
1. August Financials	Approval	<u>Page 1</u>
2. Authorization for allocation of FY 2019-2020 Local Transportation Funds of \$75,000 to the Tahoe Regional Planning Agency for the Administration and Planning of the Transportation Development Act Program	Approval	<u>Page 22</u>
3. Estimated Allocation of FY 2019-2020 Local Transportation Funds of \$1,104,431 to Tahoe Transportation District	Approval	<u>Page 26</u>
4. Estimated Allocations of the FY 2019-2020 State Transit Assistance funds of \$611,276 to Tahoe Transportation District	Approval	<u>Page 30</u>
5. State of Good Repair project Lists for the Tahoe Truckee Area Regional Transit (TART) and Tahoe Transportation District (TTD), and the distribution of the funds for the State of Good Repair FY2019/2020 allocation to the corresponding operators	Approval	<u>Page 35</u>
6. Estimated Allocation of FY 2019-2020 Local Transportation Funds of \$836,934 to the Tahoe Truckee Area Regional Transit (TART)	Approval	<u>Page 41</u>
7. Estimated Allocations of the FY 2019-2020 State Transit Assistance funds of \$355,100 to the Tahoe Truckee Area	Approval	<u>Page 45</u>

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| Regional Transit (TART) | | |
| 8. Abandoned Cash Securities | Approval | <u>Page 50</u> |
| 9. APC Membership appointment for the Tahoe
Transportation District Representative, Jaime Wright | Approval | <u>Page 54</u> |

TMPO CONSENT CALENDAR

- | Item | Action Requested | |
|---|------------------|-----------------------|
| 1. 2019 Federal Transportation Improvement Program
Amendment No. 4 | Approval | <u>Page 55</u> |

The consent calendar items are expected to be routine and non-controversial. They will be acted upon by the Board at one time without discussion. The special use determinations will be removed from the calendar at the request of any member of the public and taken up separately. If any Board member or noticed affected property owner requests that an item be removed from the calendar, it will be taken up separately in the appropriate agenda category. Four of the members of the governing body from each State constitute a quorum for the transaction of the business of the agency. The voting procedure shall be as follows: (1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken. (2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings, adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency. (3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

Article III (g) Public Law 96-551 Tahoe Regional Planning Agency Governing Board Members: Chair, William Yeates, California Senate Rules Committee Appointee; Vice Chair, Mark Bruce, Nevada Governor's Appointee; James Lawrence, Nevada Dept. of Conservation & Natural Resources Representative; Sue Novasel, El Dorado County Supervisor; Belinda Faustinos, California Assembly Speaker's Appointee; Shelly Aldean, Carson City Supervisor Representative; Marsha Berkgigler, Washoe County Commissioner; Larry Sevison, Placer County Supervisor Representative; E. Clement Shute, Jr., California Governor's Appointee; Casey Beyer, California Governor's Appointee; Barbara Cegavske, Nevada Secretary of State; Timothy Cashman, Nevada At-Large Member; A.J. Bud Hicks, Presidential Appointee; Wesley Rice, Douglas County Commissioner; Brooke Laine, City of South Lake Tahoe Councilmember.

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA
Stateline, NV

July 24, 2019

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Yeates called the meeting to order at 12:28 p.m.

Members present: Ms. Aldean, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mrs. Cegavske, Ms. Faustinos, Mr. Hicks, Ms. Novasel, Mr. Rice, Mr. Sevison, Mr. Shute (by phone), Mr. Yeates

Members absent: Mr. Beyer, Ms. Laine, Mr. Lawrence

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS

Ed Moser, South Lake Tahoe resident suggested that we lobby some of our California and Nevada delegation to make changes to the Governing Board. He feels that the Presidential Appointee should be able to vote and there should be a voting position for the Washoe Tribe.

Curtis Fong, Bike the West said TRPA has been an integral part of the planning and safety stages for their bike rides over the years. TRPA also sponsored the rest stop at the Gatekeepers Museum in Tahoe City. They've partnered for 23 years with the Leukemia and Lymphoma Society who have brought over 25,000 trained athletes from across the country. This year with America's Most Beautiful Bike ride they surpassed a total fund raising of \$104 million dollars. On behalf of the June 2, 2019, 28th annual, America's Most Beautiful Bike ride, he presented TRPA with a check for \$1,500.

IV. APPROVAL OF AGENDA

- A. Ms. Marchetta said that agenda item number VII.B, Briefing on Tahoe Transportation District's One Tahoe funding initiative will be heard after agenda item VIII. Reports.

V. APPROVAL OF MINUTES

Ms. Aldean moved approval of the June 26, 2019.
Motion carried.

VI. TRPA CONSENT CALENDAR

GOVERNING BOARD

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1. Release of City of South Lake Tahoe Air Quality Mitigation Funds (\$50,000) to reduce traffic congestion and emissions at US 50 – Sierra Blvd intersection
2. Amendments to Chapter 36 of the Code of Ordinances regarding outdoor lighting

Ms. Aldean moved approval.

Mr. Shute said the Regional Plan Implementation Committee unanimously approved the staff recommendation for the proposed Amendments to Chapter 36 of the Code of Ordinances regarding outdoor lighting.

Public Comments & Questions

Dan Brown, South Lake Tahoe resident thanked the Governing Board, Regional Plan Implementation Committee, the Advisory Planning Commission, and staff for their approval on the up-lighting of the flag at the Happy Homestead Cemetery.

Ayes: Ms. Aldean, Ms. Berkgigler, Ms. Faustinos, Mr. Bruce, Mr. Shute, Mr. Cashman, Ms. Novasel, Mrs. Cegavske, Mr. Sevison, Mr. Yeates, Mr. Rice

Absent: Mr. Beyer, Ms. Laine, Mr. Lawrence

Motion carried.

VII. PLANNING MATTERS

- B. Governing Board Field and Boat Tour of the Tahoe Keys Lagoons aquatic weeds

Board Comments & Questions

Ms. Aldean said that they were informed on the boat tour that there's about 90 percent compliance with the backup station.

Ms. Marchetta said input on the analysis or alternatives study should be forwarded to staff to incorporate into the scoping comments.

Ms. Aldean said there were a plethora of imitation owls placed on boat docks in the Tahoe Keys to keep the geese off the docks. These geese are no longer migratory and are permanent residents of the Tahoe Basin and are contributing a lot of organic material to the Tahoe Keys and Lake Tahoe. She suggested that it be analyzed in the environmental document.

Mr. Sevison said it's the visitors who are renting homes that are feeding the geese and therefore, the geese are not leaving.

Ms. Regan said the issue of geese on the shores of Lake Tahoe was on the national news about 15 years ago because it is a constant source nuisance. The studies at the time and the experts consulted said the primary driver of why the geese do not leave is because of the lawns. The proliferation of grass in the Basin has made that a compounding problem. Pet waste is more of a driver of the water quality problem from the nearshore standpoint. The geese are a nuisance but

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from water quality management the proliferation of dog waste is a bigger issue. The geese are eating grass and is not an additional nutrient loading into the Lake but is being looked at with the nearshore research that's happening.

Ms. Novasel said the geese don't like artificial turf because it's hot on their feet.

Public Comments & Questions

None.

C. Briefing on Tahoe Transportation District's One Tahoe funding initiative

Mr. Hasty, Tahoe Transportation District and Mr. Morse, Morse Associates Consulting provided the presentation.

Mr. Hasty said the funding gap relevant to the Regional Transportation Plan is approximately \$67 million dollars per year. The One Tahoe is to look at the potential revenue sources or ideas that could satisfy this amount. The transportation needs and shortfalls are within the transit/ferries, the street/bike/pedestrian, stormwater/water quality, technology, and all modes. A lot of this gap is related to operations and maintenance such as operations relative to transit service which is separate from the capital side of buses and facilities and the maintenance of roads.

The Tahoe Transportation District (TTD) hired Morse Associates Consulting to work with stakeholders on ideas on how to fill the gap through a three-tier screening process. Mr. Morse's presentation today will be on the results of the first tier screening. The TTD board will hear about the results of the second tier at their August meeting. What is available to most jurisdictions in either state on a county basis is not available to them because there's not an entire county in either state within Lake Tahoe. The TTD funding authority is unworkable and is providing nothing to this effort of the Regional Transportation Plan. It has also prevented TTD from being able to use the bonding authority that it has. They expect to change that and there's the likelihood of having to ask both states to create something that may not now exist. There are other things that can happen locally and ideas that will become an aggregate to what they need.

Mr. Morse said their attitude and awareness polling included questions to the Nevada registered voters such as if they've ever been to Lake Tahoe and in 2019, 76 percent had visited Lake Tahoe and over one half had visited in the past year. The numbers are strong across many counties throughout the state. For California registered voters there was 79 percent of registered voters in California that had been to Lake Tahoe and more than one half of them had been here in the past year.

Board Comments & Questions

Mr. Bruce asked if there was a summary of how the poll was taken and who was polled, e.g., Northern Nevada or Northern California.

Mr. Morse, Morse Associates Consulting said these polls were with registered voters in Nevada and California with plus or minus four percent.

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Mr. Bruce asked what company did the polling.

Mr. Morse, Morse Associates Consulting said the Cromer Group based in Washington, DC.

Mr. Cashman asked how many registered voters there are in California.

Mr. Morse, Morse Associates Consulting said he could follow up with the information.

Mr. Cashman said the number seems high. Even if it's half of the population in California and half of those visited Lake Tahoe last year.

Mr. Bruce requested that they receive the data, the background, and contact information for the polling company.

(presentation continued)

Mr. Morse said the next question asked Nevada registered voters whether they understand the importance of Lake Tahoe to the regional economy of Northern Nevada. Eighty-six percent recognized the value of Lake Tahoe to the economy and again was recognized throughout the state. In California, it was 82 percent of the registered voters. Another question was whether or not the respondents felt that the traffic in Lake Tahoe was hurting the economy of the region. In 2019, it was 65 percent of Nevada Registered voters and in California it was 61 percent. The last polling highlight was with registered voters within the Lake Tahoe Basin on whether or not traffic is better, worse, or the same. In 2015, 36 percent of the respondents said the traffic was worse and in 2018, 65 percent said it was worse.

Board Comments & Questions

Mrs. Cegavske asked if there were statistics on how many voters were contacted in each state and where they got the list of registered voters.

Mr. Morse, Morse Associates Consulting said they could provide a list. These polls are a sample that are mathematically and statistically representative of the voting population within the state with a margin of error.

(presentation continued)

Mr. Morse said they've been working on this since the end of 2018 and received ideas from multiple sources such as the public, elected officials, agency staff, and the consultant team. Many ideas were items such as repairing potholes, building sidewalks, or building a bus stop, for example. Those types of questions have been given to the relevant planners or implementors for action. After screening those, there were 27 ideas that were related to funding. The three tier screening process was one that was approved by the Tahoe Transportation District board. There is 13 evaluation criteria and the first tier being discussed today uses four criteria for screening: The first one is whether or not the proposal would require a constitutional amendment in Nevada or California or a mandatory statewide vote in either state. That would be a fatal flaw if required and would not be taken forward for further screening. Adequacy was a more qualitative assessment of can this proposal generate strong revenue. Predictability was also looked at. There needs to be

sustainability in the transportation system particularly in the transit systems. There would need to be an assessment as to whether or not the proposed revenue mechanism has a predictable future. Economic efficiency is to the degree that the revenue mechanism is directly connected to the transportation that is being funded. An example of something that would have poor economic efficiency is property taxes because there's not a direct connection between what's being paid in taxes and transit service as opposed to a transit fare that would have a direct connection between transit service and what's being paid. The primary focus of the tier one screening was to eliminate mechanisms. They're not looking for something that can produce all the revenue necessarily with a single mechanism but if it's minor in the large scheme of things, they would rate that as having low potential and would most likely not be taken forward. Just because an idea was not recommended to be taken forward in their process doesn't mean that they're not good ideas to pursue from local needs. There may be some of the less robust mechanisms that may be reconsidered including those in the recommended package if they serve to help with equity or sharing of burden. The analysis assumed that these revenue mechanisms would be applied uniformly throughout the Basin. Some of the ideas received were governance structures not revenue mechanisms.

The summary tier 1 screening results were based on four criteria: Adequacy, predictability, economic efficiency, and summary rating. The color of the dots on the screening results slide was how it was rated: Red was rated low, yellow was medium, and green would be high in terms of the characteristic. The size of the dots related to the weighting factor that were assigned to these by the Tahoe Transportation Board. There were 27 ideas with nine being recommended for tier 2 evaluation. Sales tax within the Tahoe Basin doesn't generate enough revenue to be a strong regional revenue source although there may be some value for more sales tax at a local level. Income tax was eliminated because the Nevada constitution prohibits personal income taxes. Property taxes was not recommended as a regional transportation funding source because it's oversubscribed and capped, etc. For the local fuel taxes there's very little motor vehicle fuel sold in the Tahoe Basin. In order to raise any appreciable number, the tax rate on a gallon of fuel would be high and is not recommended to go any further. Gross receipts tax has more than \$5 billion dollars annually in economic activity in the Tahoe Basin according to the Tahoe Prosperity Center. If there was a gross receipts tax it would tap that economic activity, it has the potential for generating significant amounts of revenue and will be looked at in the next level of the screening process. Employee payroll tax is similar because it has the potential for generating revenue given the size of the payrolls within the Basin and is recommended to move forward for further analysis. For new federal and state funding it was the idea that there would be dedicated federal funding or state funding from now into perpetuity. The federal transportation programs are heavily strapped and underfunded and even if they could legally do that, it's not going to happen. If Tahoe were to be treated special, then why not any other region in the country? Both these items are not being recommended for further evaluation. The new city/county general funds are heavily subscribed and are not viable source for a regional transportation funding source and is not being recommended for further analysis. Cordon pricing/basin entry fee would be a fee if a person crossed a set boundary. It's used extensively worldwide and the first one in the United States will be coming to New York City and Manhattan. This has the potential to generate significant revenue that would be predictable and have a strong link in economic efficiency and recommended it move forward to the next screening. Vehicle Miles Traveled fee has good revenue potential but have some complications with technology that could be problematic but are recommending it move forward.

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Transportation Utility Special District is knowing trip generation by land use within the Basin and the demand on the transportation system and then set a fee based upon that. It has a potential for generating significant amounts of revenue and are recommending it move forward. Tolling is similar to the vehicle's miles traveled fee. It has some potential but have some technological and administrative problems but are recommending it move forward for additional analysis. Joint Powers Authority is a governance structure and can be revisited when there's a package that people are interested in pursuing. Zoned transportation user fee is a way to capture from the 50 million trips within the Basin to spread the burden of paying for this transportation shortfall among many more trips than would be done with just a Basin entry fee or cordon pricing scheme. It is recommended for further analysis

Board Comments & Questions

Mr. Yeates asked for further information on the statement regarding the 50 million trips to the Basin. He thought it was around 10 million cars.

Mr. Morse, Morse Associates Consulting said from cell phone studies in 2014, the estimate was 50 million vehicle trips made annually inbound, outbound, and within the Basin.

Mr. Hasty, Tahoe Transportation District said its vehicle trips versus vehicles.

(presentation continued)

Mr. Morse said paid parking might be a good idea for local issues to create safe parking facilities but doesn't generate enough revenue as a regional source. Developer impact fees do not have a large revenue potential and are not recommended to move forward. Congestion pricing is an idea that charges may apply at a certain time of day or congested conditions. It's a concept that could be applied to many of these funding mechanisms. These are recommended to be looked at in the final list when more detailed revenue estimates are done. It is not a mechanism by itself and is not being moved forward. Increased transit fares could be done but by time any appreciable revenues were raised, you would probably lose most of the transit riders and is not something that would be a regional source. Vacancy tax was suggested by someone in the City of South Lake Tahoe and could be a potential to generate significant amounts of revenue. There are some issues but is being recommended to move forward for further analysis. Transient Occupancy tax (hotel tax) is being employed to some degree within the Basin already and has potential to generate significant revenue and should be analyzed further. The rental car fees revenue generation is small and is not a viable regional source.

The tier 2 screening reviews whether or not the mechanism supports the achievement of the environmental thresholds within the Basin and also looks at whether or not there's a socio economic equity, the share between Basin residents.

Board Comments & Questions

Mr. Yeates referred to the slide with the evaluation of the transient occupancy tax. He asked why it was labeled as "go" and how it became one of the nine recommendations. He's concerned with the transient occupancy tax because he sees us strapped for items such as housing.

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Mr. Morse, Morse Associates Consulting said anything that had a summary rating of yellow or green was recommended for further evaluation. Placer County wants to increase their transient occupancy tax for transportation and other purposes. It does have local applications also.

Ms. Berkgigler asked for further clarification on vacancy tax.

Mr. Morse, Morse Associates Consulting said it is a tax on properties that are left vacant for a certain amount of time. The impetus for imposing vacancy taxes is to reduce the number of vacant properties and to try and help some of the housing shortage issues. The City of South Lake Tahoe provided them with a memo with some of the analysis that they had done. There are questions such as what would the rate be and how does one define whether a property is vacant? The analysis from the City indicated that it had some robust revenue potential. He believes the City was looking at this because of the housing issues within the Basin. It was to try and encourage second homeowners who only visit a few weeks per year to rent their homes to increase the housing stock.

Ms. Aldean said that may encourage acceptance in the City of South Lake Tahoe if vacation rentals are eliminated it could encourage people to rent out their homes and exacerbate an already difficult problem. She asked if it was correct that the tolling would be internal to the Basin versus the Basin entry fee (external) because both would involve a toll.

Mr. Morse, Morse Associates Consulting said yes, the cordon pricing is if you were to draw a boundary line and if you crossed it, a fee would be incurred. The tolling is different because that is a charge for using specific roadways. Because the roadway around the lake is two to four lanes that has minimal bypass opportunities with a modest technology investment, a toll system could be installed within zones. Although a toll system has the opportunity to generate revenue there are complications because the tolls would only be captured on that main road and not the travel that occurs within the Basin. There are also other issues that would have to be resolved with the federal government.

Ms. Aldean said in Nevada there's a prohibition against toll roads unless they are new roads.

Mr. Cashman said and it's also if there's a free alternate route.

Ms. Aldean said that would be an additional impediment and would require a legislative action.

Mr. Morse, Morse Associates Consulting said yes, that's correct. There's no constitutional prohibition but there are statutes that would have to be changed or amended and that goes for many of these recommendations. Tahoe is unique, there's two states, portions of five counties, a sixth county that has no roads, a city, and other jurisdictional issues. The mechanism that we're familiar with in Nevada and California in terms of raising transportation revenue don't fit the situation here. The solution will also be unique and will require legislative amendments.

Mr. Bruce asked Mr. Hasty for a one on one meeting to discuss his questions.

(presentation continued)

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Mr. Morse, Morse Associates Consulting said if One Tahoe is successful and the funding gap of \$1.53 billion dollars over 23 years is fulfilled, how does the money get to the right people who are doing the activities? The concept for the One Tahoe governance is predicated on a scenario where the revenue is coming into accounts held by the Tahoe Transportation District and distributed to the people doing the work. They've suggested that this is tied into a planning, programming, and budgeting process. The planning is the long range, 20-30 years, the programming typically addresses three to five years, and the budgeting is the annual or biannual budgets. For the planning portion they've recommended not to reinvent the wheel as there is already a regional transportation planning process. For programming there's already a federally mandated regional transportation improvement program, it's a four year program that designates what's going to be done out of the Regional Transportation Plan and their recommendation is to continue to use that process. In regard to the budget, they've suggested that there's a draft annual budget for the use of the One Tahoe revenue for projects and services prepared for the Tahoe Transportation District board by a technical committee appointed by the TTD board. These budgets would have to be approved unanimously by the TTD board. In order to have something in the budget it would have to be in both the plan and the program and no One Tahoe money could be spent unless the services or projects were in the approved budget. Any amendments to the budget would also need a unanimous board approval by the Tahoe Transportation District. Agreements must be in place for pass through projects before release of funding can be done. You need to take care of what you have before building new things or operating new services. The first priority should be funding routine operations and maintenance of the existing system.

Board Comments & Questions

Ms. Aldean said with respect for new and expanded projects, operations and maintenance is important. She asked if they factored in money for ongoing preservation or are items constructed with routine operations and maintenance to follow.

Mr. Morse, Morse Associates Consulting said if something new is brought online, the following year it falls into the categories of being operated, planning on when to refurbish, and when to replace it at the end of its useful life. It has to be sustainable for this to work. They understand that in any specific year there might be an unusual circumstance and needs to be deviated from for a period of time and should be documented so it's transparent.

Ms. Aldean said operations and maintenance need to be factored in when the cost of new and expanded projects or services are estimated.

Mr. Bruce asked what TRPA's role is for oversight and approvals.

Mr. Morse, Morse Associates Consulting said they were asked to look at a governance concept if One Tahoe is successful and the funding comes in. Funds come in from the state and county level that need to be passed through to the cities. The question is how would this work because there are people who operate transit, operate bicycle and pedestrian facilities, Total Maximum Daily Load, and repair roads. This money is coming in for these multiple uses, how is the money allocated and passed through and prioritized for what gets funded each year?

Mr. Bruce asked where TRPA is in overseeing this plan.

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Mr. Hasty, Tahoe Transportation District said this aligns with what TRPA does now by having to be in the Regional Transportation Plan and the annual programming. It's not only TRPA programs but for other projects that receive other federal funding that would go through the TRPA and the board. They would work with the existing technical group that includes TRPA staff, the public works departments staff, and the department of transportation staff to advise. Every local jurisdiction goes through its own annual update of a five year list of projects. This is marrying into the existing process that's underway now.

Mr. Bruce asked if TRPA's existing role with respect to pass through funding would have other involvement with that other money in addition to what's happening now. He feels that TRPA should have a more significant role given that the stakes would potentially be raised.

Mr. Hasty, Tahoe Transportation District said he would expect TRPA to have a significant role. The district is comprised of the implementing jurisdictions for the transportation plan. With the bill that's being proposed, they are looking to have additional board members on TTD. It has to work with the role of the metropolitan planning organization, TRPA as the RTPA and TRPA to ensure that transportation is aligned with thresholds, land use, and the objectives of TRPA. The Tahoe Transportation District is here to implement transportation for those goals. The goal is to maintain that and not diverge from that. It requires close coordination with TRPA staff and board so the emphasis is on the Regional Transportation Plan and the transportation improvement program process that goes on for programming monies and a like.

(presentation continued)

Mr. Morse, Morse Associates Consulting said the Bi-State Transportation Consultation Group generated a report of a 10-year list of transportation priorities that totaled \$461 million dollars with a shortfall of \$306 million. One Tahoe is to fill the gap in funding to implement the Regional Transportation Plan. The 10-year list is a subset of what's in the Regional Transportation Plan. It indicates illustrative projects and priorities but was not intended to be all inclusive. It doesn't include many other needs in operations and maintenance. The 10-year list is largely unfunded but if One Tahoe is successful, it will address this. The 10-year list doesn't replace the Regional Transportation Plan. By itself, it's insufficient to meet the community's transportation goals and objectives. That's what the Regional Transportation Plan does.

Board Comments & Questions

Mr. Bruce asked what the process was for noticing, public meetings, etc. for the evaluation.

Mr. Morse, Morse Associates Consulting said during the first round of public outreach they asked people what they thought on how to fill the funding gap and introduced them to the One Tahoe concept and how the screening would work, etc. After the tier 2 screening they'll take those results back to public meetings, legislators, other public officials, and business groups. Seventy five percent of those 50 million vehicle trips are being made by people who don't live in the Basin.

Mr. Shute asked who the tier 1 screening group was. Past transportation projects in the Basin have not taken enough account for the state interests. He's concerned that this may move forward without the statewide's being involved. He asked if there's regular contact with the California Natural Resources Agency and the Nevada Department of Conservation and Natural

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Resources and some of the policy makers in Tahoe. He agreed that TRPA should have a broader role, TRPA administers the Environmental Improvement Program and have a lot of aspects of transportation that include other factors such as thresholds and the Tahoe Transportation District as good as it is, it's more narrowly focused. TRPA is the only regional group that represents all of the Basin and there's not enough of a roll for TRPA in this proposal.

Mr. Hasty, Tahoe Transportation District said that is not the intent and they'll address that. The Regional Transportation Project and the transportation projects have to be addressed and be in alignment with the goals of the Regional Plan, thresholds, and land use.

Mr. Shute said the budgeting proposal needs to have a broader perspective because it's not just the Tahoe Transportation Districts that's at stake, it's all the interests in the Basin.

Mr. Hasty, Tahoe Transportation District agreed.

(presentation continued)

Mr. Morse, Morse Associates Consulting said they've encouraged people to endorse the One Tahoe process of trying to find solutions to the funding gap rather than the outcomes. They'll be incorporating the Tahoe Transportation District's board comments along with the TRPA Governing Board comments. Tier 2 screening is in process and the results will be presented to the Tahoe Transportation District in August. They'll continue with the outreach process and provide the results of the screening to those stakeholders.

Board Comments & Questions

Ms. Berkgigler said One Tahoe is an intent to look at the broad based issue of funding and there's no way the Tahoe Transportation District can do that without TRPA. This is the first step to addressing the transportation funding issue. This is not about what the Tahoe Transportation District wants to do but rather it's about an issue and how to address it.

Mr. Hasty, Tahoe Transportation District said that's correct. The Tahoe Transportation District's role is to implement the goals of the Regional Plan and the Regional Transportation Plan. Transportation is delivered by each local government and sometimes within those local governments there are multiple general improvement districts or public utility districts who have responsibility for trails and roads. Then you lay that on with the two states departments of transportation and collectively that's the capacity and how transportation gets implemented in the Basin. TRPA and the Tahoe Transportation District are the only two entities who have responsibility for looking at the entire system. The TTD's role is to focus on implementation and a lot of this responsibility that falls within this gap is associated with the local jurisdictions, the private sector, or TTD. The Tahoe Transportation District's authorities are not at full play and are not bringing anything to the table to get this job done. This cannot go forward without working with every partner that has a role in this.

Mr. Cashman commended the Tahoe Transportation District for taking this on. It's a discussion that needs to be done and we don't know enough about the intricacies on how the process is being implemented but this body should support the effort.

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Mr. Rice asked if the Tahoe Transportation District staff have brought the proposed change in governance to the Tahoe Transportation District board.

Mr. Hasty, Tahoe Transportation District said yes, they brought it to their last board meeting when Mr. Rice was at conference. At this point, it is the consultant's team's recommendation and is up for discussion and debate. TRPA is currently working on an update of the Regional Transportation Plan. This is good opportunity to weave these things together. The desired outcome is to have a constrained list than a large unconstrained list. Process wise in terms of articulating some more detail to this and some of what he's heard today is where that can get mapped out and understood.

Ms. Aldean said TRPA is involved in a myriad of things and the Tahoe Transportation District should be complimented for taking this on. Perhaps we could improve on the communication between the TTD and TRPA by integrating staff members into the process or have more frequent updates. The Agency is at capacity with what it has to do to fulfill its mandate.

Mr. Hasty, Tahoe Transportation District said the Tahoe Transportation District has the luxury of being able to focus on one area which is transportation as a partner with TRPA and the other organizations who are a part of that delivery system to get it here.

Ms. Berkbigler said there are some funding mechanism proposals that she couldn't support. It's not that everything in the report is right on fact and they need to jump into the report with both feet. Today is an informational presentation only. This is a huge issue and applauded Mr. Hasty for bringing it before the TTD board and getting them to support the funding for the study. They'll be constrained with doing some of this stuff anyway because of Nevada state laws.

Mr. Sevison said there are some loose pieces that he questions on how they'll fit into the discussions today. There are two primary groups: The South Shore and the North Shore that are providing transportation and has an overlap with the jurisdictions. It's won't be simple to determine who will have what role, where, and how because there are other partners involved. Can we take what we've accomplished and continue to make it function or should we look at it Basin wide?

Mr. Hasty, Tahoe Transportation District said they are working with all the jurisdictions who sit on the Tahoe Transportation District board. They're not proposing any changes to the delivery right now. This is referring to how some of those delivery mechanisms get money to do more and it's not just TTD.

Ms. Novasel said as a member of the Tahoe Transportation District board for El Dorado County, it has been an uncomfortable relationship between TRPA and the TTD board. She appreciated Mr. Hasty's work on this and agreed that there needs to be some funding resources. It's premature to move to a point where there's talk about specific funding issues when the TTD board still need to figure out what their relationship is with TRPA. They'll continue to work on that and the fact that their board will be changing with the possible addition of new members their focus is on where they sit in a relationship with transit. That is the number one issue for the TTD and how to improve the transit around the Lake.

Public Comments & Questions

Steve Teshara, CEO Lake Tahoe South Shore Chamber of Commerce said they supported the process. There are a lot of people taking advantage of the great attractions and the recreational opportunities at Lake Tahoe but are not contributing to the transportation problem except to be a part of the increased congestion. TRPA and the Tahoe Transportation District's transportation plans are in alignment, but the funding is missing. From a business community standpoint, they're willing to do their part but there are some who are not contributing and that needs to be addressed. The transportation system takes on a significance that it's always had but has yet another level of significance.

Steve Teshara, Tahoe Transportation District board said in the 1980s the Tahoe Transportation District tried twice for a Basin wide sales tax and missed by 89 votes the first time and by the second time it was overwhelming because people at that point in time were not comfortable with regional government. Over time, the district has gone through changes and evolved and is now at a point where it's time to do the real work that the district was appointed to do and that takes money and partnerships. He suggested that one of ways to help the relationship issue is to consider updating the 2008 Memorandum of Understanding between TRPA and TTD. Part of the California Senate Bill 785 has language that mirrors Nevada Senate Bill 136. Probably in the foreseeable future there will be two gubernatorial appointees on the TTD board and an appointee that is appointed by this body. He agreed that every member of the TRPA Governing Board should be interviewed by Morse Associates Consulting.

Ed Moser, South Lake Tahoe resident said under the significant majority of Nevada and California voters feel that Tahoe's traffic is hurting the economy of the region. The big problem is getting to and from the Basin. One suggestion is to allow trucks and buses to utilize Pioneer Trail. If you're looking for funding, it's where the money actually goes where you'll solve the bigger problems. Reduce the number of tourist accommodation units and vacation home rentals and less money will be needed to solve. The vacancy tax is pretty much coming from the pro vacation home rental group. They're trying to put the onus of housing shortages on the second homeowners with vacant homes.

Board Comments & Questions

Mr. Yeates said he agreed with Mr. Cashman in that someone had to tackle this project. The last Regional Transportation Plan approved was somewhat aspirational. That's why there was a Bi-State Transportation Consultation formed. He participated on the Bi-State Fiscal Committee that created the ten year action to pull out what could be done from that aspirational plan. Within that ten year plan there was a need for funding. He has never received a call regarding the One Tahoe project, so he has similar questions as his colleagues. He doesn't feel that when Paul Laxalt and Ronald Regan discussed a compact that addressed Tahoe's issues, they probably didn't think about the fact that they give \$65 million dollars per year to a transit district to then parse out to the jurisdictions in this area. If you were to go to the legislature and ask for most of the things you want on this list, they'll tell you the governance that you'll have when you take that money from their constituents for our good and purposes to ensure it's being spent the way should be. There should have been more collaboration and there needs to be a closer working relationship in the future. He agreed that there needs to be funding. He's concerned that tier 2 is scheduled to be completed by August. He's not opposed to the idea of an entry fee if it was something that was

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embraced but doesn't know where Governor Newsom's administration is on this. Having been with the California Coastal Commission, they fought hard for public access to the coast and not for an entry fee.

VIII. REPORTS

A. Executive Director Status Report

Ms. Regan said the Lake Tahoe Summit will be held on August 20th at the Valhalla. Senator Harris is unable to attend so Senator Feinstein will be hosting the event.

1) Quarterly Report: April – June 2019

No further report.

B. General Counsel Status Report

No report.

IX. GOVERNING BOARD MEMBER REPORTS

Mr. Cashman encouraged everyone to visit the East Shore Bike Trail, it's been receiving amazing reviews. It provides a level of access that doesn't exist at the Lake for the general public.

Ms. Aldean said there's been some confrontation on the East Shore Bike Trail with some of the bikers wanting to move at a quicker pace than some of the other visitors. She asked if there's any way to create a separate lane on the left hand side for bicyclists who want to move at a fast pace.

Ms. Novasel said that's done in Yosemite and in some areas of Southern California.

Ms. Berkbigler said parking is still an issue with people parking along the highway although the parking meters have not been activated.

Mrs. Cegavske asked if anyone contacted former Governor Sandoval who was a big part of this East Shore Bike Trail project.

Carl Hasty, Tahoe Transportation District said the trail etiquette is that the walkers are to move to the right hand side when a bicyclist is approaching. It works well when there's not thousands of people on the trail. When that's the case, there will be conflicts even if everyone is following the rules. There's signage but it's also about educating the users.

Ms. Aldean asked if there's any consideration to physically delineate the separation by striping it.

Carl Hasty, Tahoe Transportation District said that has been done on other trails and doesn't help because the bicyclist has to go around and cross the line around those who are walking.

Mr. Rice asked what the status is of the next leg of the bike trail.

Carl Hasty, Tahoe Transportation District said the next eight miles is at 30 percent design and the

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environmental assessment, the National Environmental Policy Act (NEPA) document and the TRPA document are out for public comment through August 12th. They anticipate bringing that to TRPA for approval this Fall. After that they'll move into the design. They'll be working with partners such as the Incline Village General Improvement District and NV Energy to establish funding agreements. Both those entities are interested in undergrounding their utilities in conjunction with the trail.

Mr. Yeates said there is concern when you have a peloton of bicyclist coming through at a fast pace and the casual walker on the trail. He imagines that over time people will adapt to the different users on this trail but managing that is difficult. The American River bike way that goes from Sacramento to Folsom has bicyclist, runners, walkers, etc. and is heavily used. The American River Parkway Foundation tries to encourage people to be careful and show courtesy and it seems to be working out fairly well.

Ms. Regan said TRPA staff manages a Pathway Partnership Working Group who have been engaged with many agencies and meet regularly about this type of stuff. They've broken down each path around the Lake to collect data from each one to understand what the use patterns are and what the conflicts are. One of the items they're working on is uniform signage.

Mr. Hester said the Nevada Chapter of the American Planning Association is having their annual conference this fall in Sparks. The keynote speaker is the Community Development Director from Paradise who will be presenting on what it's taking to rebuild after the fire. Staff will provide the information for anyone wanting to attend.

Mr. Yeates said both the Butte County and Paradise folks presented at the California Association of Councils of Governments (CALCOG) conference in Yosemite.

X. COMMITTEE REPORTS

A. Main Street Management Plan and other components of the US 50 South Shore Community Revitalization Project

Mr. Hester said on July 23rd, a group went on a field trip to the city of Sparks where they toured Victorian Square and received a presentation of the history of their project. In addition, they visited the Centennial Plaza for a presentation by the Regional Transportation Commission staff. The Centennial Plaza is one of their two main stations is at the west side of Victorian Square. They were provided information on the group called the Downtown Reno Partnership that took in their business improvement district. He said the Main Street Management Working Group will be meeting on August 27, 2019.

Mr. Bruce said he appreciated the extraordinary collaborative effort of the five full time overworked staff members from the city of Sparks who spent 2.5 hours with the group during their busy season. They gave the group a tremendous overlay of practicality with respect to a main street management perspective.

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B. Local Government & Housing Committee

Ms. Novasel said the committee met in July and are working on the third criterion.

Mr. Hester said the workplan included four meetings. The first two meetings were to determine best practices and what the local governments are doing. There was a lot of input from the public. A report for best practices was done and are working on a code amendment to create a new criterion to the Total Maximum Daily Load and permitting that will address neighborhood compatibility for short term rentals. It will have three components: location, operations, and enforcement. It will be presented next month to the committee and the following month will be to finalize it and recommend it to the Governing Board. The bigger purpose of the committee is housing and had the first discussion at their last meeting. They'll ramp that up as the short term rental is addressed. The Mountain Housing Council and the Tahoe Prosperity Center scheduled to do presentations.

Mr. Yeates said the last meeting briefed everyone on what the local jurisdictions are doing and enforcement is one of the big issues. He felt that a great deal was accomplished.

Mr. Rice said it was an excellent meeting and gave the other jurisdictions a chance to see what they all were doing. Measure T in the City of South Lake Tahoe gave Douglas County momentum to get make accomplishments so they didn't have the bifurcation in their county. The best government is a government closest to the people. Given time, the local jurisdictions can tackle this. It's trying to preserve the neighborhoods while allowing people that buy homes as an investment to get a return on their investment. Sometime ago Douglas County moved all their ordinances that had to do with vacation home rentals out of a licensing and into an enforcement. It is working well and are pleased with the response they've received from the company that was hired to monitor all this.

C. Legal Committee

None.

D. Operations & Governance Committee

None.

E. Environmental Improvement, Transportation, & Public Outreach Committee

None.

F. Forest Health and Wildfire Committee

None.

G. Regional Plan Implementation Committee

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Mr. Shute said at their committee meeting in June, they recommended approval for an amendment on flag lighting.

Mr. Hester said the next meeting is scheduled for August and staff will present a workplan on greenhouse gas emissions, mobility measures.

XI. PUBLIC COMMENT

None.

XII. ADJOURNMENT

Chair Mr. Yeates adjourned the meeting at 2:54 p.m.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marja Ambler".

Marja Ambler
Clerk to the Board

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review



Mail
PO Box 5310
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Location
128 Market Street
Stateline, NV 89449

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Phone: 775-588-4547
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STAFF REPORT

Date: September 18, 2019
To: TRPA Governing Board
From: TRPA Staff
Subject: August Financial Statements, Fiscal Year 2019/20

Summary and Staff Recommendation:

Staff recommends acceptance of the August Financial Statements for Fiscal Year 2019/20.

Required Motion:

In order to accept the Financial Statements, the Governing Board must make the following motion:

- 1) A motion to accept the August 2018 Financial Statements

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background:

TRPA invoiced both states for their annual contributions. Nevada has paid their portion, \$2.4M. We are waiting for California's contribution. This is normal.

We have now completed two months (17%) of the fiscal year. Planning revenue is slightly ahead of last year. Expenditures are at or below budgeted levels. Compensation expenses are tracking to expectations. We have two open positions.

Cash flow for the month was a positive \$1.0M. Disbursements were \$2.6M, a record and we received \$3.6M in revenues.

YTD Revenues and Expenses

Tahoe Regional Planning Agency

Fiscal YTD August 2019 (\$K)

General Funds	Gen Fund	Planning	Other	Total
State Revenue	7,096		0	7,096
Applicants	0	309	77	386
Other	(0)		63	63
Total Revenue	7,096	309	141	7,546
Staff	601	217	67	885
Contracts	56	20	74	150
Financing			0	0
Other	179	0	10	189
Total Expenditures	836	238	151	1,224

General Funds Balance	6,260	72	(10)	6,321
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Grants	AIS	TMPO	Other	Total
Grants	0	0	0	0
Fees	359		0	359
Other	750	0	0	750
Total Revenue	1,109	0	0	1,109
Staff	48	66	4	118
Contracts	21	14	0	35
Other	30	4	0	34
Total Expenditures	99	84	4	188

Special Funds Balance	1,010	(84)	(4)	921
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The General Fund balance is normally positive at this point in the year due to up-front funding but will decline through the balance of the year. We expect Revenue and expenses to match at year-end. There are negative balances in the Special Funds (TMPO & other grants) because we bill these grants in arrears. The AIS program balance is high due to a combination of State funds for the new year (\$750K) and fees from summer inspection and decontamination activities.

TRPA Balance Sheet

Tahoe Regional Planning Agency

Balance Sheet, 8-31-2019

	Gen Fund	Grants	Agency	Grand Total
Asset				
Cash & Invest	3,468,941	1,116,668	18,276,110	22,861,718
A/R	7,205,379	1,653,119		8,858,498
Benefits	18,095			18,095
Current Assets	119,341			119,341
LT Assets	9,580,858			9,580,858
Asset Total	20,392,613	2,769,788	18,276,110	41,438,510
Liabilities				
A/P	43,887	209,884		253,771
Benefits	421,233			421,233
Deferred Rev	420,109	492,917		913,025
Deposits	125,464	10,190		135,655
LT Debt	8,445,000			8,445,000
Mitigation			12,028,291	12,028,291
Securities			5,463,899	5,463,899
Liabilities Total	9,455,693	712,991	17,492,190	27,660,874
Fund Balances	10,936,920	2,056,797	783,919	13,777,636

Net Assets declined by \$1.1M this month. Assets increased by \$0.9M. Invoicing and collection of Nevada's annual contribution offset by expenditures. Liabilities increased by \$0.2M due to taking in additional mitigation funds and a small number of securities. Agency funds represent monies TRPA holds on behalf of other beneficiaries and are not available for TRPA use.

When reading the detailed reports (attached), be aware that fund balances August may not be intuitive. Negative balances mean revenues exceeded expenses. Positive fund balance occurs when expenses exceed revenue. This reflects the formatting in our accounting system.

Contact Information:

For questions regarding this agenda item, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org.

Attachment:

- A. Attachment I August Financial Statements

Attachment A
August Financial Statements

TRPA Financials
Fiscal YTD August 2019 (\$K)
General Funds

General Funds							
	GF	Planning	Shrzone	Reimb.	Settl.	Bldg	Total
<i>Page #</i>	9	12	13	14	14	15	15
Revenue							
State Revenue	7,096						7,096
Grants							
Fees For Service		309	34	38	5		386
Local Revenue							
Other Revenue	(0)				1		0
Rent Revenue						63	63
Total Revenues	7,096	309	34	38	6	63	7,546
<i>Budget</i>	6,980	1,671	477	240	154	1,034	10,556
Expenses							
Compensation	601	217	65	2			885
Contracts	56	20	40		27	7	150
Other	66	0	3		1	7	76
Rent	115						115
Financing							
A&O/Transfers	(2)						(2)
Total Expenses	836	238	109	2	27	14	1,224
<i>Budget</i>	6,085	2,680	674	240	164	694	10,537
<i>% of Ann Budg</i>	14%	9%		1%	17%	2%	12%
Net Fund Balance	6,260	72	(74)	36	(22)	49	6,321
<i>Budgeted Net</i>	895	(1,008)	(197)		(11)	340	19

TRPA Financials
Fiscal YTD August 2019 (\$K)
Special Funds (Grants)

Page #

Special Funds				
EIP	BMP	AIS	TMPO	Total

Revenue

State Revenue		750		750
Grants				
Fees For Service		359		359
Other Revenue				
Rent Revenue				
Total Revenues		1,109		1,109

Budget

290	135	4,066	1,809	6,300
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Expenses

Compensation	4	48	66	118
Contracts		21	14	35
Other		25	4	29
Rent		5		5
Financing				
A&O/Transfers				
Total Expenses	4	99	84	188

Budget

290	135	4,066	1,809	6,300
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% of Ann Budg

	3%	2%	5%	0
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Net Fund Balance

	(4)	1,010	(84)	921
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<i>Budgeted Net</i>	(0)	-	-	-	(0)
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Tahoe Regional Planning Agency

Balance Sheet, 8-31-2019

	Gen Fund	Grants	Agency	Grand Total
Asset				
Cash & Invest	3,468,941	1,116,668	18,276,110	22,861,718
A/R	7,205,379	1,653,119		8,858,498
Benefits	18,095			18,095
Current Assets	119,341			119,341
LT Assets	9,580,858			9,580,858
Asset Total	20,392,613	2,769,788	18,276,110	41,438,510

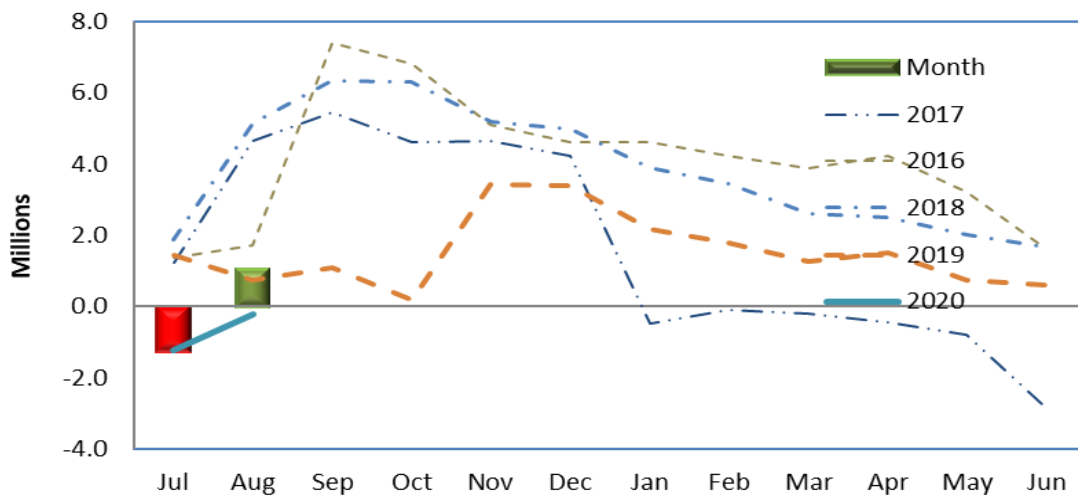
Liabilities

A/P	43,887	209,884		253,771
Benefits	421,233			421,233
Deferred Rev	420,109	492,917		913,025
Deposits	125,464	10,190		135,655
LT Debt	8,445,000			8,445,000
Mitigation			12,028,291	12,028,291
Securities			5,463,899	5,463,899
Liabilities Total	9,455,693	712,991	17,492,190	27,660,874

Fund Balances

10,936,920	2,056,797	783,919	13,777,636
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Monthly Cash Flow



Tahoe Regional Planning Agency

Fee Report, Fiscal YTD July 2019

	2017	2018	2019	2020	% vs. 2019	20 v 19
RESIDENTIAL	29,183	28,594	29,017	48,007	165%	18,990
COMMERCL_TA	1,600	9,875	5,300	13,256	250%	7,956
OTHER_REV	16,962	9,140	4,420	11,500	260%	7,080
TREE_RMVL	5,300	5,411	5,247	10,074	192%	4,827
SHOREZONE	3,500	5,000	11,700	10,000	85%	(1,700)
REVISIONS			9,777	8,875	91%	(902)
FULL_SITE	15,980	7,614	15,040	6,500	43%	(8,540)
SECURITIES	3,141	3,445	4,999	5,867	117%	868
ALLOCATION	5,845	14,384	6,064	5,475	90%	(589)
ENFORCEMNT	913	3,500	8,746	2,600	30%	(6,146)
RECR_PUBLIC	2,875	4,125	3,900	2,275	58%	(1,625)
VB_USE	1,440	720	720	1,872	260%	1,152
STD	2,057	785	396	1,759	444%	1,363
QUAL_EXEMPT	408	136	408	1,416	347%	1,008
QE SHOREZONE		462	462	1,131	245%	669
SUBDIV_EXIST	891	5,583		1,002		1,002
IPES	1,080	1,038	540	861	159%	321
GRADING	4,584	1,652	1,652	826	50%	(826)
B_TANK_JJ	304	554		790		790
CONSTR_EXT	420	120	120	540	450%	420
SOILS_HYDRO	1,948	3,896	2,435	487	20%	(1,948)
LMTD_INCENT				347		347
RES_DRIVE		149		194		194
GENERAL	30	15,989		130		130
LAND_CHALL	3,968	(2,500)	14,050			(14,050)
LAND_CAP	1,602	1,602	4,272			(4,272)
TRANS_DEV	1,578	1,060	2,120			(2,120)
PARTIAL_SITE			1,058			(1,058)
TEMP_USE		1,314	689			(689)
VB_COVERAGE	2,344	1,514	456			(456)
PRE-APP		848	424			(424)
LLADJ_ROW		2,020				0
MONITORING	4,000	1,598				0
HISTORIC		825				0
NOTE_APPEAL	741	741				0
Totals	112,694	131,195	134,012	135,784	101%	1,772

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
General Fund				
GF Revenue				
Revenue				
Fees for Service	17,954	0	17,954	0%
State Revenue	6,501,073	6,597,236	96,163	101%
Other Revenue	180,230	455	180,684	0%
Local Revenue	156,881	0	156,881	0%
Revenue Total	6,856,138	6,596,781	259,356	96%
GF Revenue Total	6,856,138	6,596,781	259,356	96%
Gov Board				
Expenses				
Contracts	933	100	833	11%
Rent	5,545	0	5,545	0%
Other	22,173	1,275	20,898	6%
Expenses Total	28,651	1,375	27,276	5%
Gov Board Total	28,651	1,375	27,276	5%
Executive				
Expenses				
Compensation	702,042	103,248	598,794	15%
Rent	207	0	207	0%
Other	18,397	0	18,397	0%
Expenses Total	720,646	103,248	617,398	14%
Executive Total	720,646	103,248	617,398	14%
Legal				
Expenses				
Compensation	242,616	32,777	209,839	14%
Contracts	60,000	7,149	52,852	12%
Other	13,522	0	13,522	0%
Expenses Total	316,138	39,926	276,212	13%
Legal Total	316,138	39,926	276,212	13%
Communications				
Expenses				
Compensation	193,684	29,362	164,322	15%
Contracts	17,000	0	17,000	0%
Rent	2,933	0	2,933	0%
Other	73,768	11,160	62,608	15%
Expenses Total	287,385	40,522	246,863	14%

Tahoe Regional Planning Agency

Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Communications Total	287,385	40,522	246,863	14%
Finance				
Expenses				
Compensation	432,682	70,286	362,396	16%
Contracts	64,200	1,400	62,801	2%
Financing	676	0	676	0%
Other	2,798	322	2,476	12%
Expenses Total	500,357	72,007	428,350	14%
Finance Total	500,357	72,007	428,350	14%
IT				
Expenses				
Contracts	290,720	17,357	273,363	6%
Other	210,962	568	210,394	0%
Expenses Total	501,682	17,925	483,757	4%
IT Total	501,682	17,925	483,757	4%
HR				
Expenses				
Compensation	322,085	35,561	286,524	11%
Contracts	49,600	5,098	44,502	10%
Other	99,261	23,024	76,237	23%
Expenses Total	470,946	63,684	407,263	14%
HR Total	470,946	63,684	407,263	14%
Research & Analysis				
Expenses				
Compensation	935,134	154,408	780,726	17%
Contracts	1,272,305	23,991	1,248,314	2%
Other	31,273	1,208	30,065	4%
Expenses Total	2,238,712	179,607	2,059,105	8%
Research & Analysis Total	2,238,712	179,607	2,059,105	8%
Env. Improv.				
Revenue				
State Revenue	0	375,000	375,000	0%
Revenue Total	0	375,000	375,000	0%
Expenses				
Compensation	478,719	55,511	423,208	12%

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Contracts	25,000	0	25,000	0%
Other	16,933	3,599	13,334	21%
Expenses Total	520,652	59,110	461,542	11%
Env. Improv. Total	520,652	315,890	836,542	-61%
Long Range & Transp. Planning				
Expenses				
Compensation	582,423	105,685	476,739	18%
Contracts	60,170	0	60,170	0%
Rent	544	0	544	0%
Other	10,799	443	10,355	4%
Expenses Total	653,936	106,128	547,808	16%
Long Range & Transp. Planning Total	653,936	106,128	547,808	16%
TMPO				
Expenses				
Contracts	306,105	1,195	304,910	0%
Other	43,049	7,889	35,160	18%
Expenses Total	349,154	9,084	340,070	3%
TMPO Total	349,154	9,084	340,070	3%
Boat Crew				
Revenue				
State Revenue	124,000	124,000	0	100%
Revenue Total	124,000	124,000	0	100%
Expenses				
Compensation	100,230	417	99,813	0%
Other	44,825	8,380	36,445	19%
Expenses Total	145,055	8,797	136,259	6%
Boat Crew Total	21,055	115,203	136,259	-547%
General Services				
Expenses				
Compensation	89,986	13,458	76,528	15%
Contracts	56,364	0	56,364	0%
Rent	688,980	114,830	574,150	17%
Other	168,591	7,871	160,720	5%
Expenses Total	1,003,921	136,159	867,762	14%
General Services Total	1,003,921	136,159	867,762	14%

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Other				
Expenses				
Compensation	193,819	0	193,819	0%
Other	24,148	0	24,148	0%
A&O/Transfers	1,869,955	1,896	1,868,059	0%
Expenses Total	1,651,988	1,896	1,650,091	0%
Other Total	1,651,988	1,896	1,650,091	0%
General Fund Total	894,890	6,260,106	5,365,216	700%
Planning				
Current Planning				
Revenue				
Fees for Service	1,659,336	301,554	1,357,782	18%
Revenue Total	1,659,336	301,554	1,357,782	18%
Expenses				
Compensation	1,043,486	164,078	879,408	16%
Contracts	150,000	20,130	129,871	13%
Financing	20,000	0	20,000	0%
Other	10,398	0	10,398	0%
A&O/Transfers	793,049	0	793,049	0%
Expenses Total	2,016,933	184,207	1,832,726	9%
Current Planning Total	357,597	117,347	474,944	-33%
Code Enforcement				
Expenses				
Compensation	358,866	48,631	310,235	14%
Other	2,220	122	2,098	5%
A&O/Transfers	272,738	0	272,738	0%
Expenses Total	633,823	48,752	585,071	8%
Code Enforcement Total	633,823	48,752	585,071	8%
Stormwater Planning Support				
Revenue				
Fees for Service	12,000	7,531	4,469	63%
Revenue Total	12,000	7,531	4,469	63%
Expenses				
Compensation	16,451	4,560	11,891	28%
A&O/Transfers	12,503	0	12,503	0%
Expenses Total	28,954	4,560	24,394	16%

Tahoe Regional Planning Agency

Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Stormwater Planning Support Total	16,954	2,972	19,926	-18%
Planning Total	1,008,375	71,566	1,079,940	-7%
Shorezone				
Current Planning				
Expenses				
Compensation	167,405	19,004	148,402	11%
A&O/Transfers	127,228	0	127,228	0%
Expenses Total	294,634	19,004	275,630	6%
Current Planning Total	294,634	19,004	275,630	6%
Communications				
Expenses				
Compensation	4,565	0	4,565	0%
Contracts	65,000	0	65,000	0%
Other	0	23	23	0%
A&O/Transfers	3,472	0	3,472	0%
Expenses Total	73,036	23	73,013	0%
Communications Total	73,036	23	73,013	0%
Research & Analysis				
Expenses				
Compensation	28,030	4,887	23,143	17%
Contracts	130,000	0	130,000	0%
Other	22,254	0	22,254	0%
A&O/Transfers	21,333	0	21,333	0%
Expenses Total	201,616	4,887	196,729	2%
Research & Analysis Total	201,616	4,887	196,729	2%
Other				
Revenue				
Fees for Service	477,322	34,228	443,094	7%
Other Revenue	34	0	34	0%
Revenue Total	477,288	34,228	443,060	7%
Other Total	477,288	34,228	443,060	7%
Implementation				
Expenses				
Compensation	8,263	48	8,215	1%
A&O/Transfers	6,280	0	6,280	0%
Expenses Total	14,544	48	14,496	0%

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Implementation Total	14,544	48	14,496	0%
Shorezone Boat Crew				
Expenses				
Compensation	39,571	41,504	1,933	105%
Contracts	20,000	39,818	19,818	
Other	0	3,295	3,295	0%
A&O/Transfers	30,555	0	30,555	0%
Expenses Total	90,126	84,617	5,509	
Shorezone Boat Crew Total	90,126	84,617	5,509	
Shorezone Total	196,668	74,351	122,317	38%
Reimbursables				
Current Planning				
Revenue				
Fees for Service	120,000	38,173	81,827	32%
Revenue Total	120,000	38,173	81,827	32%
Expenses				
Contracts	120,000	0	120,000	0%
Expenses Total	120,000	0	120,000	0%
Current Planning Total	0	38,173	38,173	0%
Legal - Direct or Disallowed				
Revenue				
Fees for Service	120,000	0	120,000	0%
Revenue Total	120,000	0	120,000	0%
Expenses				
Compensation	0	1,705	1,705	0%
Contracts	120,000	0	120,000	0%
Expenses Total	120,000	1,705	118,295	1%
Legal - Direct or Disallowed Total	0	1,705	1,705	0%
Reimbursables Total	0	36,468	36,468	0%
Settlements				
Settlements				
Revenue				
Fees for Service	150,000	5,000	145,000	3%
Other Revenue	3,600	600	3,000	17%

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Revenue Total	153,600	5,600	148,000	4%
Expenses				
Contracts	149,000	26,750	122,250	18%
Other	15,220	500	14,720	3%
Expenses Total	164,220	27,250	136,970	17%
Settlements Total	10,620	21,650	11,030	204%
Settlements Total	10,620	21,650	11,030	204%
Building				
Building				
Revenue				
Other Revenue	16,260	0	16,260	
Rent Revenue	328,844	62,785	266,059	19%
TRPA Rent Revenue	688,980	114,830	574,150	17%
Revenue Total	1,034,084	177,615	856,469	17%
Expenses				
Contracts	52,450	0	52,450	0%
Financing	391,944	0	391,944	0%
Other	164,759	3,309	161,450	2%
Expenses Total	609,153	3,309	605,844	1%
Building Total	424,931	174,306	250,625	41%
CAM				
Expenses				
Contracts	0	7,031	7,031	0%
Other	85,072	3,304	81,768	4%
Expenses Total	85,072	10,335	74,737	12%
CAM Total	85,072	10,335	74,737	12%
Building Total	339,859	163,971	175,888	48%
BMP				
BMP Enforcement in NV (NV 319)				
Revenue				
Grants	124,873	0	124,873	0%
Revenue Total	124,873	0	124,873	0%
Expenses				
Compensation	78,242	4,450	73,792	6%
Contracts	10,000	0	10,000	0%

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Other	1,423	0	1,423	0%
A&O/Transfers	35,209	0	35,209	0%
Expenses Total	124,873	4,450	120,424	4%
BMP Enforcement in NV (NV 319) Total	0	4,450	4,450	
LTInfo BMP Database (NDEP)				
Revenue				
Grants	10,000	0	10,000	0%
Revenue Total	10,000	0	10,000	0%
Expenses				
Contracts	10,000	0	10,000	0%
Expenses Total	10,000	0	10,000	0%
LTInfo BMP Database (NDEP) Total	0	0	0	0%
BMP Total	0	4,450	4,450	
EIP				
Wetland Monitoring (EPA)				
Revenue				
Grants	98,625	0	98,625	0%
Revenue Total	98,625	0	98,625	0%
Expenses				
Contracts	98,625	0	98,625	0%
Expenses Total	98,625	0	98,625	0%
Wetland Monitoring (EPA) Total	0	0	0	0%
Nearshore Trib Monitoring (Lahontan)				
Revenue				
Grants	75,188	0	75,188	0%
Revenue Total	75,188	0	75,188	0%
Expenses				
Compensation	3,188	0	3,188	0%
Contracts	72,000	0	72,000	0%
A&O/Transfers	0	0	0	0%
Expenses Total	75,188	0	75,188	0%
Nearshore Trib Monitoring (Lahontan) Total	0	0	0	
(CLOSED) USFS LTINFO				
Revenue				

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Grants	55,915	0	55,915	0%
Revenue Total	55,915	0	55,915	0%
Expenses				
Compensation	31,770	0	31,770	0%
A&O/Transfers	24,145	0	24,145	0%
Expenses Total	55,915	0	55,915	0%
(CLOSED) USFS LTINFO Total	0	0	0	0%
CalFire Wildfire Prevention Outreach				
Revenue				
Grants	59,950	0	59,950	0%
Revenue Total	59,950	0	59,950	0%
Expenses				
Contracts	59,950	0	59,950	0%
Expenses Total	59,950	0	59,950	0%
CalFire Wildfire Prevention Outreach Total	0	0	0	0%
EIP Total	0	0	0	
AIS				
Watercraft Inspection Fees				
Revenue				
Fees for Service	1,116,214	305,668	810,546	27%
Revenue Total	1,116,214	305,668	810,546	27%
Expenses				
Compensation	135,746	17,217	118,529	13%
Contracts	830,496	1,626	828,870	0%
Financing	15,020	0	15,020	0%
Rent	30,771	0	30,771	0%
Other	104,182	2,577	101,605	2%
A&O/Transfers	0	0	0	0%
Expenses Total	1,116,214	21,420	1,094,794	2%
Watercraft Inspection Fees Total	0	284,248	284,248	
Sand Harbor Asian Clam Control (NDSL)				
Revenue				
Grants	76,102	0	76,102	0%
Revenue Total	76,102	0	76,102	0%
Expenses				

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Contracts	76,102	0	76,102	0%
Expenses Total	76,102	0	76,102	0%
Sand Harbor Asian Clam Control (NDSL) Total	0	0	0	0%
Tahoe Keys & Lakewide AIS Control (LTRA)				
Revenue				
Grants	1,851,531	0	1,851,531	0%
Revenue Total	1,851,531	0	1,851,531	0%
Expenses				
Compensation	17,820	2,071	15,749	12%
Contracts	1,820,000	0	1,820,000	0%
Other	168	42	209	-25%
A&O/Transfers	13,543	0	13,543	0%
Expenses Total	1,851,531	2,030	1,849,502	0%
Tahoe Keys & Lakewide AIS Control (LTRA) Tot	0	2,030	2,030	
Lakewide AIS Control (USACE)				
Revenue				
Grants	217,337	0	217,337	0%
Revenue Total	217,337	0	217,337	0%
Expenses				
Contracts	217,337	7,835	209,502	4%
Other	0	7,835	7,835	0%
Expenses Total	217,337	15,670	201,667	7%
Lakewide AIS Control (USACE) Total	0	15,670	15,670	0%
CA Gen Fund AIS Prevention				
Revenue				
State Revenue	375,000	375,000	0	100%
Revenue Total	375,000	375,000	0	100%
Expenses				
Contracts	375,000	0	375,000	0%
Expenses Total	375,000	0	375,000	0%
CA Gen Fund AIS Prevention Total	0	375,000	375,000	0%
NV Gen Fund AIS Prevention & Control				
Revenue				
State Revenue	375,000	0	375,000	0%
Revenue Total	375,000	0	375,000	0%

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Expenses				
Compensation	165,608	28,126	137,482	17%
Contracts	181,551	3,791	177,760	2%
Rent	0	5,129	5,129	0%
Other	27,841	14,663	13,179	53%
A&O/Transfers	0	0	0	0%
Expenses Total	375,000	51,708	323,292	14%
NV Gen Fund AIS Prevention & Control Total	0	51,708	51,708	
Secret Shopper Inspection Stations (DBW)				
Revenue				
Grants	7,150	0	7,150	0%
Revenue Total	7,150	0	7,150	0%
Expenses				
Contracts	7,150	0	7,150	0%
Expenses Total	7,150	0	7,150	0%
Secret Shopper Inspection Stations (DBW) Total	0	0	0	0%
AIS Prevention (SNPLMA Rnd 12 Final)				
Expenses				
Compensation	0	496	496	0%
Contracts	0	225	225	0%
Expenses Total	0	721	721	0%
AIS Prevention (SNPLMA Rnd 12 Final) Total	0	721	721	
Shorezone Fees				
Revenue				
Fees for Service	0	53,652	53,652	0%
Revenue Total	0	53,652	53,652	0%
Shorezone Fees Total	0	53,652	53,652	0%
(CLOSED) Alpine Inspection Station DBW grant				
Revenue				
Grants	47,695	0	47,695	0%
Revenue Total	47,695	0	47,695	0%
Expenses				
Contracts	47,695	7,835	39,860	16%
Expenses Total	47,695	7,835	39,860	16%

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
(CLOSED) Alpine Inspection Station DBW grant	0	7,835	7,835	0%
AIS Total	0	634,938	634,938	
Transportation				
Transportation				
Revenue				
Grants	1,474,617	0	1,474,617	0%
Revenue Total	1,474,617	0	1,474,617	0%
Expenses				
Compensation	681,621	61,719	619,902	9%
Contracts	584,953	13,975	570,978	2%
Other	0	3,821	3,821	0%
A&O/Transfers	518,031	0	518,031	0%
Expenses Total	1,784,605	79,515	1,705,091	4%
Transportation Total	309,988	79,515	230,474	
NDSL LTLP Shoreline Plan				
Revenue				
Grants	3,192	0	3,192	0%
Revenue Total	3,192	0	3,192	0%
Expenses				
Compensation	1,769	1,536	233	87%
Other	78	178	100	229%
A&O/Transfers	1,345	0	1,345	0%
Expenses Total	3,192	1,714	1,478	54%
NDSL LTLP Shoreline Plan Total	0	1,714	1,714	
Transportation SB1 Formula & Competitive				
Revenue				
Grants	309,988	0	309,988	0%
Revenue Total	309,988	0	309,988	0%
Transportation SB1 Formula & Competitive Tc	309,988	0	309,988	0%
CTC Shoreline Plan				
Revenue				
Grants	4,670	0	4,670	0%
Revenue Total	4,670	0	4,670	0%
Expenses				
Compensation	2,571	2,496	75	97%

Tahoe Regional Planning Agency
Fiscal YTD August 2019

	Ann Budget	YTD	Remaining	Spent
Other	146	334	188	229%
A&O/Transfers	1,954	0	1,954	0%
Expenses Total	4,670	2,830	1,841	61%
CTC Shoreline Plan Total	0	2,830	2,830	
CA SGC SSARP Grant - Safety				
Revenue				
Grants	17,000	0	17,000	0%
Revenue Total	17,000	0	17,000	0%
Expenses				
Contracts	17,000	0	17,000	0%
Expenses Total	17,000	0	17,000	0%
CA SGC SSARP Grant - Safety Total	0	0	0	0%
Transportation Total	0	84,058	84,058	
Other				
Env. Newsletter				
Revenue				
Grants	10,000	410	9,590	4%
Revenue Total	10,000	410	9,590	4%
Expenses				
Other	34,278	0	34,278	0%
Expenses Total	34,278	0	34,278	0%
Env. Newsletter Total	24,278	410	24,688	-2%
Science Council				
Revenue				
State Revenue	101,000	0	101,000	0%
Revenue Total	101,000	0	101,000	0%
Expenses				
Compensation	5,674	436	5,239	8%
Contracts	85,768	0	85,768	0%
Other	4,366	480	3,886	11%
A&O/Transfers	0	0	0	0%
Expenses Total	95,809	916	94,893	1%
Science Council Total	5,191	916	6,107	
Other Total	19,086	506	18,581	3%

STAFF REPORT

Date: September 18, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: Authorization for allocation of FY 2019-2020 Local Transportation Funds of \$75,000 to the Tahoe Regional Planning Agency for the Administration and Planning of the Transportation Development Act Program

Requested Action: Governing Board adoption of the attached resolution approving the FY 2019-2020 allocation of Local Transportation Funds to the Tahoe Regional Planning Agency (TRPA) for the cost of administration and planning of the Transportation Development Act program.

Staff Recommendation: Staff recommends the Governing Board adopt the attached resolution (Attachment A) approving the allocation of the FY 2019-2020 Local Transportation Funds in the amount of \$75,000 to the Tahoe Regional Planning Agency (TRPA).

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion, based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background: As the designated Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region, TRPA has the responsibility for administering the funds that are provided by the Transportation Development Act (TDA). TDA provides two funding sources that are intended for the support and develop of transportation services. These funds are the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

TDA legislation provides financial support for public transportation through the LTF, which is derived from ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. These funds are deposited in a local transportation fund. RTPAs administer these funds within their areas of jurisdiction based upon population and the priorities set by the TDA. TDA regulations allow the LTF to support the RTPA's cost of administering the program and allows up to three percent of the funds to be allocated to the RTPAs for transportation planning and programming purposes.

As required by the TDA, the El Dorado County and Placer County Auditor Controller Offices have notified TRPA of the LTF funds apportioned for El Dorado County and Placer County within the Tahoe Region.

Following the priorities set by the TDA, TRPA has allocated LTF funds for its costs of administering the program and for the transportation planning functions. These costs are prorated to both El Dorado County and Placer County. After these funds are withheld, the remaining monies are available to El Dorado County and Placer County in the Tahoe Region. Historically, these remaining LTF funds have been programmed 100 percent to provide for public transit services.

Staff has determined that a total of \$40,000 is required to administer the TDA program, which represents approximately 2.06 percent of the total LTF (\$1,946,325) available this fiscal year to the Tahoe Region. These funds will be used to cover the costs of required TDA fiscal reports and audits and will fund the TRPA staff activities necessary to administer this program. A total of \$22,100 is budgeted from the El Dorado County apportionment and \$17,900 from the Placer County apportionment.

The amount required for planning and programming functions of the TDA is \$35,000. This amount represents approximately 1.80 percent of the total LTF (\$1,946,325) available this fiscal year to the Tahoe Region. Of this amount, \$19,300 is budgeted from the El Dorado County apportionment and \$15,700 from the Placer County apportionment.

The services to be provided by this funding can be found in the Transportation Overall Work Program and are consistent with the TDA regulations and the Regional Transportation Plan.

The monies shall be derived from El Dorado County’s LTF and Placer County’s LTF apportionments as shown in the table below. TRPA has rounded the allocations to the nearest \$100, for ease of distribution.

FY 2019-2020 LOCAL TRANSPORTATION FUND	
• TDA ADMINISTRATION ALLOCATIONS	
El Dorado County 55.26%	\$22,100.00
Placer County 44.74%	\$17,900.00
Administration total:	\$40,000.00
• PLANNING AND PROGRAMMING ALLOCATIONS	
El Dorado County 55.26%	\$19,300.00
Placer County 44.74%	\$15,700.00
Planning & Programming total:	\$35,000.00
TOTAL ALLOCATION:	\$ 75,000.00

Issues/Concerns: The proposed allocation of TDA funding allocation does not have any known issues or concerns.

Regional Plan Compliance: The proposed allocations of funds comply with all requirements of the State of California TDA rules and regulations, and the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information: If there are any questions regarding this agenda item, please contact Melinda Kolb at (775)589-5231 or by email at mkolb@trpa.org.

Attachment:

- A. Resolution

TAHOE REGIONAL PLANNING AGENCY,
TRPA RESOLUTION NO. 2019 - _____

A RESOLUTION ALLOCATING FY 2019-2020 LOCAL TRANSPORTATION FUNDS OF \$75,000
TO THE TAHOE REGIONAL PLANNING AGENCY FOR ADMINISTRATION AND PLANNING OF THE
TRANSPORTATION DEVELOPMENT ACT PROGRAM

WHEREAS, the Tahoe Regional Planning Agency (TRPA) was designated by the State of California as the
Regional Transportation Planning Agency (RTPA) for the Tahoe Region; and

WHEREAS, as the RTPA, TRPA has the responsibility for allocating the Local Transportation Funds (LTF)
for the Tahoe Region; and

WHEREAS, the FY 2019-2020 Local Transportation Funds available for allocation within the El Dorado
and Placer County portions of the Tahoe Region is \$1,946,325; and

WHEREAS, TRPA is eligible to receive LTF funds to cover the cost of administering the Transportation
Development Act (TDA) program and for the transportation planning purposes and is hereby requesting
the release of \$75,000 in LTF to cover such costs; and

WHEREAS, the proposed use of the funds by TRPA is consistent with the Transportation Development
Act Rules and Regulations and with the TRPA Regional Transportation Plan Goals and Policies

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency
authorizes the release of the FY 2019-2020 Local Transportation Funds in the amount of \$75,000 to the
Tahoe Regional Planning Agency for administration and planning of the TDA program

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular
meeting held on September 25, 2019, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board



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Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
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STAFF REPORT

Date: September 18, 2019
To: TRPA Governing Board
From: TRPA Staff
Subject: Approval of Estimated Allocation of FY 2019-2020 Local Transportation Funds of \$1,104,431 to Tahoe Transportation District

Summary and Staff Recommendation:

Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolution approving the release of FY 2019-2020 Local Transportation Funds to Tahoe Transportation District (TTD) in the amount of \$1,104,431 for transit operations within the El Dorado County portion of the Tahoe Region. TRPA, acting as the California Regional Transportation Planning Agency (RTPA), authorizes distribution of annual funding allocations from California Transportation Development Act (TDA) Local Transportation Fund (LTF) which is derived from ¼ cent general sales tax revenues and used by Tahoe Transportation District (TTD) for transit operations in the Lake Tahoe area of El Dorado County.

Staff recommends the Governing Board adopt the attached resolution (Attachment A) approving the allocation of FY 2019-2020 Local Transportation Funds to Tahoe Transportation District.

Required Motion:

In order to approve the proposed resolution, the Board must make the following motion, based on the staff summary:

- 1) A motion to approve the proposed resolution as shown in Attachment A

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background:

As the designated RTPA for the California portion of the Tahoe Region, TRPA has the responsibility for administering the funds that are provided by the Transportation Development Act (TDA). TDA provides two funding sources that are intended to support and develop transportation services. These funds are the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

TDA legislation provides financial support for public transportation through the LTF, which is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. These funds are deposited in a local transportation fund. RTPAs administer these funds within their areas of jurisdiction based upon population and the priorities set by the TDA.

As required by the TDA, the El Dorado County Auditor/Controller Office has notified TRPA of the LTF monies available for allocation within the El Dorado County portion of the Tahoe Region.

Following the priorities set by the TDA, TRPA has allocated LTF monies for its costs of administering the TDA programs in the Region and for its transportation planning functions. These costs are prorated to El Dorado County and to Tahoe Transportation District for the El Dorado County portion. The allocations of these funds to TRPA have been acted upon separately.

Staff determined that the allocation of FY2019-2020 LTF funds to the Tahoe Regional Planning Agency designated to the Administration and Planning of the Transportation Development Act program was \$75,000. A resolution allowing TRPA to accept this funding in the amount of \$75,000, is also on today's agenda.

After the costs for administration and planning have been considered, there is an estimated \$1,104,431 of LTF funding available for use within the El Dorado County portion of the Tahoe Region. El Dorado County has submitted a claim (available at <http://www.trpa.org/wp-content/uploads/TTD-Claim-Application-FY19-20-approved.pdf>) to TRPA to program 100 percent of these funds for the operating costs of the TTD system, which provides public transit services in El Dorado County within the Tahoe Region. Staff has reviewed the claim and found it to be consistent with the TDA rules and regulations, and also consistent with the goals and policies of the Regional Transportation Plan. The El Dorado County LTF claim will be forwarded to the El Dorado County Auditor Controller Office for release of funds once the allocation is approved.

The table below shows the Local Transportation Fund allocation for the previous four years for El Dorado County.

FY 15-16	FY 16-17	FY 17-18	FY 18-19
\$ 804,833	\$ 864,591	\$ 911,692	\$984,117

Regional Plan Compliance:

The proposed allocation of funds complies with all requirements of the State of California TDA rules and regulations and will help to further the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information:

For questions regarding this agenda item, please contact Melinda Kolb at (775) 589-5231 or mkolb@trpa.org or Kira Smith at (775) 589-5236 or ksmith@trpa.org.

Attachment:

- A. Resolution

Attachment A

Resolution

CONSENT CALENDAR ITEM NO. 3

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2019 -

A RESOLUTION ALLOCATING FY 2019-2020 LOCAL TRANSPORTATION FUNDS OF
\$1,104,431 TO TAHOE TRANSPORTATION DISTRICT FOR TRANSIT OPERATIONS IN THE EL
DORADO COUNTY PORTION OF TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) was designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Lake Tahoe Region; and

WHEREAS, the RTPA is responsible for allocating the Local Transportation Funds (LTF) for the Tahoe Region; and

WHEREAS, the amount of FY 2019-2020 LTF funds available for allocation within the El Dorado County portion of the Tahoe Region is \$1,104,431; and

WHEREAS, TRPA has received a claim from Tahoe Transportation District (TTD) for the allocation of these funds for transit operating assistance to the Tahoe Transportation District (TTD) system within El Dorado County area of the Tahoe Region; and

WHEREAS, the claim submitted by Tahoe Transportation District was reviewed and found to be consistent with the Transportation Development Act Rules and Regulations; and

WHEREAS, the provision of public transit operations by Tahoe Transportation District is consistent with TRPA Regional Transportation Plan Goals and Policies; and

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2019-2020 LTF in the amount of \$1,104,431 to Tahoe Transportation District to provide for transit operating assistance in the El Dorado County portion of the Tahoe Region

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this 25th day of September 2019, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

STAFF REPORT

Date: September 18, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: Approval of the Estimated Allocations of the FY 2019-2020 State Transit Assistance funds of \$611,276 to the Tahoe Transportation District

Requested Action: Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolution approving the release of the FY 2019-2020 State Transit Assistance (STA) funds in the estimated amount of \$611,276 plus any accrued interest to Tahoe Transportation District (TTD) for transit operations in the El Dorado County portion of the Tahoe Region.

Staff Recommendation: Staff recommends Governing Board adopt the attached resolution (Attachment A) approving the release of the allocation of FY 2019-2020 STA funds to Tahoe Transportation District.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

State Transit Assistance Funding of \$611,276

Background: TRPA is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region. Under this designation, TRPA is responsible for the administration of the Transportation Development Act (TDA) funds that are made available to support public transportation services. The TDA legislation provides two funding sources: The Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

The STA fund was created under Chapter 161 of the Statutes of 1979 (SB 620) and has been revised over the years. The fund provides a second source of TDA funding for transportation planning and mass transportation purposes, which is derived from the statewide sales tax on diesel fuel. The money is appropriated to the Controller by the Legislature, to be allocated by formula to each RTPA. The formula allocates 50 percent of the funds according to population and the remaining 50 percent are allocated according to operator revenues from the prior year. STA allocations are deposited in each RTPA's state transit assistance fund.

On August 1, 2019, the California State Controller’s Office notified TRPA that the final estimated available allocation was for \$966,376. TRPA staff determined that El Dorado County was eligible for \$611,276, and notified Tahoe Transportation District, the transit operator for the Tahoe Region of El Dorado County, of their funding allocation. TTD has submitted a claim package to TRPA (available at <http://www.trpa.org/wp-content/uploads/TTD-Claim-Application-FY19-20-approved.pdf>), to request the funding for El Dorado County. TRPA staff has reviewed the claim and found it to be consistent with the TDA rules and regulations, and also consistent with the goals and policies of the Regional Transportation Plan. The Transportation Development Act findings of Subsection 6754(a) and (b) have been made as identified in the Resolution. The Tahoe Transportation District’s STA claim will be forwarded to the El Dorado County Auditor Controller’s Office for release of funds once the allocation is approved.

The breakdown of the estimated funds to be allocated are as follows:

STA Allocation (99313) Fund	\$924,019.00
STA Direct Allocation (99314) Fund (TTD only)	<u>\$42,357.00</u>
TRPA’s Final Estimated Allocation	\$966,376.00
TART - Placer County (99313) (38.43%)	\$355,100.00
TTD- South Shore Transit System (99313) (61.57%)	<u>\$568,919.00</u>
TRPA’s Final 99313 Allocation	\$924,019.00
TTD STA Allocation (99313) Fund	\$568,919.00
TTD STA Direct Allocation (99314) Fund	<u>\$42,357.00</u>
TTD’s Final Estimated Allocation	\$611,276.00

Issues/Concerns: The proposed allocation of STA funds to Tahoe Transportation District does not have any known issues or concerns.

Regional Plan Compliance: The proposed allocation of funds complies with all requirements of the State of California TDA rules and regulations and will help to further the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information: If there are any questions regarding this agenda item, please contact Melinda Kolb at (775) 589-5231 or by email at mkolb@trpa.org or Kira Smith at (775) 589-5236 or ksmith@trpa.org.

Attachments:

- A. Resolution

Attachment A
Resolution

**TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2019 -**

A RESOLUTION APPROVING THE ALLOCATION OF FY 2019-2020 STATE TRANSIT ASSISTANCE FUNDS OF \$611,276 TO TAHOE TRANSPORTATION DISTRICT FOR TRANSIT OPERATIONS IN THE EL DORADO COUNTY PORTION OF THE TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region, and is responsible for allocating State Transit Assistance (STA) for the Tahoe Region; and

WHEREAS, the STA fund is a discretionary fund and may be allocated at the discretion of the Regional Transportation Planning Agency for public transportation purposes; and

WHEREAS, there are STA funds in the amount of \$966,376 available to eligible claimants in the Tahoe Region for FY 2019-2020; and

WHEREAS, TRPA has received a claim for STA funds from Tahoe Transportation District for \$611,276, to provide transit services through the El Dorado County area of the Tahoe Region; and

WHEREAS, the required findings of the Transportation Development Act Rules and Regulations Article 5, Section 6754 are made as follows:

Subsection 6754 (a):

1. The claimant's proposed expenditures are in conformance with the Regional Transportation Plan
2. The level of passenger fares and applied local funds is sufficient to enable the transit claimant to meet the fare revenue requirements applicable to the claimant
3. The claimant is making full use of federal funds available under Urban Mass Transportation Act of 1964, as amended
4. The sum of the claimant's allocations from Local Transportation Funds and STA funds does not exceed the amount the claimant is eligible to receive during the fiscal year
5. Priority consideration was given to claims to offset reductions in federal operating assistance and unanticipated increased costs for fuel, to enhance existing public transportation services, and to meet high priority regional public transportation needs

Subsection 6754(b):

1. The operator has made a reasonable effort to implement any recommended productivity improvements
2. The operator has submitted certification that the claimant is in compliance with Section 1808.1 of the Vehicle Code

3. The operator is in compliance with the eligibility requirements of Public Utilities Code section 99314.6 or 99314.7

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2019-2020 STA funds in the estimated amount of \$611,276 along with interest earned to be allocated based upon the total most current FY 2019/2020 board approved estimated amounts to El Dorado County, to provide transit operating assistance in the El Dorado County portion of the Tahoe Region

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this 25th day of September 2019, by the following vote:

Ayes:

Nays:

Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board



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Location
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STAFF REPORT

Date: September 18, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: State of Good Repair Project Lists for the Tahoe Truckee Area Regional Transit (TART) and Tahoe Transportation District (TTD), and the distribution of the funds for the State of Good Repair FY2019/2020 allocation to the corresponding operators

Requested Action: Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolutions approving the release of FY 2019-2020 State of Good Repair Account (SGR) funds to the Tahoe Transportation District (TTD) in the amount of \$94,453 for a preventative maintenance project, and to the Tahoe Area Regional Transit (TART) in the amount of \$54,870 for the purchase of a 40-foot bus.

Staff Recommendation: Staff recommends Governing Board adopt the attached resolutions (Attachment A and Attachment B) approving the allocation of FY 2019-2020 SGR funds to TTD and TART.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A)
2. A motion to approve the proposed resolution (Attachment B)

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background: The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), was signed by the Governor of California on April 28, 2017. SB1 includes a program that will provide additional revenues for transit infrastructure repair and service improvements and is referred to as the State of Good Repair program. This program provides funding of approximately \$105 million annually to the State Transit Assistance (STA) Account. These funds are to be made available for eligible transit maintenance, rehabilitation and capital projects.

Discussion: The State of California has set the application process for the State of Good Repair program. The total estimated available amount allocated to TRPA for FY 2019-2020, is \$149,323.

Placer County - TART	\$54,870.00
TTD - South Shore Transit System	<u>\$94,453.00</u>
Total:	\$149,323.00

TRPA’s FY 2019-2020 estimated allocation from Public Utilities Code (PUC) 99313, is \$142,778. Both Placer County and TTD, as the local transit operators for the Tahoe Region, are eligible for these funds. Placer County and TTD support TRPA’s percentage split for the disbursement of the funds, which is consistent with the percentages utilized for the allocation of transportation funding sources in California.

The funds for Public Utilities Code (PUC) 99313 will be allocated as follows:

Placer County- TART (99313) (38.43%):	\$54,870.00
TTD- South Shore Transit System (99313) (61.57%):	<u>\$87,908.00</u>
Total:	\$142,778.00

TTD will additionally receive direct allocation from Public Utilities Code (PUC) 99314 in the amount of \$6,545 bringing their total allocation to \$94,453.

Placer County’s direct allocation from Public Utilities Code (PUC) 99314 is received through Placer County’s allocation outside the Tahoe Region.

Funding for these allocations will be directed by Caltrans Division of Mass Transportation, in quarterly payments, through the State Controller’s Office, after approval of TTD and TART’s project lists, which have been submitted to Caltrans, and marked as eligible to the State Controller’s Office.

Issues/Concerns: The proposed allocation of funds does not have any known issues or concerns.

Regional Plan Compliance: The proposed resolutions comply with all requirements of the TRPA Goals and Policies and Regional Transportation Plan.

Contact Information: If there are any questions regarding this agenda item, please contact Melinda Kolb at (775) 589-5231 or mkolb@trpa.org or Kira Smith at (775) 589-5236 or ksmith@trpa.org.

Attachments:

- A. Resolution – Allocation for TTD
- B. Resolution – Allocation for TART

Attachment A

Resolution – Allocation for TTD

**TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2019 –**

**A RESOLUTION ALLOCATING FY 2019-2020 FUNDING FROM THE STATE OF GOOD REPAIR ACCOUNT
(SGR) FOR \$94,453 TO THE TAHOE TRUCKEE AREA REGIONAL TRANSIT FOR A PREVENTATIVE
MAINTENANCE PROJECT**

WHEREAS, the Tahoe Regional Planning Agency (TRPA) was designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Lake Tahoe Region; and

WHEREAS, the RTPA is responsible for allocating the State Transit Assistance funding from the State of Good Repair Account Fund (SGR) for the Tahoe Region; and

WHEREAS, there are SGR funds in the amount of \$149,323 available to eligible claimants in the Tahoe Region for FY 2019-2020; and

WHEREAS, the amount of FY 2019-2020 SGR available for allocation within the El Dorado County portion of the Tahoe Region is \$94,453; and

WHEREAS, TRPA has received a claim from Tahoe Transportation District for the allocation of these funds for a preventative maintenance project to the Tahoe Transportation District (TTD) system within El Dorado County area of the Tahoe Region; and

WHEREAS, TRPA has received a claim from Tahoe Transportation District for the allocation of these funds to use towards a preventative maintenance project; and

WHEREAS, the claim submitted by Tahoe Transportation District was reviewed and found to be consistent with the Transportation Development Act Rules and Regulations; and

WHEREAS, the provision of public transit operations by Tahoe Transportation District is consistent with TRPA Regional Transportation Plan Goals and Policies.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2019-2020 State of Good Repair funds in the amount of \$94,453 along with interest earned to be allocated based upon the total most current FY 2019/2020 board approved estimated amounts to Tahoe Transportation District, to provide funding for a preventative maintenance project.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on September 25, 2019 by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency, Governing Board

CONSENT CALENDAR ITEM NO. 5

Attachment B

Resolution – Allocation for TART

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2019 –

A RESOLUTION ALLOCATING FY 2019-2020 FUNDING FROM THE STATE OF GOOD REPAIR ACCOUNT (SGR) FOR \$54,870 TO THE TAHOE TRUCKEE AREA REGIONAL TRANSIT FOR PURCHASE OF 40-foot BUS

WHEREAS, the Tahoe Regional Planning Agency (TRPA) was designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Lake Tahoe Region; and

WHEREAS, the RTPA is responsible for allocating the State Transit Assistance funding from the State of Good Repair Account Fund (SGR) for the Tahoe Region; and

WHEREAS, there are SGR funds in the amount of \$149,323 available to eligible claimants in the Tahoe Region for FY 2019-2020; and

WHEREAS, the amount of FY 2019-2020 SGR available for allocation within the Placer County portion of the Tahoe Region is \$54,870; and

WHEREAS, TRPA has received a claim from Placer County for the allocation of these funds for transit operating assistance to the Tahoe Truckee Area Regional Transit (TART) system within Placer County area of the Tahoe Region; and

WHEREAS, TRPA has received a claim from Placer County for the allocation of these funds for purchase of a new 40-foot bus; and

WHEREAS, the claim submitted by Placer County was reviewed and found to be consistent with the Transportation Development Act Rules and Regulations; and

WHEREAS, the provision of public transit operations by Placer County is consistent with TRPA Regional Transportation Plan Goals and Policies.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2019-2020 State of Good Repair funds in the amount of \$54,870 along with interest earned to be allocated based upon the total most current FY 2019/2020 board approved estimated amounts to Placer County, to provide funding for the purchase of a new 40-foot bus.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on September 25, 2019 by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

CONSENT CALENDAR ITEM NO. 5



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STAFF REPORT

Date: September 18, 2019
To: TRPA Governing Board
From: TRPA Staff
Subject: Estimated Allocation of FY 2019-2020 Local Transportation Funds of \$836,934 to Tahoe Truckee Area Regional Transit (TART)

Summary and Staff Recommendation:

Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolution approving the release of FY 2019-2020 Local Transportation Funds to Placer County in the amount of \$836,934 for transit operations within the Placer County portion of the Tahoe Region. TRPA, acting as the California Regional Transportation Planning Agency (RTPA), authorizes distribution of annual funding allocations from California Transportation Development Act (TDA) Local Transportation Fund (LTF) which is derived from ¼ cent general sales tax revenues and used by Tahoe Truckee Area Regional Transit (TART) for transit operations in the Lake Tahoe area of Placer County.

Staff recommends the Governing Board adopt the attached resolution (Attachment A) approving the allocation of FY 2019-2020 Local Transportation Funds to Placer County.

Required Motion:

In order to approve the proposed resolution, the Board must make the following motion, based on the staff summary:

- 1) A motion to approve the proposed resolution as shown in Attachment A

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background:

As the designated RTPA for the California portion of the Tahoe Region, TRPA has the responsibility for administering the funds that are provided by the Transportation Development Act (TDA). TDA provides two funding sources that are intended to support and develop transportation services. These funds are the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

TDA legislation provides financial support for public transportation through the LTF, which is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. These funds are deposited in a local transportation fund. RTPAs administer these funds within their areas of jurisdiction based upon population and the priorities set by the TDA.

As required by the TDA, the Placer County Auditor/Controller Office has notified TRPA of the LTF monies available for allocation within the Placer County portion of the Tahoe Region.

Following the priorities set by the TDA, TRPA has allocated LTF monies for its costs of administering the TDA programs in the Region and for its transportation planning functions. These costs are prorated to Placer County and to Tahoe Transportation District for the El Dorado County portion. The allocations of these funds to TRPA have been acted upon separately.

Staff determined that the allocation of FY2019-2020 LTF funds to the Tahoe Regional Planning Agency designated to the Administration and Planning of the Transportation Development Act program was \$75,000. A resolution allowing TRPA to accept this funding in the amount of \$75,000, is also on today's agenda.

After the costs for administration and planning have been considered, there is \$836,934 of LTF available for use within the Placer County portion of the Tahoe Region. Placer County has submitted a claim (available at <http://www.trpa.org/wp-content/uploads/Placer-TDA-Claim-Application-FY19-20-approved.pdf>) to TRPA to program 100 percent of these funds for the operating costs of the TART system, which provides public transit services in Placer County within the Tahoe Region. Staff has reviewed the claim and found it to be consistent with the TDA rules and regulations, and also consistent with the goals and policies of the Regional Transportation Plan. The Placer County LTF claim will be forwarded to the Placer County Auditor Controller Office for release of funds once the allocation is approved.

The table below shows the Local Transportation Fund allocation for the previous four years for Placer County.

Placer County - Local Transportation Fund Allocations

FY 15-16	FY 16-17	FY 17-18	FY 18-19
\$ 677,727	\$ 596,128	\$ 616,156	\$680,050

Regional Plan Compliance:

The proposed allocation of funds complies with all requirements of the State of California TDA rules and regulations and will help to further the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information:

For questions regarding this agenda item, please contact Melinda Kolb at (775) 589-5231 or mkolb@trpa.org or Kira Smith at (775) 589-5236 or ksmith@trpa.org.

Attachment:

- A. Resolution

Attachment A
Resolution

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2019 -

A RESOLUTION ALLOCATING FY 2019-2020 LOCAL TRANSPORTATION FUNDS OF
\$836,934 TO PLACER COUNTY FOR TRANSIT OPERATIONS IN THE PLACER COUNTY PORTION OF
TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) was designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Lake Tahoe Region; and

WHEREAS, the RTPA is responsible for allocating the Local Transportation Funds (LTF) for the Tahoe Region; and

WHEREAS, the amount of FY 2019-2020 LTF available for allocation within the Placer County portion of the Tahoe Region is \$836,934; and

WHEREAS, TRPA has received a claim from Tahoe Truckee Area Regional Transit (TART) for the allocation of these funds for transit operating assistance to the Tahoe Truckee Area Regional Transit (TART) system within Placer County area of the Tahoe Region; and

WHEREAS, the claim submitted by Tahoe Truckee Area Regional Transit was reviewed and found to be consistent with the Transportation Development Act Rules and Regulations; and

WHEREAS, the provision of public transit operations by Tahoe Truckee Area Regional Transit is consistent with TRPA Regional Transportation Plan Goals and Policies

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2019-2020 LTF in the amount of \$836,934 to Tahoe Truckee Area Regional Transit to provide for transit operating assistance in the Placer County portion of the Tahoe Region

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this 25th day of September 2019, by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

STAFF REPORT

Date: September 18, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: Estimated Allocations of the FY 2019-2020 State Transit Assistance funds of \$355,100 to the Tahoe Truckee Area Regional Transit (TART)

Requested Action: Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolution approving the release of the FY 2019-2020 State Transit Assistance (STA) funds in the estimated amount of \$355,100 plus any accrued interest to Tahoe Truckee Area Regional Transit for transit operations in the Placer County portion of the Tahoe Region.

Staff Recommendation: Staff recommends Governing Board adopt the attached resolution (Attachment A) approving the release of the allocation of FY 2019-2020 STA funds to Tahoe Truckee Area Regional Transit.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

State Transit Assistance Funding of \$355,100

Background: TRPA is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region. Under this designation, TRPA is responsible for the administration of the Transportation Development Act (TDA) funds that are made available to support public transportation services. The TDA legislation provides two funding sources: The Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

The STA fund was created under Chapter 161 of the Statutes of 1979 (SB 620) and has been revised over the years. The fund provides a second source of TDA funding for transportation planning and mass transportation purposes, which is derived from the statewide sales tax on diesel fuel. The money is appropriated to the Controller by the Legislature, to be allocated by formula to each RTPA. The formula allocates 50 percent of the funds according to population and the remaining 50 percent are allocated according to operator revenues from the prior year. STA allocations are deposited in each RTPA's state transit assistance fund.

On August 1, 2019, the California State Controller’s Office notified TRPA that the final estimated available allocation was for \$966,376. TRPA staff determined that Placer County was eligible for \$355,100, and notified Tahoe Truckee Area Regional Transit (TART), the transit operator for the Tahoe Region of Placer County, of their funding allocation. TART has submitted a claim package to TRPA (available at <http://www.trpa.org/wp-content/uploads/Placer-TDA-Claim-Application-FY19-20-approved.pdf>), to request the funding for Placer County. TRPA staff has reviewed the claim and found it to be consistent with the TDA rules and regulations, and also consistent with the goals and policies of the Regional Transportation Plan. The Transportation Development Act findings of Subsection 6754(a) and (b) have been made as identified in the Resolution. The TART STA claim will be forwarded to the El Dorado County Auditor Controller’s Office for release of funds once the allocation is approved.

The breakdown of the estimated funds to be allocated are as follows:

	STA Allocation (99313) Fund	\$924,019.00
	STA Direct Allocation (99314) Fund (TTD only)	<u>\$42,357.00</u>
TRPA’s	Final Estimated Allocation	\$966,376.00
	TART - Placer County (99313) (38.43%)	\$355,100.00
	TTD - South Shore Transit System (99313) (61.57%)	<u>\$568,919.00</u>
TRPA’s	Final 99313 Allocation	\$924,019.00
	TART- Placer County (38.43%):	\$355,100.00
	TTD- South Shore Transit System (61.57%):	<u>\$611,276.00</u>
	Total:	\$966,376.00

Issues/Concerns: The proposed allocation of STA funds to Tahoe Truckee Area Regional Transit does not have any known issues or concerns.

Regional Plan Compliance: The proposed allocation of funds complies with all requirements of the State of California TDA rules and regulations and will help to further the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information: If there are any questions regarding this agenda item, please contact Melinda Kolb at (775) 589-5231 or by email at mkolb@trpa.org or Kira Smith at (775) 589-5236 or ksmith@trpa.org.

Attachment:

- A. Resolution

Attachment A
Resolution

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2019 -

A RESOLUTION APPROVING THE ALLOCATION OF FY 2019-2020 STATE TRANSIT ASSISTANCE FUNDS OF \$355,100 TO TAHOE TRUCKEE AREA REGIONAL TRANSIT FOR TRANSIT OPERATIONS IN THE PLACER COUNTY PORTION OF THE TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region, and is responsible for allocating State Transit Assistance (STA) for the Tahoe Region; and

WHEREAS, the STA fund is a discretionary fund and may be allocated at the discretion of the Regional Transportation Planning Agency for public transportation purposes; and

WHEREAS, there are STA funds in the amount of \$966,376 available to eligible claimants in the Tahoe Region for FY 2019-2020; and

WHEREAS, TRPA has received a claim for STA funds from Tahoe Truckee Area Regional Transit for \$355,100, to provide transit services through the Placer County area of the Tahoe Region; and

WHEREAS, the required findings of the Transportation Development Act Rules and Regulations Article 5, Section 6754 are made as follows:

Subsection 6754 (a):

1. The claimant's proposed expenditures are in conformance with the Regional Transportation Plan
2. The level of passenger fares and applied local funds is sufficient to enable the transit claimant to meet the fare revenue requirements applicable to the claimant
3. The claimant is making full use of federal funds available under Urban Mass Transportation Act of 1964, as amended
4. The sum of the claimant's allocations from Local Transportation Funds and STA funds does not exceed the amount the claimant is eligible to receive during the fiscal year
5. Priority consideration was given to claims to offset reductions in federal operating assistance and unanticipated increased costs for fuel, to enhance existing public transportation services, and to meet high priority regional public transportation needs

Subsection 6754(b):

1. The operator has made a reasonable effort to implement any recommended productivity improvements
2. The operator has submitted certification that the claimant is in compliance with Section 1808.1 of the Vehicle Code

3. The operator is in compliance with the eligibility requirements of Public Utilities Code section 99314.6 or 99314.7

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2019-2020 STA funds in the estimated amount of \$355,100 along with interest earned to be allocated based upon the total most current FY 2019/2020 board approved estimated amounts to Tahoe Truckee Area Regional Transit, to provide transit operating assistance in the Placer County portion of the Tahoe Region

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this 25th day of September 2019, by the following vote:

Ayes:

Nays:

Absent:

William Yeates, Chair
Tahoe Regional Planning Agency
Governing Board

STAFF REPORT

Date: September 18, 2019
To: TRPA Governing Board
From: TRPA Staff
Subject: Abandoned Cash Securities

Summary and Staff Recommendation:

Staff recommends approval to transfer \$11,950.00 in abandoned cash securities to the fines and forfeitures account.

Required Motions:

In order to approve the transfer of these funds, the Board must make the following motion, based on the staff summary:

- 1) A motion to approve transferring abandoned cash securities to the fines and forfeitures account.

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Project Description/Background:

TRPA staff has been diligently researching and closing out old, open, permits for several years. Final inspections have been made to ensure permit conditions were met. In almost all cases, we were successful in returning securities to applicants. For these eight securities, we have either not been able to locate the applicant, or they have been non-responsive.

As of August 2019, there is \$11,950.00 in cash securities that meets the requirements of the TRPA Code as abandoned. The projects for which the securities were posted have been inspected and determined to be in conformance with their permit. The original owners of the securities could not be located, and the securities have not been claimed during the time period set forth in Section 5.9.4.B of the TRPA Code of Ordinances. TRPA Code section 5.9.4.B allows TRPA to process the abandonment of project securities posted in cash when a project has been completed in accordance with its permit, and the owner of the security cannot be located.

TRPA Staff have completed the following steps to contact the applicants:

1. Newspaper notices were posted in the Tahoe World and Tahoe Tribune on September 14, 2018.
2. Letters were written to the person who posted the security.

3. If these letters were returned, additional attempts to locate these individuals were taken, including contacting consultants that worked on the project, and searching internet databases to research address changes.

The Code only requires that newspaper notices be posted, however staff has pursued contacts with individuals until (a) contact was made, (b) it was clear that contact could not be made, or (c) the contacted party indicated they did not wish to pursue the matter for a variety of reasons.

Contact Information:

For questions regarding this agenda item, please contact Katy Waldie at (775) 589-5206 or kwaldie@trpa.org.

Attachments:

- A. Abandoned Cash Securities

Attachment A
Abandoned Cash Securities

Abandoned Cash Securities

APN	TRPA File No.	Name	Date Posted	Security Amt
022-210-28	19821264STD	Dillingham Corporation	9/24/1982	\$500
022-213-10	19840152STD	Sanford Hull	8/17/1984	\$500
093-060-008	19860598STD	Laura A. Sheehan	9/17/1986	\$1,200
025-681-05	19880501STD	Greg Young	7/31/1989	\$1,500
124-064-10	19930743STD	Sigma Financial Corp	10/6/1993	\$1,750
007-050-04	19990566STD	Arvco	12/1/1999	\$1,000
125-503-25	20060830STD	Bondoux Revocable Trust	2/1/2007	\$500
1318-24-601-005	ERSP2010-0695	Peek Construction	7/26/2010	\$5,000
			Total	\$11,950

STAFF REPORT

Date: September 18, 2019
To: TRPA Governing Board
From: TRPA Staff
Subject: APC Membership Appointment for the Tahoe Transportation District

Summary and Staff Recommendation:

At its September 13, 2019 meeting, the Tahoe Transportation District (TTD) nominated one of its Board members, Jaime Wright, as the TTD representative on the Advisory Planning Commission (APC) for the term of September 25, 2019 through September 24, 2021. Jaime Wright is the Executive Director of the Truckee North Tahoe Transportation Management Association. Ms. Wright fills one of the lay member appointments authorized by Article III.(h) of the Compact. Staff recommends that the Governing Board approve Ms. Wright for appointment to the APC.

Required Motion:

In order to approve the proposed APC appointment, the Board must make the following motion, based on the staff report:

- 1) A motion to approve Jaime Wright as the TTD appointment to the APC.

In order for motion to pass, an affirmative vote of any eight Board members is required.

Background:

The Tahoe Regional Planning Agency Compact provides for a two-year term for lay member appointments to the Advisory Planning Commission, which term may be renewed.

Contact Information:

For questions regarding this agenda item, please contact Joanne Marchetta, at (775) 589-5226 or jmarchetta@trpa.org.

STAFF REPORT

Date: September 18, 2019

To: TMPO Governing Board

From: TRPA Staff

Subject: Adoption of Amendment # 4 to the 2019 Federal Transportation Improvement Program

Summary and Staff Recommendation:

Staff recommends adoption of the attached resolution approving Amendment No. 4 to the 2019 Federal Transportation Improvement Program (FTIP).

Required Motions:

In order to adopt the proposed resolution, the Board must make the following motion(s), based on the staff summary:

- 1) A motion to adopt the attached resolution (attachment A)

In order for motion(s) to pass, an affirmative vote of any eight Board members is required.

Project Description/Background:

The 2019 FTIP is a four-year financially constrained list of transportation projects that are reasonably expected to be funded between federal fiscal years 2019 and 2022. Any transportation project receiving federal funds, considered regionally significant, or requiring a federal action must be included in the FTIP. An amendment is a revision to the FTIP that involves a major change to a project. This may include the addition or deletion of a project, a cost change greater than 40 percent of the total project cost, or a change in project scope or design. Amendment 4 includes programming of the Linking Tahoe: Regional Grant Program project selections, two project deletions, and three funding updates to the FTIP.

The Tahoe Metropolitan Planning Organization (TMPO) released a Call for Projects for the Linking Tahoe: Regional Grant Program (RGP) Cycle 3 on April 1, 2019. TMPO received 16 applications requesting over \$22 million in funding for available funds of \$6.3 million that included Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Nevada Transportation Alternatives Program (NV TAP) funds.

Out of the 16 applications received, eight projects were recommended for allocating the \$6.3 million in funding. The projects were evaluated using the established criteria and point system by a 4-person Regional Grant Program (RGP) evaluation committee and reviewed by TRPA Senior Leadership. RGP project recommendations were released at the June TRPA Governing Board meeting. No action was required at that time.

The next step in the 2019 RGP project selection process is to program the projects in the FTIP. Seven out of the eight RGP projects selected are now ready for programming in the FTIP. The eighth project, Tahoe Transportation District Free to User Transit Program, did not receive the full amount requested

and will be programmed once the scope and detailed work program for the recommended funds are agreed upon.

2019 Regional Grant Program Project Selections:

Agency	Project Title	Total Recommended Funding	CMAQ		STBG - CA	STBG - NV	NV TAP	Phase		
			20/21	21/22	21/22	21/22	21/22	PE	ROW	CON
TTD	US 50 South Shore Community Revitalization Project	\$1,271,963				\$1,271,963			\$1,271,963	
El Dorado	Meyers Corridor Improvement Project (Apache phase)	\$2,218,235	\$250,000	\$1,468,235	\$500,000			\$250,000		\$1,968,235
Placer	Kings Beach Western Approach	\$1,322,606			\$1,322,606					\$1,322,606
CSLT	Al Tahoe Blvd Safety and Mobility Enhancement	\$225,000			\$225,000					\$225,000
NTCD	Kahle Drive Complete Street Project	\$61,600					\$61,600	\$61,600		
Tahoe RCD	Upper Truckee River Pedestrian Bridge (South Tahoe Greenway)	\$268,775	\$268,775					\$268,775		
El Dorado	Class 1 Bike Path: East San Bernardino-West San Bernardino	\$250,000	\$250,000							\$250,000
TTD	Free to User Transit Program "future programming"	\$700,000	\$700,000							\$700,000
Total Recommended		\$6,318,179	\$1,468,775	\$1,468,235	\$2,047,606	\$1,271,963	\$61,600	\$580,375	\$1,271,963	\$4,465,841

In addition to programming the RGP recommended projects, there are two projects for deletion and three funding updates that are included in the amendment. The deleted projects will remain in the Regional Transportation Plan and Lake Tahoe Tracker to allow for future funding opportunities. The project details are listed below.

Projects for deletion:

- **Nevada Stateline to Stateline Corridor Improvements - Round Hill Pines to Zephyr Cove, \$1,231,705** Tahoe Transportation District has requested to defer this project at this time and remove it from the FTIP and will seek other funding opportunities for the project in the future. A portion of the Surface Transportation Block Grant (STBG) - NV funds will be reallocated to the SR28 Central Corridor Improvements - Sand Harbor to Spooner State Park. See updates to existing projects below.
- **Grouped Projects Bicycle and Pedestrian Facilities: Incline Way Pedestrian Path Project, \$615,000** Washoe County has requested to remove the Incline Way Pedestrian Path project from the FTIP.

Funding Updates:

- **SR28 Central Corridor Improvements – Sand Harbor to Spooner State Park**
Tahoe Transportation District has requested to reprogram \$670,705 of the STBG-NV funds from the Nevada Stateline to Stateline Corridor Improvements - Round Hill Pines to Zephyr Cove project to this project. Additional funding updates include: adding Nevada TAP funds of \$116,000 and local funds of \$59,000 in 2019 and Nevada Tap funds of \$62,000 and local funds of \$3,000 in 2020 to the Preliminary Engineering phase and deleting Nevada State funds of \$53,000 and Incline Village General Improvement District funds of \$11,200,000 programmed for construction. TTD is seeking additional construction funding.

- Grouped Projects Bicycle and Pedestrian Facilities: Lake Tahoe Boulevard Class 1 Bike Trail**
 The City of South Lake Tahoe, Lake Tahoe Boulevard Class 1 Bike Trail project was selected and approved for Tahoe’s Metropolitan Planning Organization (MPO) component of the Active Transportation Program (ATP). The award is for \$744,000 which is the total combined ATP MPO apportionments over the next four years. The project also received Highway Infrastructure Program (HIP) - CA funds for federal fiscal years 2018 and 2019 totaling \$756,182. Adding the two additional funding sources to the project will fully fund Construction to completion in 2021.
- US50 South Shore Community Revitalization Project**
 In addition to programming the RGP award to the South Shore Community Revitalization Project, funding updates include adding Highway Infrastructure Program (HIP) – NV funds for federal fiscal years 2018 and 2019 totaling \$561,961 to Preliminary Engineering in 2020.

Performance Measure Update:

The 2012 federal transportation authorization legislation, ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. Each of the projects in Amendment 4 will make progress towards achieving federally required performance targets. The following table identifies the projects included in Amendment 4 and the supporting Performance Measures.

Lead Implementer	Project Title	PM1 Safety	PM2 Pavement and Bridge*	PM3 Air Quality
Tahoe Transportation District	US 50 South Shore Community Revitalization	✓	✓	✓
Placer County	Kings Beach Western Approach	✓		✓
Nevada RCD	Kahle Drive Complete Street Project	✓		✓
Tahoe Transportation District	SR28 Central Corridor Improvements - Sand Harbor to Spooner State Park	✓		✓
City South Lake Tahoe	Lake Tahoe Boulevard Class 1 Bike Trail	✓	✓	✓
El Dorado County	Meyers Corridor Operational Improvement Project	✓		✓
City South Lake Tahoe	Al Tahoe Safety and Mobility Enhancement Project	✓		✓
El Dorado County	Class I Bike Path: East San Bernardino - West San Bernardino	✓		✓
Tahoe RCD	Upper Truckee River Pedestrian Bridge (South Tahoe Greenway)	✓		✓

*applicable only to the National Highway System

Public Comment:

A seven-day public review period was conducted for Amendment 4 as required by the Tahoe Metropolitan Planning Organization Public Participation Plan. A public hearing was held August 9, 2019 at the Tahoe Transportation Commission meeting seeking comments on Amendment 4 prior to the close of the review period. No changes were requested.

Issues and Concerns:

There are no known issues or concerns with the amendment.

Contact Information:

For questions regarding this agenda item, please contact Judy Weber at jweber@trpa.org.

Attachments:

- A. 2019 FTIP Amendment #4
- B. TMPO Resolution No. 2019 - ____

2019 FTIP Amendment #4

- Attachment A: Summary of Changes
- Attachment B: Individual Project Listings and Grouped Projects with Backup Listing
- Attachment C: Updated Financial Summary
- Attachment D: Public Notice
- Attachment E: Board Resolution

Attachment A
Summary of Changes

Summary of Changes
Tahoe Metropolitan Planning Organization
2019 Federal Transportation Improvement Program
Amendment No. 4
August 1, 2019

Existing / New	CIPIS ID	Project Title	Description of Change	PRIOR FFY					CURRENT FFY					Net Increase / Decrease	% Increase / Decrease	Comments				
				Fund Type	Prior	18/19	19/20	20/21	21/22	Total	18/19	19/20	20/21				21/22	Total		
Existing	220-0000-0047	US 50 South Shore Community Revitalization Project	Fund Update	SNP/LMA	\$ 1,020,000	-	-	-	-	-	\$ 1,020,000	-	-	-	-	-	-	-		
				FLAP	\$ 2,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				PLH	\$ 1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				CMAQ	-	\$ 1,041,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				STBG (CA)	\$ 2,605,000	\$ 69,000	-	-	-	-	-	-	\$ 69,000	-	-	-	-	-	-	-
				STBG (NV)	-	\$ 2,682,000	-	-	-	-	-	-	\$ 2,682,000	-	-	-	-	-	-	-
				HIP (NV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				Local Funds	-	\$ 900,000	-	-	-	-	-	-	\$ 900,000	-	-	-	-	-	-	-
				CMAQ	\$ 465,000	\$ 399,000	\$ 874,000	-	-	-	-	-	\$ 1,738,000	\$ 399,000	\$ 874,000	\$ 769,000	\$ 1,693,000	\$ 4,200,000	\$ 2,462,000	-
				State Cash	\$ 300,000	-	\$ 2,232,000	-	-	-	-	-	\$ 2,532,000	-	-	-	-	\$ 2,532,000	-	-
STBG (CA)	\$ 454,000	\$ 1,899,000	\$ 1,699,000	\$ 2,047,000	-	-	-	-	\$ 6,099,000	\$ 1,899,000	\$ 1,699,000	\$ 2,047,000	\$ 5,000,000	\$ 6,599,000	\$ 500,000	-				
TRPA AQ Mitigation	\$ 262,000	\$ 160,000	\$ 193,000	\$ 65,000	-	-	-	-	\$ 680,000	\$ 160,000	\$ 193,000	\$ 129,000	\$ 255,000	\$ 999,000	\$ 319,000	-				
ATP	\$ 692,000	\$ 3,707,000	-	-	-	-	-	-	\$ 4,399,000	\$ 3,707,000	-	\$ 744,000	-	\$ 5,143,000	\$ 744,000	-				
RSTP Local	\$ 110,000	-	-	-	-	-	-	-	\$ 110,000	-	-	-	-	\$ 110,000	-	-				
City Funds	\$ 97,000	\$ 76,000	\$ 16,000	\$ 178,000	-	-	-	-	\$ 367,000	\$ 76,000	\$ 16,000	\$ 442,000	\$ 26,000	\$ 657,000	\$ 290,000	-				
County funds	\$ 50,000	\$ 330,000	\$ 400,000	-	-	-	-	-	\$ 780,000	\$ 330,000	\$ 400,000	-	-	\$ 780,000	-	-				
TAP Flex	-	\$ 585,000	-	-	-	-	-	-	\$ 585,000	\$ 0	-	-	-	-	-	\$ (585,000)	-			
STBG (NV)	-	\$ 650,000	\$ 29,000	-	-	-	-	-	\$ 679,000	\$ 620,000	\$ 29,000	\$ 31,000	-	\$ 680,000	\$ 1,000	-				
Local Funds	-	\$ 163,000	\$ 163,000	-	-	-	-	-	\$ 163,000	-	\$ 163,000	\$ 756,000	-	\$ 919,000	\$ 756,000	-				
HIP	-	\$ 3,451,000	-	-	-	-	-	-	\$ 3,451,000	-	-	-	-	\$ 3,451,000	-	-				
HSP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
STBG (CA)	\$ 650,000	-	-	-	-	-	-	-	\$ 650,000	-	-	-	\$ 1,323,000	\$ 1,973,000	\$ 1,323,000	60%	Add RGP Funds \$1,323,000 in STBG-CA and Local funds of \$200,000 for CON 21/22. Remove State Cash funding.			
Local Funds	\$ 100,000	\$ 100,000	-	-	-	-	-	-	\$ 200,000	\$ 100,000	-	-	\$ 200,000	\$ 400,000	\$ 200,000	100%	New Project - add RGP funds NV TAP \$62,000 and local funds \$3,000 for PE 21/22			
State Cash	\$ 850,000	\$ 800,000	-	-	-	-	-	-	\$ 1,650,000	\$ 0	-	-	-	-	-	-				
NV TAP	-	-	-	-	-	-	-	-	-	-	-	-	\$ 62,000	\$ 62,000	\$ 62,000	100%				
Local Funds	-	-	-	-	-	-	-	-	-	-	-	-	\$ 3,000	\$ 3,000	\$ 3,000	100%				

**Tahoe Metropolitan Planning Organization
2019 Federal Transportation Improvement Program
Amendment No. 4
August 1, 2019**

Existing /New	CTIPs ID	Project Title	Description of Change	Fund Type	Prior	PRIOR FFY					CURRENT FFY					Net Increase / Decrease	% Increase / Decrease	Comments		
						18/19	19/20	20/21	21/22	Total	18/19	19/20	20/21	21/22	Total					
Existing	220-0000-0150	Nevada StateLine to StateLine Corridor Improvements - Round Hill Pines to Zephyr Cove	Delete Project	STBG (NV)	-	-	\$ 1,171,000	-	-	-	\$ 1,171,000	-	-	-	-	-	-	\$ (1,171,000)	100%	Delete Project - deferred to future. \$671,000 will be moved to SR28 Central Corridor Improvements - Sand Harbor to Spooner State Park
				Nevada State	-	-	62,000	-	-	-	62,000	-	-	-	-	-	-	(62,000)		
				STBG (NV)	-	\$ 1,000,000	-	-	-	-	\$ 1,000,000	-	-	-	-	-	-	671,000		
				Private Funds	-	-	\$ 11,200,000	-	-	-	\$ 11,200,000	-	-	-	-	-	-	(11,200,000)		
				FLAP	\$ 500,000	-	-	-	-	-	\$ 500,000	-	-	-	-	-	-	-		
				TAP-NV	-	-	-	-	-	-	\$ 116,000	-	-	-	-	-	-	178,000	100%	Add \$116,000 NV TAP & \$62,000 NV TAP & \$3,000 NV State fund source and \$35,000 to PE 19/20. Remove \$11.2M in Private Funds
				NV State	-	\$ 53,000	-	-	-	-	\$ 0	-	-	-	-	-	-	(53,000)		
				Local Funds	-	-	-	-	-	-	\$ 59,000	\$ 38,000	-	-	-	-	-	97,000		

Attachment B

Individual Project Listings and Grouped Projects with Backup Listing

**TMPO 2019 Cycle 3
Regional Grant Program Recommendations**

Agency	Project Title	Total Recommended Funding	CMAQ		STBG - CA	STBG - NV	NV TAP	Phase				
			20/21	21/22				PE	ROW	CON		
TTD	US 50 South Shore Community Revitalization Project	\$1,271,963				\$1,271,963						
EI Dorado	Meyers Corridor Improvement Project (Apache phase)	\$2,218,235	\$250,000	\$1,468,235	\$500,000			\$250,000			\$1,968,235	
Placer	Kings Beach Western Approach	\$1,322,606			\$1,322,606						\$1,322,606	
CSL T	AI Tahoe Blvd Safety and Mobility Enhancement	\$225,000			\$225,000						\$225,000	
NTCD	Kahle Drive Complete Street Project	\$61,600						\$61,600				
Tahoe RCD	Upper Truckee River Pedestrian Bridge (South Tahoe Greenway)	\$268,775	\$268,775					\$268,775				
EI Dorado	Class 1 Bike Path: East San Bernardino-West San Bernardino	\$250,000	\$250,000								\$250,000	
TTD	Free to User Transit Program *future programming	\$700,000	\$700,000									\$700,000
Total Recommended		\$6,318,179	\$1,468,775	\$1,468,235	\$2,047,606	\$1,271,963		\$61,600				

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

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

CURRENT

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes

PHONE: (775) 589-5503

EMAIL: dhughes@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
15	Active	08/01/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	4		1,339,000	11,909,000
14	Official	06/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	3			11,317,000
13	Official	04/10/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	2			10,755,000
12	Official	09/26/2018	JWEBER	Adoption - Carry Over	0		2,029,000	8,082,000
11	Official	10/16/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	15		2,029,000	8,082,000
10	Official	09/28/2016	JWEBER	Adoption - Carry Over	0		2,029,000	8,082,000
9	Official	07/06/2016	JWEBER	Amendment - Cost/Scope/Sch. Change	13			5,536,000
8	Official	09/24/2014	JWEBER	Adoption - Carry Over	0			4,020,000
7	Official	05/31/2013	JWEBER	Amendment - Cost/Scope/Sch. Change	4	32,100,000	39,900,000	4,020,000

* Nevada State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 8	PE	1,020,000								1,020,000
* Fund Type: Southern Nevada Public Lands Management Act	RW CON									
* Funding Agency: USDA Forest Service	Total:	1,020,000								1,020,000

* Federal Disc. -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 8	PE	2,000,000								2,000,000
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	RW CON									
* Funding Agency: Federal Highway Administration (FHWA)	Total:	2,000,000								2,000,000

* Federal Disc. -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 8	PE	1,000,000								1,000,000
* Fund Type: Public Land Hwys	RW CON									
* Funding Agency: Federal Highway Administration (FHWA)	Total:	1,000,000								1,000,000

* CMAQ -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 8	PE	1,041,000								1,041,000
* Fund Type: Congestion Mitigation	RW CON									
* Funding Agency:	Total:	1,041,000								1,041,000

* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 8	PE	2,605,000	69,000							2,674,000
* Fund Type: STP Local	RW CON									
* Funding Agency: Caltrans	Total:	2,605,000	69,000							2,674,000

* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 8	PE	2,682,000								2,682,000
* Fund Type: STP Local	RW					1,272,000				1,272,000
* Funding Agency: Nevada DOT	CON Total:	2,682,000				1,272,000				3,954,000

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

		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 7 of 8	PE		930,000							930,000
	RW					67,000				67,000
* Fund Type: County Funds	CON									
* Funding Agency:	Total:		930,000			67,000				997,000
<hr/>										
* Other Fed -										
* Fund Source 8 of 8	PE		562,000							562,000
* Fund Type: Highway Infrastructure Program (HIP)	RW									
	CON									
* Funding Agency: Nevada DOT	Total:		562,000							562,000
<hr/>										
Project Total:										
	PE	6,625,000	5,284,000							11,909,000
	RW					1,339,000				1,339,000
	CON									
	Total:	6,625,000	5,284,000			1,339,000				13,248,000

Comments:

***** Version 15 - 08/01/2019 *****

Add HIP-NV \$562,000 & Douglas Cty funds \$30,000 PE 18/19. STBG-NV \$1,272,000 & Douglas Cty funds \$67,000 ROW 21/22.

***** Version 14 - 06/20/2019 *****

Adding STBG NV \$562,000 (prior funds) PE 18/19. Aligning with NDOT E-STIP

***** Version 13 - 04/08/2019 *****

Adjust CMAQ and STBG (CA) phase of work from ROW to PE 18/19. Toll Credits will be used for match on CMAQ and CA STBG funds. Add in prior column NV STBG and Douglas Cty funds to 18/19 PE. Add Douglas Cty funds of \$788,000 to 18/19 PE and remove developer fee fund source.

Delete Developer Fees Fund Source.

***** DFTIP Version 1 - 05/21/2018*****

Carry Over 2017 FTIP. RTP Appendix B-1. TPC \$75M

Replaced CMAQ shortfall of \$69,000 with CA STBG \$69,000 18/19

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

Carry Over from 2015. Toll Credits will be used for match on CA CMAQ and STBG funds.

***** DFTIP Version 1 - 05/28/2014 *****

Carry Over from 2012. Move PLH \$800k to 14/15

total project \$75M

RTP 3

***** Version 7 - 05/02/2013 *****

Add \$1M FHWA PLH funds from NDOT, PE FY 12/13

***** Version 6 - 03/22/2012 *****

Carry over from 2010

added NDOT \$3,600, CA State \$11,000, PLH \$50,400, private \$7,000, FLH \$1,000

updated project cost \$75M and project title

Carry Over from 2008

EIP# 777, 791

***** Version 5 - 06/17/2010 *****

***** Version 4 - 05/15/2008 *****

Estimated Total Project Cost = \$65 million

RTP#5

Public lands Highway funding is substitute for Federal Lands Highway 1/2%

***** Version 3 - 10/25/2007 *****

Move SNPLMA funds from 2004 to 2007/08. PSR to begin early 2008.

***** Version 2 - 05/25/2006 *****

***** Version 1 - 10/12/2004 *****

Total project cost \$70,208,000

EIS \$1,500,000 (SNPLMA \$1,200,000)

PE/Design \$1,189,175

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0047	TITLE (DESCRIPTION): US 50 South Shore Community Revitalization Project (US 50/SR207 intersection South to Pioneer Trail intersection - realign roadway, reduce lanes, and transit- bike-pedestrian lane.)	MPO Aprv: 06/30/2019 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TMC0403	PRIOR	EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.
COUNTY: Various Counties	ROUTE: 50		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes

PHONE: (775) 589-5503

EMAIL: dhughes@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
15	Active	08/01/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	4		1,339,000	11,909,000
14	Official	06/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	3			11,317,000
13	Official	04/10/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	2			10,755,000
12	Official	09/26/2018	JWEBER	Adoption - Carry Over	0		2,029,000	8,082,000
11	Official	10/16/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	15		2,029,000	8,082,000
10	Official	09/28/2016	JWEBER	Adoption - Carry Over	0		2,029,000	8,082,000
9	Official	07/06/2016	JWEBER	Amendment - Cost/Scope/Sch. Change	13			5,536,000
8	Official	09/24/2014	JWEBER	Adoption - Carry Over	0			4,020,000
7	Official	05/31/2013	JWEBER	Amendment - Cost/Scope/Sch. Change	4	32,100,000	39,900,000	4,020,000

* Nevada State -			<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 7	PE		1,020,000								1,020,000
* Fund Type: Southern Nevada Public Lands Management Act	RW CON										
* Funding Agency: USDA Forest Service	Total:		1,020,000								1,020,000

* Federal Disc. -			<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 7	PE		2,000,000								2,000,000
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	RW CON										
* Funding Agency: Federal Highway Administration (FHWA)	Total:		2,000,000								2,000,000

* Federal Disc. -			<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 7	PE		1,000,000								1,000,000
* Fund Type: Public Land Hwys	RW CON										
* Funding Agency: Federal Highway Administration (FHWA)	Total:		1,000,000								1,000,000

* CMAQ -			<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 7	PE		1,041,000								1,041,000
* Fund Type: Congestion Mitigation	RW CON										
* Funding Agency:	Total:		1,041,000								1,041,000

* RSTP -			<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 7	PE		2,605,000	69,000							2,674,000
* Fund Type: STP Local	RW CON										
* Funding Agency: Caltrans	Total:		2,605,000	69,000							2,674,000

* RSTP -			<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 7	PE		2,682,000								2,682,000
* Fund Type: STP Local	RW CON										
* Funding Agency: Nevada DOT	Total:		2,682,000								2,682,000

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

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE		900,000							900,000
	RW									
* Fund Type: County Funds	CON									
* Funding Agency:	Total:		900,000							900,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	6,625,000	4,692,000							11,317,000
	RW									
	CON									
	Total:	6,625,000	4,692,000							11,317,000

Comments:

***** Version 14 - 06/20/2019 *****
 Adding STBG NV \$562,000 (prior funds) PE 18/19. Aligning with NDOT E-STIP
 ***** Version 13 - 04/08/2019 *****
 Adjust CMAQ and STBG (CA) phase of work from ROW to PE 18/19. Toll Credits will be used for match on CMAQ and CA STBG funds. Add in prior column NV STBG and Douglas Cty funds to 18/19 PE. Add Douglas Cty funds of \$788,000 to 18/19 PE and remove developer fee fund source.

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

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

***** DFTIP Version 1 - 05/28/2014 *****
 Carry Over from 2012. Move PLH \$800k to 14/15
 total project \$75M
 RTP 3

***** Version 7 - 05/02/2013 *****
 Add \$1M FHWA PLH funds from NDOT, PE FY 12/13
 ***** Version 6 - 03/22/2012 *****
 Carry over from 2010
 added NDOT \$3,600, CA State \$11,000, PLH \$50,400, private \$7,000, FLH \$1,000
 updated project cost \$75M and project title

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

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

TAHOE METROPOLITAN PLANNING ORGANIZATION
2019 Federal Transportation Improvement Program
Detailed Backup Listing for Grouped Projects Bicycle and Pedestrian Facilities
Amendment No 4
August 1, 2019

CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: USFS		RTP Appendix B-3				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
Camp Richardson Resort and Campground BMPs and Retrofit		STBG- CA	CON			\$225,000			\$225,000	
		Local Funds (private)	CON			\$29,000			\$29,000	
Project Description										
				\$0	\$0	\$254,000	\$0	\$0	\$254,000	
Agency	USFS	Project Mgr.	Jenny Hebert	Phone	530-543-2857	Tracker No.	04.01.03.0112			
Comments New Project. Includes parking lot expansion (Class 1 Bike Path), grading and erosion control, and BMPs										
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: El Dorado		RTP Appendix B-1				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
Al Tahoe Safety and Mobility Enhancement Project		Active Transportation Program	PE	\$279,000					\$279,000	
			CON		\$1,866,000				\$1,866,000	
			ROW			\$137,000			\$137,000	
		STBG - CA	CON					\$225,000	\$225,000	
			PE	\$36,000					\$36,000	
			ROW			\$16,000			\$16,000	
			CON		\$47,000			\$26,000	\$73,000	
Project Description										
		The project includes a Class 1 bike trail on Al Tahoe adjacent to the SLT middle school, from US 50 to Johnson, bike lanes on both sides of Al Tahoe, driveway narrowing and intersection improvements at both ends.								
Agency	City of South Lake Tahoe	Project Mgr.	Chuck Taylor	Phone	530-542-6042	Tracker No.	03.01.02.0005			
Comments Add in RGP award: CMAQ funds of \$225,000 and local match of \$26,000 CON 21/22. Cost benefits 50.82 \$/kg/day										
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: El Dorado		RTP Appendix B-3				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
Lake Tahoe Blvd Class 1 Bike Trail		Local City Funds	PE	\$61,000					\$61,000	
			ROW		\$29,000				\$29,000	
			CON				\$442,000		\$442,000	
		CMAQ	CON	\$203,000					\$203,000	
		ATP (MPO)	CON				\$744,000		\$744,000	
		HIP	CON				\$756,000		\$756,000	
		STBG	ROW		\$249,000				\$249,000	
			CON				\$1,547,000		\$1,547,000	
Project Description										
		Design and construct Class 1 bike trail, ADA compliant ramps, and streetlights along the 0.6 mile section of Lake Tahoe Blvd from the Intersection of Viking Way to the intersection of State Hwy 89 and US Highway 50 (Viking Way to South Wye).								
Agency	City of South Lake Tahoe	Project Mgr.	Randy Carlson	Phone	530-542-6033	Tracker No.	03.01.02.0094			
Comments Add ATP MPO funds of \$744,000, HIP funds of \$756,000 and City funds of \$264,000 CON 20/21										
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: Placer		RTP Appendix B-1				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
West Shore Highway Crossing Improvements		Active Transportation Program	ROW	\$163,000	\$13,000				\$176,000	
			CON		\$150,000				\$150,000	
		NLTRA TOT	PE	\$50,000					\$50,000	
			CON		\$50,000				\$50,000	
Project Description										
		This project will update State Highway RTE 89 pedestrian crossings on the west shore of Lake Tahoe, for safety and ADA requirements based on existing highway geometrics.								
Agency	Placer County	Project Mgr.	Kansas McGahan	Phone	530-581-6271	Tracker No.	03.01.02.0125			
Comments Carry Over 2017 FTIP.										
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: Placer		RTP Appendix B-1				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
Tahoe City Downtown Access and Mobility Improvements		STBG	PE		\$600,000				\$600,000	
			ROW		\$50,000				\$50,000	
		NLTRA TOT	PE		\$200,000				\$200,000	
			ROW		\$50,000				\$50,000	
Project Description										
		The project will implement parking expansion, circulation, and consolidation at Grove Street, improved pedestrian access and safety at crossings in downtown Tahoe City, and provide the Lakeside Trail missing link. Improvements are expected to improve vehicular level of service (LOS), reduce reliance on the private automobile, and improve pedestrian safety.								
Agency	Placer County	Project Mgr.	Kansas McGahan	Phone	530-581-6271	Tracker No.	03.01.02.0118			
Comments Carry Over 2017 FTIP. TPC \$5,000,000. Updated project title and description and increased TOT by \$100,000 PE 18/19										
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: Placer		RTP Appendix B-3				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
North Tahoe Regional Bike Trail Phase 1		HIP	PE			\$163,000			\$163,000	
		STBG	PE			\$337,000			\$337,000	
		NLTRA TOT	PE			\$400,000			\$400,000	
Project Description										
		Construction of approximately 9 miles of Class 1 bike trail that will link the Dollar Hill Multi-use Trail with the North Tahoe Regional Park in Tahoe Vista.								
Agency	Placer County	Project Mgr.	Kansas McGahan	Phone	530-581-6271	Tracker No.	03.01.02.0011			
Comments Add HIP funds \$163,000 PE 19/20. New Project. TPC \$12,000,000. Increased TOT by \$200,000 PE 19/20.										

TAHOE METROPOLITAN PLANNING ORGANIZATION
2019 Federal Transportation Improvement Program
Detailed Backup Listing for Grouped Projects Bicycle and Pedestrian Facilities
Amendment No 4
August 1, 2019

CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	RTP Appendix B-1					Date	8/1/2019
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total
Meyers Corridor Operational Improvement Project		AQ Mitigation	PE	\$210,000	\$160,000		\$32,000		\$402,000
			CON			\$63,000		\$255,000	\$318,000
		CMAQ	PE	\$262,000			\$250,000		\$512,000
			CON			\$484,000		\$1,468,000	\$1,952,000
		RSTP	PE	\$110,000					\$110,000
			PE		\$1,000,000	\$0			\$1,000,000
		STBG	CON					\$500,000	\$500,000
		HSIP	CON			\$3,451,000			\$3,451,000
Project Description									
The project includes the planning, design and construction of a multimodal complete streets strategy within the 1.3 mile stretch of the Meyers Corridor along US Highway 50/State Route 89. Add lighting, signage, and provide multimodal transportation improvements.									
Agency	El Dorado County	Project Mgr.	Donaldo Palaroan	Phone	530-573-7920	Tracker No.	03.01.02.0074		
Comments	Add RGP award for the Apache phase of the project: CMAQ \$250,000 PE 20/21, \$1,486M CON 21/22 and STBG \$500,000 CON 21/22. Local funds of \$287,000. \$77.23 \$/kg/day TPC \$12,000,000. 1761.12 \$/kg/day								
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	RTP Appendix B-3					Date	8/01/2019
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total
Class I Bike Path: East San Bernardino - West San Bernardino		AQ Mitigation	PE	\$52,000					\$52,000
			CON		\$0	\$130,000	\$32,000		\$162,000
		CMAQ	CON				\$250,000		\$250,000
		STBG	PE	\$454,000					\$454,000
			CON		\$0	\$1,000,000			\$1,000,000
Project Description									
Construct approximately 0.37 miles of Class I bike path from East San Bernardino Avenue, west of the Upper Truckee River, to Tahoe Paradise Park in the community of Meyers.									
Agency	El Dorado County	Project Mgr.	Donaldo Palaroan	Phone	530-573-7920	Tracker No.	03.01.02.0040		
Comments	Add RGP award of CMAQ funds \$250,000 CON and 20/21 and Local funds of \$32,000. 18,787.74 \$/k/day								
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	RTP Appendix B-3					Date	6/28/2019
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total
South Tahoe Greenway Shared Use Trail Phases 1b&2		Active Transportation Program	PE	\$250,000					\$250,000
			CON		\$1,678,000				\$1,678,000
		California Tahoe Conservancy	PE	\$300,000					\$300,000
			CON			\$2,232,000			\$2,232,000
		LTCC Bond Measure	CON		\$650,000				\$650,000
		CMAQ	CON		\$399,000	\$390,000			\$789,000
Project Description									
The Greenway Shared Use Trail Phases 1b & 2 will connect the north/south bicycle network trail between Glenwood Way and Sierra Boulevard in South Lake Tahoe. The project will construct 1 mile of trail to complete a 1.8 mile connection.									
Agency	El Dorado County	Project Mgr.	Donaldo Palaroan	Phone	530-573-7920	Tracker No.	03.01.02.0087		
Comments	Add additional CMAQ funds of \$399,000 in 18/19. Use LTCC bond measure for match. CE 1116.86 \$/kg/day. Cost Effectiveness 36.825 \$/kg/day.								
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	RTP Appendix B-1					Date	8/22/2018
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total
Apache Avenue Pedestrian Safety and Connectivity Project		AQ Mitigation	PE				\$65,000		\$65,000
		STBG	PE				\$500,000		\$500,000
Project Description									
Mobility improvements along Apache Ave from US50/SR89 intersection to the LT Tahoe Magnet School, providing safe walkable and bikeable roadway.									
Agency	El Dorado County	Project Mgr.	Donaldo Palaroan	Phone	530-573-7920	Tracker No.	03.01.01.0004		
Comments	New Project. TPC \$1,874,000								
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado County	RTP Appendix B-3					Date	8/1/2019
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total
Upper Truckee River Pedestrian Bridge (South Tahoe Greenway)		CMAQ	PE				\$269,000		\$269,000
		Local Funds - private (TRCD)	PE				\$31,000		\$31,000
Project Description									
Plan and design the replacement of the Upper Truckee River (Middle Reaches) Pedestrian bridge connecting to the South Tahoe Greenway Trail. Partnering with El Dorado County on construction.									
Agency	Tahoe RCD	Project Mgr.	Nicole Cartwright	Phone	530-543-1501	Tracker No.	03.01.02.0142		
Comments	New Project. Add RGP award: CMAQ funds \$269,000 and local match \$31,000 FFY 21								
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: Washoe County	RTP Appendix B-3					Date	8/1/2019
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total
Incline Way Pedestrian Path		Local County Funds	PE		\$0				\$0
			CON		\$0				\$0
		TAP Flex STBG (NV)	PE		\$0				\$0
			CON		\$0				\$0
Project Description									
Construct pedestrian path from Southwood Boulevard to 800 feet West of Country Club Drive (.5miles)									
Agency	Washoe County	Project Mgr.	Mitchell Fink	Phone	77-328-3603	Tracker No.	n/a		
Comments	DELETE Project - Washoe County did not accept grant to construct project and has no future plans to construction. Funds will remain with NDOT for future project.								
Total Grouped Projects Cost: \$26,070,000									

	Prior	18/19	19/20	20/21	21/22	Total
Total	\$2,430,000	\$7,191,000	\$9,057,000	\$4,918,000	\$2,474,000	\$26,070,000

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

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

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
31	Active	08/01/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	4	19,241,000	704,000	6,125,000
30	Official	06/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	3	15,309,000	704,000	5,570,000
29	Official	04/10/2019	JWEBER	Amendment - New Project	2	15,309,000	704,000	5,622,000
28	Official	02/27/2019	JWEBER	Amendment - New Project	1	15,374,000	704,000	4,943,000
27	Official	09/26/2018	JWEBER	Adoption - Carry Over	0	15,120,000	704,000	4,943,000
26	Official	10/16/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	15	20,326,000	704,000	5,204,000
25	Official	07/24/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	13	17,540,000	704,000	4,129,000
24	Official	06/05/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	12	17,540,000	704,000	4,122,000
23	Official	02/28/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	10	17,540,000	551,000	4,122,000

* CMAQ -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 12	PE	262,000	399,000		519,000					1,180,000
	RW									
* Fund Type: Congestion Mitigation	CON	203,000		874,000	250,000	1,468,000				2,795,000
* Funding Agency:	Total:	465,000	399,000	874,000	769,000	1,468,000				3,975,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 12	PE	110,000								110,000
	RW									
* Fund Type: STPL State Exchange	CON									
* Funding Agency:	Total:	110,000								110,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 3 of 12	PE	300,000								300,000
	RW									
* Fund Type: State Cash	CON			2,232,000						2,232,000
* Funding Agency:	Total:	300,000		2,232,000						2,532,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 4 of 12	PE	102,000	160,000		97,000					359,000
	RW	160,000								160,000
* Fund Type: TRPA Air Quality Mitigation	CON			193,000	32,000	255,000				480,000
* Funding Agency:	Total:	262,000	160,000	193,000	129,000	255,000				999,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 5 of 12	PE	97,000								97,000
	RW		29,000	16,000						45,000
* Fund Type: City Funds	CON		47,000		442,000	26,000				515,000
* Funding Agency:	Total:	97,000	76,000	16,000	442,000	26,000				657,000

* Other Fed -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 6 of 12	PE	692,000								692,000
	RW		13,000							13,000
* Fund Type: Active Transportation Program (ATP)	CON		3,694,000		744,000					4,438,000
* Funding Agency:	Total:	692,000	3,707,000		744,000					5,143,000

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

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 12	PE									
	RW									
* Fund Type: Local Measure	CON		650,000							650,000
* Funding Agency:	Total:		650,000							650,000
<hr/>										
* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 12	PE	106,000	1,600,000	337,000	500,000					2,543,000
	RW		299,000	137,000						436,000
* Fund Type: STP Local	CON	348,000		1,225,000	1,547,000	725,000				3,845,000
* Funding Agency: Caltrans	Total:	454,000	1,899,000	1,699,000	2,047,000	725,000				6,824,000
<hr/>										
* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 12	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON			3,451,000						3,451,000
* Funding Agency:	Total:			3,451,000						3,451,000
<hr/>										
* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 12	PE	50,000	200,000	400,000						650,000
	RW		50,000							50,000
* Fund Type: County Funds	CON		50,000							50,000
* Funding Agency: Placer County	Total:	50,000	300,000	400,000						750,000
<hr/>										
* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 11 of 12	PE				31,000					31,000
	RW									
* Fund Type: Private Funds	CON			29,000						29,000
* Funding Agency:	Total:			29,000	31,000					60,000
<hr/>										
* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 12 of 12	PE			163,000						163,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON				756,000					756,000
* Funding Agency: Caltrans	Total:			163,000	756,000					919,000
<hr/>										
Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,719,000	2,359,000	900,000	1,147,000					6,125,000
	RW	160,000	391,000	153,000						704,000
	CON	551,000	4,441,000	8,004,000	3,771,000	2,474,000				19,241,000
	Total:	2,430,000	7,191,000	9,057,000	4,918,000	2,474,000				26,070,000

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

Comments:

***** Version 31 - 08/01/2019 *****

Add RGP award funds and local match to projects. Delete Incline Way Pedestrian Path. See Grouped Projects Bicycle and Pedestrian Facilities Detailed Backup List .

***** Version 30 - 06/30/2019 *****

Delete Tahoe Valley Greenbelt project. Transfer CMAQ to South Tahoe Greenway project. Remove Local funds \$52,000

***** Version 29 - 04/10/2019 *****

New project: Tahoe Valley Greenbelt & SWIP - add CMAQ \$399,000 & Local funds \$52,000.

North Tahoe Regional Bike Trail - add HIP funds of \$163,000.

Meyers Corridor Improvement and Class 1 San Bernardino Bike Path - switch STBG funds 19/20 for 18/19 and local funds accordingly.

***** Version 28 - 02/07/2019 *****

Adding new project: Camp Richardson Resort and Campground BMPs and Retrofit - add STBG-CA \$225,000 and Local funds \$29,000 FY 19/20
RTP Appendix B-3

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

2017 Carry Over. See Detailed backup listing for specific updates.

Two new projects: Apache Pedestrian Safety and Connectivity. North Tahoe Regional Bike Trail Phase 1 RTP Appendix B-1 & 3

***** Version 24 - 06/01/2018 *****

Al Tahoe Safety & Mobility Enhancement project - add STBG-CA \$137,000 and local match \$16,000 to 19/20. Move ATP funds \$1,866,000 and City funds \$47,000 from 17/18 to 18/19.

***** Version 23 - 02/01/2018 *****

Adding two new projects and updating three existing projects with STBG and local match..

1. Existing -Meyers Corridor Operational Improvement project: Add STBG-CA \$500,000 and Local AQ of \$57,000 to 18/19.

2. Existing - Class 1 Bike Path: East San Bernardino - West San Bernardino: Add STBG - CA \$500,000 and AQ \$86,000 to 18/19

3. Existing - Lake Tahoe Blvd Class 1 Bike Trail: Add STBG (CA) \$249,000 and City funds of \$29,000 to 18/19.

4. New Project: Tahoe City Downtown Access Improvements, add STBG-CA \$650,000 and local NLTRA \$150,000 to 18/19

5. New Project: West Shore Highway Crossing Improvements: Add ATP \$163,000 and local NLTRA \$50,000 in 17/18 & in 18/19

***** Version 22 - 11/02/2017 *****

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

***** Version 21 - 08/23/2017 *****

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

***** Version 20 - 05/10/2017 *****

Add 4 new projects, add HSIP \$3,451,000,

***** Version 19 - 03/01/2017 *****

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

***** Version 18 - 01/17/2017 *****

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

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

Carry Over from 2015.

Added Al Tahoe Safety and Mobility Enhancement and

South Tahoe Greenway Phase 1b&2

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

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

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0110	TITLE (DESCRIPTION): Grouped Projects Bicycle and Pedestrian Facilities (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and non-motorized))	MPO Aprv: 06/30/2019 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID: GROUP1	PRIOR	
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
31	Active	08/01/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	4	15,309,000	704,000	5,570,000
30	Official	06/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	3	15,309,000	704,000	5,570,000
29	Official	04/10/2019	JWEBER	Amendment - New Project	2	15,309,000	704,000	5,622,000
28	Official	02/27/2019	JWEBER	Amendment - New Project	1	15,374,000	704,000	4,943,000
27	Official	09/26/2018	JWEBER	Adoption - Carry Over	0	15,120,000	704,000	4,943,000
26	Official	10/16/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	15	20,326,000	704,000	5,204,000
25	Official	07/24/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	13	17,540,000	704,000	4,129,000
24	Official	06/05/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	12	17,540,000	704,000	4,122,000
23	Official	02/28/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	10	17,540,000	551,000	4,122,000

* CMAQ -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 14	PE	262,000	399,000							661,000
	RW									
* Fund Type: Congestion Mitigation	CON	203,000		874,000						1,077,000
* Funding Agency:	Total:	465,000	399,000	874,000						1,738,000

* Other State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 14	PE	110,000								110,000
	RW									
* Fund Type: STPL State Exchange	CON									
* Funding Agency:	Total:	110,000								110,000

* Other State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 14	PE	300,000								300,000
	RW									
* Fund Type: State Cash	CON			2,232,000						2,232,000
* Funding Agency:	Total:	300,000		2,232,000						2,532,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 14	PE	102,000	160,000		65,000					327,000
	RW	160,000								160,000
* Fund Type: TRPA Air Quality Mitigation	CON			193,000						193,000
* Funding Agency:	Total:	262,000	160,000	193,000	65,000					680,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 14	PE	97,000								97,000
	RW		29,000	16,000						45,000
* Fund Type: City Funds	CON		47,000		178,000					225,000
* Funding Agency:	Total:	97,000	76,000	16,000	178,000					367,000

* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 14	PE	692,000								692,000
	RW		13,000							13,000
* Fund Type: Active Transportation Program (ATP)	CON		3,694,000							3,694,000
* Funding Agency:	Total:	692,000	3,707,000							4,399,000

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

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 14	PE									
	RW									
* Fund Type: Local Measure	CON		650,000							650,000
* Funding Agency:	Total:		650,000							650,000
<hr/>										
* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 14	PE	106,000	1,600,000	337,000	500,000					2,543,000
	RW		299,000	137,000						436,000
* Fund Type: STP Local	CON	348,000		1,225,000	1,547,000					3,120,000
* Funding Agency: Caltrans	Total:	454,000	1,899,000	1,699,000	2,047,000					6,099,000
<hr/>										
* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 14	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON			3,451,000						3,451,000
* Funding Agency:	Total:			3,451,000						3,451,000
<hr/>										
* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 14	PE		26,000							26,000
	RW									
* Fund Type: Transportation Alternatives Program (TAP)	CON		559,000							559,000
* Funding Agency: Nevada DOT	Total:		585,000							585,000
<hr/>										
* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 11 of 14	PE		1,000							1,000
	RW									
* Fund Type: County Funds	CON		29,000							29,000
* Funding Agency: Washoe County Public Works	Total:		30,000							30,000
<hr/>										
* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 12 of 14	PE	50,000	200,000	400,000						650,000
	RW		50,000							50,000
* Fund Type: County Funds	CON		50,000							50,000
* Funding Agency: Placer County	Total:	50,000	300,000	400,000						750,000
<hr/>										
* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 13 of 14	PE									
	RW									
* Fund Type: Private Funds	CON			29,000						29,000
* Funding Agency:	Total:			29,000						29,000
<hr/>										
* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 14 of 14	PE			163,000						163,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Caltrans	Total:			163,000						163,000
<hr/>										
Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,719,000	2,386,000	900,000	565,000					5,570,000
	RW	160,000	391,000	153,000						704,000
	CON	551,000	5,029,000	8,004,000	1,725,000					15,309,000
	Total:	2,430,000	7,806,000	9,057,000	2,290,000					21,583,000

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

Comments:

***** Version 30 - 06/30/2019 *****

Delete Tahoe Valley Greenbelt project. Transfer CMAQ to South Tahoe Greenway project. Remove Local funds \$52,000

***** Version 29 - 04/10/2019 *****

New project: Tahoe Valley Greenbelt & SWIP - add CMAQ \$399,000 & Local funds \$52,000.

North Tahoe Regional Bike Trail - add HIP funds of \$163,000.

Meyers Corridor Improvement and Class 1 San Bernardino Bike Path - switch STBG funds 19/20 for 18/19 and local funds accordingly.

***** Version 28 - 02/07/2019 *****

Adding new project: Camp Richardson Resort and Campground BMPs and Retrofit - add STBG-CA \$225,000 and Local funds \$29,000 FY 19/20

RTP Appendix B-3

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

2017 Carry Over. See Detailed backup listing for specific updates.

Two new projects: Apache Pedestrian Safety and Connectivity. North Tahoe Regional Bike Trail Phase 1 RTP Appendix B-1 & 3

***** Version 24 - 06/01/2018 *****

Al Tahoe Safety & Mobility Enhancement project - add STBG-CA \$137,000 and local match \$16,000 to 19/20. Move ATP funds \$1,866,000 and City funds \$47,000 from 17/18 to 18/19.

***** Version 23 - 02/01/2018 *****

Adding two new projects and updating three existing projects with STBG and local match..

1. Existing -Meyers Corridor Operational Improvement project: Add STBG-CA \$500,000 and Local AQ of \$57,000 to 18/19.
2. Existing - Class 1 Bike Path: East San Bernardino - West San Bernardino: Add STBG - CA \$500,000 and AQ \$86,000 to 18/19
3. Existing - Lake Tahoe Blvd Class 1 Bike Trail: Add STBG (CA) \$249,000 and City funds of \$29,000 to 18/19.
4. New Project: Tahoe City Downtown Access Improvements, add STBG-CA \$650,000 and local NLTRA \$150,000 to 18/19
5. New Project: West Shore Highway Crossing Improvements: Add ATP \$163,000 and local NLTRA \$50,000 in 17/18 & in 18/19

***** Version 22 - 11/02/2017 *****

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

***** Version 21 - 08/23/2017 *****

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

***** Version 20 - 05/10/2017 *****

Add 4 new projects, add HSIP \$3,451,000,

***** Version 19 - 03/01/2017 *****

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

***** Version 18 - 01/17/2017 *****

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

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

Carry Over from 2015.

Added Al Tahoe Safety and Mobility Enhancement and South Tahoe Greenway Phase 1b&2

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

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

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

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

IMPLEMENTING AGENCY: Placer County
PROJECT MANAGER: Kansas McGahan

PHONE: (530) 581-6217

EMAIL: kmcgahan@placer.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	08/01/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	4	1,523,000		850,000
2	Official	09/26/2018	JWEBER	Adoption - Carry Over	0		1,650,000	850,000
1	Official	09/28/2016	JWEBER	Adoption - New Project	0			750,000

* RSTP -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 2	PE	650,000								650,000
* Fund Type: STP Local	RW									
	CON					1,323,000				1,323,000
* Funding Agency: Caltrans	Total:	650,000				1,323,000				1,973,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 2	PE	100,000	100,000							200,000
* Fund Type: County Funds	RW									
	CON					200,000				200,000
* Funding Agency:	Total:	100,000	100,000			200,000				400,000

Project Total:		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE	750,000	100,000							850,000
	RW									
	CON					1,523,000				1,523,000
	Total:	750,000	100,000			1,523,000				2,373,000

Comments:

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

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

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0141	TITLE (DESCRIPTION): Kings Beach Western Approach (The project will convert the intersection at SR 267/SR 28 to a roundabout to improve mobility, safety and efficiency, and intersection level of service (LOS) compared to existing signalized intersection.)	MPO Aprv: 09/26/2018
CT PROJECT ID:		MPO ID.: PL001	State Aprv: 11/02/2018		
COUNTY: Placer County Placer County	ROUTE: 267 28	PM:	Federal Aprv: 12/17/2018		EPA TABLE II or III EXEMPT CATEGORY

PRIOR

IMPLEMENTING AGENCY: Placer County
PROJECT MANAGER: Kansas McGahan
PHONE: (530) 581-6217
EMAIL: kmcgahan@placer.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Official	09/26/2018	JWEBER	Adoption - Carry Over	0		1,650,000	850,000
1	Official	09/28/2016	JWEBER	Adoption - New Project	0			750,000

* RSTP -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 3	PE	650,000								650,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Caltrans	Total:	650,000								650,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 3	PE	100,000	100,000							200,000
	RW									
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	100,000	100,000							200,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW	850,000	800,000							1,650,000
* Fund Type: State Cash	CON									
* Funding Agency: California Tahoe Conservancy	Total:	850,000	800,000							1,650,000

Project Total:		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE	750,000	100,000							850,000
	RW	850,000	800,000							1,650,000
	CON									
	Total:	1,600,000	900,000							2,500,000

Comments:

***** DFTIP Version 1 - 05/14/2018*****
2017 Carry Over. Add \$100,000 TOT in 18/19
Previous Title: Mobility Improvements at SR 267/ SR 28 Intersection. Add ROW \$800,000 18/19.
RTP Appendix B-1.

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

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

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

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: Meghan Kelly

PHONE: (775) 586-1610

EMAIL: mkelly@ntcd.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/01/2019	JWEBER	Amendment - New Project	4			65,000

* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE					62,000				62,000
	RW									
* Fund Type: Transportation Alternatives Program (TAP)	CON									
* Funding Agency: Nevada DOT	Total:					62,000				62,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE					3,000				3,000
	RW									
* Fund Type: County Funds	CON									
* Funding Agency:	Total:					3,000				3,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE					65,000				65,000
	RW									
	CON									
	Total:					65,000				65,000

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

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0150	TITLE (DESCRIPTION): Nevada Stateline to Stateline Corridor Improvements - Round Hill Pines to Zephyr Cove (Construct a Shared-Use path along US 50 from Round Hill Pines to Zephyr Cove)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD19	CURRENT	EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Douglas County, Nev	ROUTE: 50		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes

PHONE: (775) 557-4901

EMAIL: dhughes@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	07/31/2019	JWEBER	Amendment - Delete Project	4			1,233,000
1	Official	09/26/2018	JWEBER	Adoption - New Project	0			1,233,000

* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE			1,171,000						1,171,000
* Fund Type: STP Local	RW									
* Funding Agency: Nevada DOT	CON									
	Total:			1,171,000						1,171,000

* Nevada State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE			62,000						62,000
* Fund Type: Nevada State	RW									
* Funding Agency:	CON									
	Total:			62,000						62,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE			1,233,000						1,233,000
	RW									
	CON									
	Total:			1,233,000						1,233,000

Comments:

***** Version 2 - 07/31/2019 *****
Delete project. Deferred to future.

***** Version 1 - 06/13/2018 *****
Added local match LT License Plate Program (NDSL)
New Project. RTP Appendix B-3. TPC \$6M

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0150	TITLE (DESCRIPTION): Nevada Stateline to Stateline Corridor Improvements - Round Hill Pines to Zephyr Cove (Construct a Shared-Use path along US 50 from Round Hill Pines to Zephyr Cove)	MPO Aprv: 09/26/2018 State Aprv: 11/02/2018 Federal Aprv: 12/17/2018
CT PROJECT ID:			MPO ID.: TTD19	PRIOR	EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Douglas County, Nev	ROUTE: 50		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes

PHONE: (775) 557-4901

EMAIL: dhughes@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	07/31/2019	JWEBER	Amendment - Delete Project	4			1,233,000
1	Official	09/26/2018	JWEBER	Adoption - New Project	0			1,233,000

* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE			1,171,000						1,171,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:			1,171,000						1,171,000

* Nevada State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE			62,000						62,000
	RW									
* Fund Type: Nevada State	CON									
* Funding Agency:	Total:			62,000						62,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE			1,233,000						1,233,000
	RW									
	CON									
	Total:			1,233,000						1,233,000

Comments:

***** Version 1 - 06/13/2018 *****
Added local match LT License Plate Program (NDSL)
New Project. RTP Appendix B-3. TPC \$6M

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0125	TITLE (DESCRIPTION): SR 28 Corridor Improvements - Sand Harbor to Spooner State Park (An approx. 8-mile separate shared use path connecting Sand Harbor and Spooner State Park along the east side of Lake Tahoe and provide trail head parking. Relocate the new sewer line under bike path, including options for other utilities (NV Energy / AT&T) underground. Relocate on highway parking with parking lot expansions and improved transit stops along the corridor.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD10		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:		PM: 0.0 / 0.0		

CURRENT

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: RUSS NYGAARD

PHONE: (775) 589-5503

EMAIL: rnygaard@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	08/01/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	4			2,746,000
4	Official	09/26/2018	JWEBER	Adoption - Carry Over	0	11,200,000		3,028,000
3	Official	02/28/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	10			3,028,000
2	Official	09/28/2016	JWEBER	Adoption - Carry Over	0		517,000	1,458,000
1	Official	12/17/2014	JWEBER	Amendment - New Project	2			1,130,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 5	PE	300,000								300,000
* Fund Type: Private Funds	RW									
	CON									
* Funding Agency:	Total:	300,000								300,000

* Federal Disc. -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 5	PE	500,000								500,000
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	RW									
	CON									
* Funding Agency:	Total:	500,000								500,000

* RSTP -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 3 of 5	PE	1,000,000		671,000						1,671,000
* Fund Type: STP Local	RW									
	CON									
* Funding Agency: Nevada DOT	Total:	1,000,000		671,000						1,671,000

* Other Fed -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 4 of 5	PE	116,000		62,000						178,000
* Fund Type: Transportation Alternatives Program (TAP)	RW									
	CON									
* Funding Agency: Nevada DOT	Total:	116,000		62,000						178,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 5 of 5	PE		59,000	38,000						97,000
* Fund Type: County Funds	RW									
	CON									
* Funding Agency:	Total:		59,000	38,000						97,000

Project Total:		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE	800,000	1,175,000	771,000						2,746,000
	RW									
	CON									
	Total:	800,000	1,175,000	771,000						2,746,000

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

Comments:

***** Version 5 - 08/01/2019 *****

Add NV TAP \$116,000 & local funds \$59,000 PE 18/19. NV TAP \$62,000 & local funds \$3,000 PE 19/20. STGB-NV \$671,000 and local match \$35,000 PE 19/20. Remove IVGD \$11.2M and NV State funds source.

***** DFTIP Version 1 - 05/14/2018*****

2017 Carry Over. Local fund source is IVGID.
TPC \$60,000,000.

***** Version 3 - 01/25/2018 *****

Adding STBG NV funds - \$1,000,000 and local match - Q1\$53,000 for PE 18/19.
RTP Appendix B page B-3

***** DFTIP Version 1 - 06/09/2016 *****

Carry over from 2015. Title change and Scope revision.
Added STBG funds.

***** Version 1 - 11/13/2014 *****

New Project: NV ST2ST Phase 3
Local fund source is IVGID.
RTP 17 & 23. Total project cost \$36,000,000

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0125	TITLE (DESCRIPTION): SR 28 Corridor Improvements - Sand Harbor to Spooner State Park (An approx. 8-mile separate shared use path connecting Sand Harbor and Spooner State Park along the east side of Lake Tahoe and provide trail head parking. Relocate the new sewer line under bike path, including options for other utilities (NV Energy / AT&T) underground. Relocate on highway parking with parking lot expansions and improved transit stops along the corridor.)	MPO Aprv: 09/26/2018 State Aprv: 11/02/2018 Federal Aprv: 12/17/2018
CT PROJECT ID:			MPO ID.: TTD10		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:		PM: 0.0 / 0.0		

PRIOR

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: RUSS NYGAARD

PHONE: (775) 589-5503

EMAIL: rnygaard@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Official	09/26/2018	JWEBER	Adoption - Carry Over	0	11,200,000		3,028,000
3	Official	02/28/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	10			3,028,000
2	Official	09/28/2016	JWEBER	Adoption - Carry Over	0		517,000	1,458,000
1	Official	12/17/2014	JWEBER	Amendment - New Project	2			1,130,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE	300,000								300,000
* Fund Type: Private Funds	RW									
	CON			11,200,000						11,200,000
* Funding Agency:	Total:	300,000		11,200,000						11,500,000

* Federal Disc. -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE	500,000								500,000
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	RW									
	CON									
* Funding Agency:	Total:	500,000								500,000

* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE	802,000	1,000,000							1,802,000
* Fund Type: STP Local	RW									
	CON									
* Funding Agency: Nevada DOT	Total:	802,000	1,000,000							1,802,000

* Nevada State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE	373,000	53,000							426,000
* Fund Type: Nevada State	RW									
	CON									
* Funding Agency:	Total:	373,000	53,000							426,000

Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,975,000	1,053,000							3,028,000
	RW									
	CON			11,200,000						11,200,000
	Total:	1,975,000	1,053,000	11,200,000						14,228,000

Comments:
***** DFTIP Version 1 - 05/14/2018*****
2017 Carry Over. Local fund source is IVGID.
TPC \$60,000,000.

***** Version 3 - 01/25/2018 *****
Adding STBG NV funds - \$1,000,000 and local match - Q1\$53,000 for PE 18/19.
RTP Appendix B page B-3

***** DFTIP Version 1 - 06/09/2016 *****
Carry over from 2015. Title change and Scope revision.
Added STBG funds.

***** Version 1 - 11/13/2014 *****
New Project: NV ST2ST Phase 3
Local fund source is IVGID.

Attachment C

Updated Financial Summary

TABLE 1: REVENUE

Tahoe Metropolitan Planning Organization
2019 FTIP
Amendment 4
(\$'s in 1,000)

Funding Source	N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2019		FY 2020		FY 2021		FY 2022		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 01	Current No.4	Prior No. 01	Current No.4	Prior No. 01	Current No.4	Prior No. 01	Current No.4	
LOCAL										
Sales Tax										
City										
County										
Gas Tax										
Gas Tax (Subventions to Cities)										
Gas Tax (Subventions to Counties)										
Other Local Funds		\$786	\$1,705	\$526	\$564	\$178	\$473	\$17	\$313	\$3,055
County General Funds		\$488	\$1,447	\$570	\$548		\$371		\$270	\$2,296
City General Funds		\$154	\$258	\$16	\$16	\$178	\$442	\$17	\$43	\$759
Street Taxes and Developer Fees		\$144								
RSTP Exchange funds										
Transit										
Transit Fares										
Other (See Appendix 1)		\$7,389	\$7,389	\$18,072	\$6,872	\$6,856	\$6,920	\$6,588	\$6,843	\$28,024
Local Total		\$8,175	\$9,094	\$18,598	\$7,436	\$7,034	\$7,393	\$6,605	\$7,156	\$31,079
REGIONAL										
Tolls										
Bridge										
Corridor										
Regional Sales Tax										
Other (See Appendix 2)										
Regional Total										
STATE										
State Highway Operations and Protection Program (SHOPP) ¹										
SHOPP										
SHOPP Prior										
State Minor Program										
State Transportation Improvement Program (STIP) ¹										
STIP										
STIP Prior										
State Bond										
Proposition 1A (High Speed Passenger Train Bond Program)										
Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
Active Transportation Program (ATP) ¹		\$3,707	\$3,707	\$163		\$163	\$744	\$209		\$4,451
Highway Maintenance (HM) Program ¹										
Highway Bridge Program (HBP) ¹										
Road Repair and Accountability Act of 2017 (SB1)										
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix 3)		\$4,127	\$3,274	\$5,716	\$5,654	\$3,322	\$3,322	\$3,322	\$3,322	\$15,572
State Total		\$7,834	\$6,981	\$5,879	\$5,654	\$3,485	\$4,066	\$3,531	\$3,322	\$20,023
FEDERAL TRANSIT										
5307 - Urbanized Area Formula Grants	2	\$2,893	\$2,949	\$2,893	\$2,949	\$2,893	\$2,893	\$2,893	\$2,893	\$11,684
5309 - Fixed Guideway Capital Investment Grants										
5309b - New and Small Starts (Capital Investment Grants)										
5309c - Bus and Bus Related Grants		\$850	\$850							\$850
5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$185	\$185	\$50	\$50	\$50	\$50	\$50	\$50	\$335
5311 - Formula Grants for Rural Areas	4	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$8,844
5311f - Intercity Bus										
5337 - State of Good Repair Grants										
5339 - Bus and Bus Facilities Formula Grants		\$950	\$950	\$402	\$402	\$402	\$402	\$402	\$402	\$2,156
FTA Transfer from Prior FTIP										
Other (See Appendix 4)										
Federal Transit Total		\$7,089	\$7,145	\$5,556	\$5,612	\$5,556	\$5,556	\$5,556	\$5,556	\$23,869
FEDERAL HIGHWAY										
Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,440	\$1,440	\$1,469	\$1,469	\$1,469	\$1,469	\$1,468	\$1,468	\$5,846
Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
Coordinated Border Infrastructure Program										
Federal Lands Access Program										
Federal Lands Transportation Program										
GARVEE Bonds Debt Service Payments										
Highway Infrastructure Program (HIP)				\$382	\$163		\$756			\$919
Highway Infrastructure Program (HIP) - PRIOR										
High Priority Projects (HPP) and Demo										
Highway Safety Improvement Program (HSIP)				\$3,451	\$3,451			\$649	\$649	\$4,100
National Highway Freight Program (NHFP)										
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
Railway-Highway Crossings Program										
Recreational Trails Program										
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGR/RSTP)	3	\$1,973	\$1,973	\$2,048	\$2,048	\$2,047	\$2,047	\$2,047	\$2,048	\$8,116
Other (see Appendix 5)		\$2,098	\$4,967	\$3,183	\$3,183	\$1,283	\$1,283	\$1,221	\$1,334	\$10,767
Federal Highway Total		\$5,511	\$8,380	\$10,533	\$10,314	\$4,799	\$5,555	\$5,385	\$5,499	\$29,748
FEDERAL RAIL										
Other Federal Railroad Administration (see Appendix 6)										
Federal Railroad Administration Total										
Federal Total		\$12,600	\$15,525	\$16,089	\$15,926	\$10,355	\$11,111	\$10,941	\$11,055	\$53,617
INNOVATIVE FINANCE										
TIFIA (Transportation Infrastructure Finance and Innovation Act)										
Other (See Appendix 7)										
Innovative Financing Total										
REVENUE TOTAL		\$28,609	\$31,600	\$40,566	\$29,016	\$20,874	\$22,570	\$21,077	\$21,533	\$104,719

Financial Summary Notes:

¹ State Programs that include both state and federal funds

² FTA program includes both CA and NV funds

³ STBG CA funds

⁴ NV5311 funds

TABLE 1: REVENUE - APPENDICES

Tahoe Metropolitan Planning Organization
2019 FTIP
Amendment 4
(\$'s in 1,000)

Appendix 1 - Local Other

Local Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
TRPA AQ Mitigation	\$166	\$166	\$193	\$193	\$88	\$152		\$255	\$766
LTCB Bond Measure	\$650	\$650							\$650
Private Funds			\$91	\$91	\$180	\$180			\$271
Local Transportation Funds	\$6,573	\$6,573	\$6,588	\$6,588	\$6,588	\$6,588	\$6,588	\$6,588	\$26,337
IVGID			\$11,200						
Local Other Total	\$7,389	\$7,389	\$18,072	\$6,872	\$6,856	\$6,920	\$6,588	\$6,843	\$28,024

Appendix 2 - Regional Other

Regional Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Cash - CA Tahoe Conservancy	\$800		\$2,232	\$2,232					\$2,232
Nevada State LT License Plate (NDSL)			\$62	\$62					\$62
Nevada State Q1	\$53								
LCTOP	\$228	\$228	\$232	\$232	\$232	\$232	\$232	\$232	\$924
TDA	\$2,961	\$2,961	\$3,005	\$3,005	\$3,005	\$3,005	\$3,005	\$3,005	\$11,976
Nevada State Parks	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$340
Nevada State Funds			\$100	\$38					\$38
State Other Total	\$4,127	\$3,274	\$5,716	\$5,654	\$3,322	\$3,322	\$3,322	\$3,322	\$15,572

Appendix 4 - Federal Transit Other

Federal Transit Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix 5 - Federal Highway Other

Federal Highway Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada - Surface Transportation Block Grant Program (STBG)	\$1,274	\$4,166	\$3,121	\$3,121	\$1,221	\$1,221	\$1,221	\$1,272	\$9,780
Nevada TAP	\$824	\$239	\$62	\$62	\$62	\$62		\$62	\$425
Highway Infrastructure Program (HIP) - NV		\$562							\$562
Federal Highway Other Total	\$2,098	\$4,967	\$3,183	\$3,183	\$1,283	\$1,283	\$1,221	\$1,334	\$10,767

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

Tahoe Metropolitan Planning Organization
 2019 FTIP
 Amendment 4
 (\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 01	Current No.4	Prior No. 01	Current No.4	Prior No. 01	Current No.4	Prior No. 01	Current No.4	
LOCAL	Local Total		\$8,175	\$8,912	\$18,598	\$7,436	\$7,034	\$7,393	\$6,605	\$7,156	\$30,897
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹										
	SHOPP										
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹										
	STIP										
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹		\$3,707	\$3,707				\$744			\$4,451
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹										
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other (See Appendix B)		\$4,127	\$3,274	\$5,716	\$5,654	\$3,322	\$3,322	\$3,322	\$3,322	\$15,572
	State Total		\$7,834	\$6,981	\$5,716	\$5,654	\$3,322	\$4,066	\$3,322	\$3,322	\$20,023
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	2	\$2,893	\$2,949	\$2,893	\$2,949	\$2,893	\$2,893	\$2,893	\$2,893	\$11,684
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants		\$850	\$850							\$850
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$185	\$185	\$50	\$50	\$50	\$50	\$50	\$50	\$335
	5311 - Formula Grants for Rural Areas	4	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$8,844
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$950	\$950	\$402	\$402	\$402	\$402	\$402	\$402	\$2,156
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)										
	Federal Transit Total		\$7,089	\$7,145	\$5,556	\$5,612	\$5,556	\$5,556	\$5,556	\$5,556	\$23,869
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,440	\$1,440	\$1,264	\$1,264		\$769		\$1,468	\$4,941
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)					\$163		\$756			\$919
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$3,451	\$3,451			\$649	\$649	\$4,100
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	3	\$1,968	\$1,968	\$2,007	\$2,007	\$2,047	\$2,047		\$2,048	\$8,070
	Other (see Appendix D)		\$1,982	\$4,967	\$3,121	\$2,683	\$840	\$840		\$1,334	\$9,824
	Federal Highway Total		\$5,390	\$8,375	\$9,843	\$9,568	\$2,887	\$4,412	\$649	\$5,499	\$27,854
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$12,479	\$15,520	\$15,399	\$15,180	\$8,443	\$9,968	\$6,205	\$11,055	\$51,723
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
	PROGRAMMED TOTAL		\$28,488	\$31,413	\$39,713	\$28,270	\$18,799	\$21,427	\$16,132	\$21,533	\$102,643

MPO Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² FTA program that includes both California and Nevada funds
³ STBG CA funds
⁴ NV 5311 funds

TABLE 2: PROGRAMMED - APPENDICES

Tahoe Metropolitan Planning Organization
2019 FTIP
Amendment 4
(\$'s in 1,000)

Appendix A - Regional Other

Regional Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix B - State Other

State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Cash - California Tahoe Conservancy	\$800		\$2,232	\$2,232					\$2,232
Nevada State LT License Plate (NDSL)			\$62	\$62					\$62
Nevada State Q1	\$53								
LCTOP	\$228	\$228	\$232	\$232	\$232	\$232	\$232	\$232	\$924
TDA	\$2,961	\$2,961	\$3,005	\$3,005	\$3,005	\$3,005	\$3,005	\$3,005	\$11,976
Nevada State Parks	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$340
Nevada State funds			\$100	\$38					\$38
State Other Total	\$4,127	\$3,274	\$5,716	\$5,654	\$3,322	\$3,322	\$3,322	\$3,322	\$15,572

Appendix C - Federal Transit Other

Federal Transit Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix D - Federal Highway Other

Federal Highway Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada - Surface Transportation Block Grant Program	\$1,274	\$4,166	\$3,121	\$2,621	\$840	\$840		\$1,272	\$8,899
Nevada TAP	\$708	\$239		\$62				\$62	\$363
Highway Infrastructure Program (HIP) - NV		\$562							\$562
Federal Highway Other Total	\$1,982	\$4,967	\$3,121	\$2,683	\$840	\$840		\$1,334	\$9,824

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix F - Innovative Finance Other

Innovative Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 3: REVENUE-PROGRAMMED

Tahoe Metropolitan Planning Organization
 2019 FTIP
 Amendment 4
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT
		FY 2019		FY 2020		FY 2021		FY 2022		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 01	Current No.4	Prior No. 01	Current No.4	Prior No. 01	Current No.4	Prior No. 01	Current No.4	
LOCAL	Local Total		\$182							\$182
REGIONAL	Tolls									
	Bridge Corridor Regional Sales Tax Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹									
	STIP									
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1E (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
Active Transportation Program ¹			\$163		\$163		\$209			
Highway Maintenance (HM) Program ¹										
Highway Bridge Program (HBP) ¹										
Road Repair and Accountability Act of 2017 (SB1)										
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total			\$163		\$163		\$209		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
Other										
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program			\$205	\$205	\$1,469	\$700	\$1,468		\$905
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)									
	Coordinated Border Infrastructure Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	GARVEE Bonds Debt Service Payments									
	Highway Infrastructure Program (HIP)			\$382						
	Highway Infrastructure Program (HIP) - PRIOR									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
National Highway Freight Program (NHFP)										
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
Railway-Highway Crossings Program										
Recreational Trails Program										
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)										
Other			\$5	\$5	\$41	\$41		\$2,047		\$46
		\$116		\$62	\$500	\$443	\$443	\$1,221		\$943
	Federal Highway Total	\$121	\$5	\$690	\$746	\$1,912	\$1,143	\$4,736		\$1,894
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$121	\$5	\$690	\$746	\$1,912	\$1,143	\$4,736		\$1,894
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$121	\$187	\$853	\$746	\$2,075	\$1,143	\$4,945		\$2,076

Attachment D

Public Notice

NOTICE OF 7-DAY PUBLIC COMMENT PERIOD 2019 Federal Transportation Improvement Program Amendment #4

This announcement is being initiated as required by TMPO's Public Participation Plan to provide public notification of changes that have been proposed to the 2019 Federal Transportation Improvement Program (FTIP). The public comment period commences on August 2, 2019 and closes on August 9, 2019. There will be an opportunity for public comment August 9, 2019 at the scheduled Tahoe Transportation Commission board meeting prior to the close of the comment period.

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

<http://www.trpa.org/transportation/>

Submit comments to:

**Judy Weber, Associate Transportation Planner
Transportation Planning Division
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449**

Or email: jweber@trpa.org

The proposed 2019 Federal Transportation Improvement Program changes are as follows:

Project Additions

- **2019 Regional Grant Program Project Recommendations for inclusion in 2019 FTIP**
The 2012 federal transportation authorization legislation, 'Moving Ahead for Progress in the 21st Century' (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. Each of the seven projects proposed to be programmed into the FTIP will make progress towards achieving federally required performance targets including PM1 improving safety and PM3 improving system reliability and air quality.

Updates to Existing Projects

- US50 South Shore Community Revitalization Project
- Grouped Projects Bicycle and Pedestrian Facilities: Lake Tahoe Boulevard Class 1 Bike Trail
- SR28 Central Corridor Improvements – Sand Harbor to Spooner State Park

Project Deletions

- Nevada Stateline to Stateline Corridor Improvements - Round Hill Pines to Zephyr Cove
- Grouped Projects Bicycle and Pedestrian Facilities: Incline Way Pedestrian Path Project

Please direct any questions regarding this notice to Judy Weber at jweber@trpa.org.

Attachment E
Board Resolution

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2019 - _____

ADOPTION OF AMENDMENT No. 4 TO THE
TMPO 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the 2019 TMPO Federal Transportation Improvement Program (FTIP) has been developed in accordance with the Fixing America's Surface Transportation Act (FAST Act); and

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

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

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

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

WHEREAS, the 2019 FTIP is consistent with the transportation system and financial plan described in the 2017 RTP; and

WHEREAS, the 2019 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2019 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2019 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

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

WHEREAS, the 2019 FTIP is now in need of amendment; and

WHEREAS, the 2019 FTIP Amendment No. 4 meets all applicable transportation planning requirements per 23 Code of Federal Regulations Part 450; and

TMPO CONSENT CALENDAR ITEM NO. 1

WHEREAS, the 2012 federal transportation authorization legislation, 'Moving Ahead for Progress in the 21st Century' (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds; and

WHEREAS, to incorporate the new federal performance requirements for Safety (PM1); Pavement and Bridge Conditions (PM2); and System Performance, Freight, Congestion, Air Quality (PM3) and Transit Asset Management into the Federal Transportation Improvement Program (FTIP), TMPO is required to show (1) that the FTIP "makes progress towards achieving the Tahoe region's performance targets" and (2) that the FTIP includes, "to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets."; and

WHEREAS, the projects contained within Amendment No. 4 have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these targets and these targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2019 FTIP, this FTIP Amendment, and subsequent FTIP Amendments and Administrative Modifications; and

WHEREAS, on August 09, 2019 the Tahoe Transportation Commission recommended the TMPO Governing Board adopt the 2019 FTIP Amendment No. 4.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2019 FTIP Amendment No. 4.

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

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization this Wednesday, September 25, 2019 by the following vote:

Ayes:
Nays:
Absent:

William Yeates, Chair
Tahoe Metropolitan Planning Organization
Governing Board

STAFF REPORT

Date: September 18, 2019
To: Governing Board
From: TRPA Staff
Subject: Presentation of State of the Lake Report

Background:

Dr. Geoffrey Schladow from the University of California, Davis Tahoe Environmental Research Center (TERC) will present a summary of the 2019 State of the Lake Report. The full report may be accessed at <https://tahoe.ucdavis.edu/stateofthelake>.

TERC has been continuously monitoring the water quality of Lake Tahoe since 1968. This record of almost 50 years of scientific measurements provides a unique perspective on the long-term trends, current status and recent observations of the condition of Lake Tahoe. The State of the Lake summarizes the results of the ongoing research and monitoring efforts and provides important information that TRPA and its partners rely upon to inform policy decisions about the future of the Region.

TERC has monitored the clarity of the lake with a Secchi disk every two years for the last half century. Continuous monitoring and reporting on clarity have been critical to raising public awareness and spurring management action to preserve water quality. The 2019 Report found that average annual water clarity in 2018 was 70.9 feet, a 10.5-foot increase from 2017. The Report highlighted seasonal differences in clarity trends. Winter clarity improved by 11.7 feet to 83.3 feet over the previous year, a sign that stormwater control projects around the lake are working, while summer clarity dropped 16.7 feet from 2015 to 56.4 feet.

The 2019 Report continued to highlight the impact of climate change on the Lake. The average water temperature of the lake's surface in 2018 was 53.2 degrees F, the second warmest on record. The report also highlighted preliminary findings from a research project on the impact of Mysis shrimp on lake clarity. Mysis shrimp are non-native and feed on native zooplankton. The pilot project in Emerald Bay is examining the possibility of Mysis shrimp control as a means to bring back the native zooplankton and improve clarity.

TRPA is proud to be one of a group of partners that fund TERC's work and the development of the State of the Lake Report and is grateful that Dr. Schladow has agreed to present the findings of the State of the Lake Report to the TRPA Governing Board.

If you have questions about the presentation, please contact Dan Segan, Principal Natural Resource Analyst at dsegan@trpa.org or 775.589.5233.

STAFF REPORT

Date: September 18, 2019
To: TRPA Governing Board
From: TRPA Staff
Subject: Briefing on Annual Local Government Report

Summary and Staff Recommendation:

This Local Government Coordination Report (Report) was developed to inform the Governing Board, Advisory Planning Commission, partner agencies, and public on progress being made toward the development, adoption, and implementation of Area Plans and associated permit delegation Memoranda of Understanding (MOU) in the Tahoe Region. In addition, this Report was prepared, pursuant to Tahoe Regional Planning Agency (TRPA) Code, Section 13.8.: *Monitoring, Certification, and Enforcement of Area Plans*, to provide the Governing Board a recommendation to either certify, certify with conditions, or revoke all or part of a permit delegation MOU based on audit results. The City of South Lake Tahoe was the only jurisdiction to have a permit delegation MOU associated with an Area Plan in effect for the entirety of 2018. Pursuant to TRPA Code, Section 13.8.3: *Annual Review*, TRPA audited a sample of permits issued within the City's Area Plans. Based on the information in the Report, TRPA staff recommends that the Governing Board recertify the City of South Lake Tahoe's MOU. The Report is provided as Attachment A.

Required Motions:

In order to recertify the City of South Lake Tahoe's MOU, the Governing Board must make the following motion based on the staff summary:

- 1) A motion to recertify the City of South Lake Tahoe's MOU.

It is also recommended that the Governing Board make the following motion:

- 2) A motion directing TRPA staff to move forward with implementation of the recommended action items in the Report.

In order for the motions to pass, an affirmative vote of any eight Board members is required.

Background:

TRPA as a regional agency guides and oversees the implementation of its adopted Regional Plan. Local governments through adopted Area Plans are now playing a key role in meeting local community needs while accomplishing the broader goals for the Tahoe Region. The Regional Plan specifies TRPA will periodically review the implementation of adopted Area Plans and associated permit delegation MOUs for continuing conformance with the Regional Plan. Based on the review, TRPA may then recertify,

recommend adaptive actions to improve Area Plan implementation, or revoke local government Area Plan delegation. The Report gathers the information needed for the Board to consider the review and recertification of adopted local government Area Plans to date and reports the status of other local government planning matters supported by TRPA. Based on experience so far, the Report also reviews and recommends ways to improve coordination between TRPA and local jurisdictions.

Regional Plan Compliance:

Regional Plan Land Use Goals and Policies encourage local jurisdictions to develop area plans and take on additional permitting through MOUs (Regional Plan Goal LU-4 and Policies LU 4.1 – 4.13).

Contact Information:

If you have questions regarding this item, please contact Brandy McMahon, AICP, Local Government Coordinator, at (775) 589-5274 or bmcmahon@trpa.org.

Attachment:

A. Local Government Coordination Report

Attachment A

Local Government Coordination Report



LOCAL GOVERNMENT COORDINATION REPORT

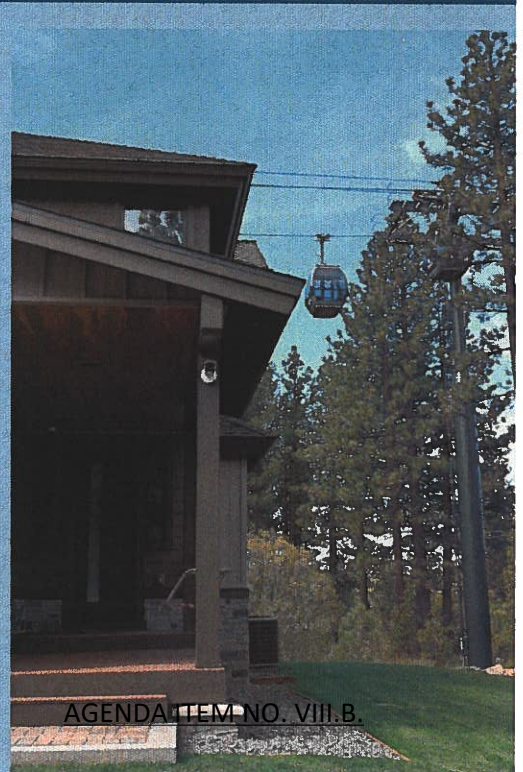
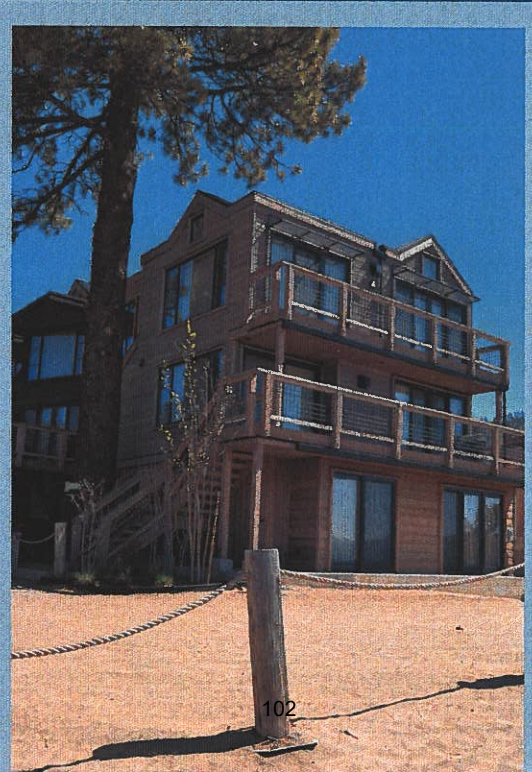
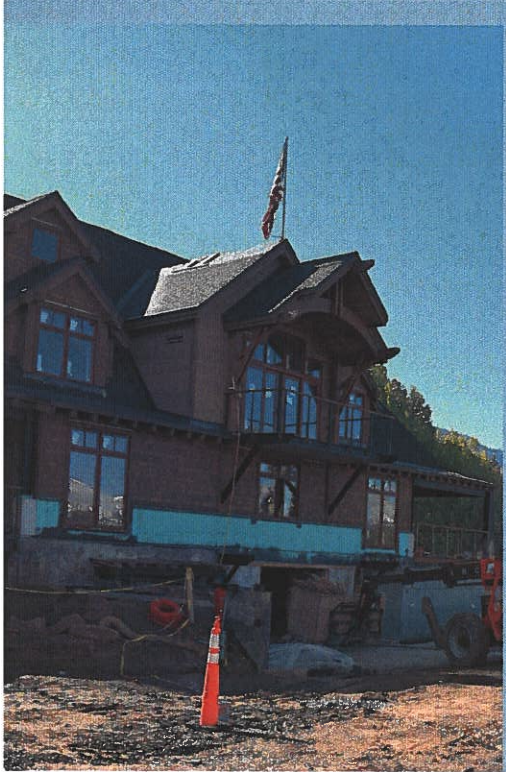


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- A. Area Plan Boundaries Map
- B. Environmental Improvement Program (EIP) Projects in Area Plans
- C. Tahoe Region Coverage Tracking

INTRODUCTION

This Local Government Coordination Report was developed by the Tahoe Regional Planning Agency (TRPA) to inform the Governing Board, Advisory Planning Commission, partner agencies, and public on progress being made toward the development, adoption, and implementation of Area Plans and associated permit delegation Memoranda of Understanding (MOUs) in the Tahoe Region.

BACKGROUND

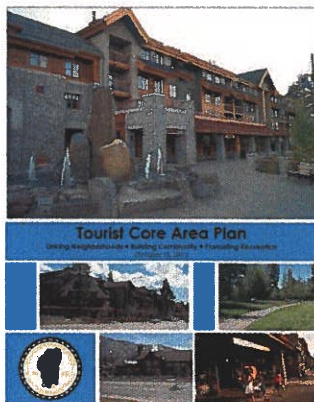
TRPA's Regional Plan Goals and Policies serve as a guide for future land use decisions within the Tahoe Region. To further the Goals and Policies, the 2012 Regional Plan encourages local jurisdictions to develop Area Plans to supersede and bring current the over 180 Plan Area Statements and Community Plans developed to implement the 1987 Regional Plan. The majority of Community Plans and Plan Area Statements are over 20 years old. The Area Plan process was developed to give local jurisdictions the ability to develop their own sub-regional plans within the "sideboards" established under the Regional Plan, streamline the permitting process, and make further progress towards environmental threshold attainment.

ADOPTED AREA PLANS

With the adoption of the Meyers Area Plan in February 2018, there are now five Area Plans, covering 48 thousand acres or 24 percent of the land area of the Tahoe Region and 76 percent of Town Centers. This section includes an overview of Area Plans and associated permit delegation MOUs.

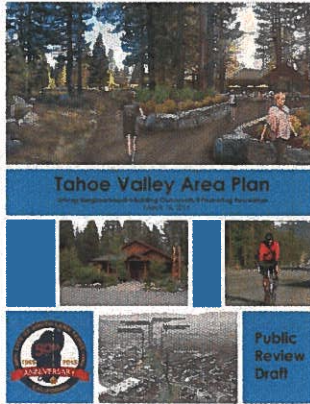
CITY OF SOUTH LAKE TAHOE, CA

Tourist Core Area Plan



This Area Plan includes approximately 282 acres located along Highway 50, between Ski Run Boulevard and the state line, in the City of South Lake Tahoe, California. The Governing Board adopted the Tourist Core Area Plan in 2013 and an implementing MOU with the City in December 2014. The MOU covers areas both within and outside of Area Plans in the City of South Lake Tahoe. The MOU took effect in the third quarter of 2015.

Tahoe Valley Area Plan

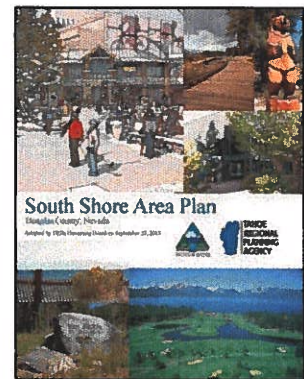


This Area Plan includes 337 acres near the intersection of Highways 50 and 89 (“Y” area) in the City of South Lake Tahoe, California. The Governing Board adopted the Area Plan in July 2015. The City delegation MOU that took effect in 2015 includes the Area Plan.

DOUGLAS COUNTY, NV

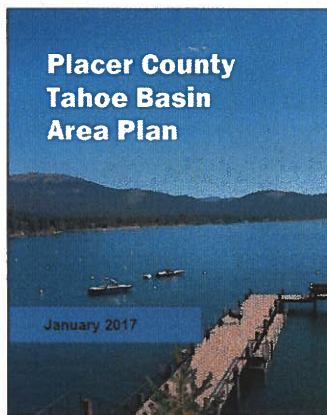
South Shore Area Plan

This Area Plan includes approximately 667 acres located along Highway 50, between Kahle Drive and the state line, in Douglas County, Nevada. The Governing Board adopted the Area Plan and an associated MOU in 2013. Due to staffing constraints at the County, the MOU never went into effect.



PLACER COUNTY, CA

Tahoe Basin Area Plan

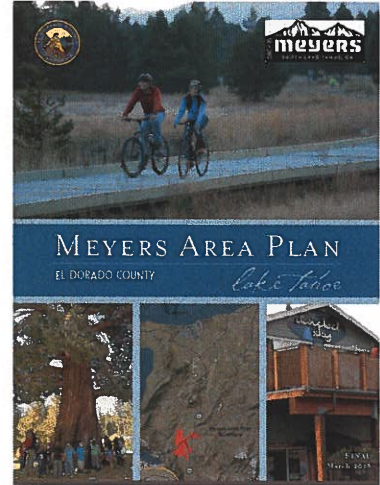


This Area Plan includes all property under the jurisdiction of TRPA in Placer County, California. The Governing Board adopted the Area Plan in February 2017. The Governing Board approved an MOU in October 2017. The MOU includes three phases of permit delegation. The MOU (Phase I & II) went into effect in May 2018.

EL DORADO COUNTY, CA

Meyers Area Plan

This Area Plan includes approximately 669 acres in the Meyers community in El Dorado, California. The Governing Board adopted the Area Plan in February 2018. A delegation MOU that covers the Meyers Area Plan and future Area Plans, as well as the rest of El Dorado County in the Tahoe Region, was adopted by the Governing Board in November of 2018. The MOU includes three phases of permit delegation. The County is seeking added delegation, and TRPA expects to authorize additional permitting responsibilities (Phase II) to the County later this year.



AREA PLANS AND MEMORANDA OF UNDERSTANDING

Area Plans and associated permit delegation MOUs are available on the TRPA website: www.trpa.org. A map showing the location of adopted Area Plans and those that are in the process of being developed is provided as Attachment A.

ANNUAL AREA PLAN PERMITTING ACTIVITY

This section includes an overview of permitting activity from 2016 to 2018, Best Management Practices (BMP) certificates issued, Environmental Improvement Program (EIP) projects in the planning/design, implementation, or completion phase, and other highlights that have occurred within the geographic areas covered by Area Plans.

CITY OF SOUTH LAKE TAHOE - TOURIST CORE AREA PLAN

During 2018, 10 project applications were submitted to TRPA and 13 project applications were submitted to the City of South Lake Tahoe (CSLT) within the Tourist Core Area Plan. A summary of these applications is shown in Table 1.

Table 1: Permit Activity within the Geographic Area of the Tourist Core Area Plan, Calendar 2016-2018

	2016		2017		2018	
	CSLT	TRPA	CSLT	TRPA	CSLT	TRPA
Applications Received¹	17	50	13	32	13	10
Residential Projects ²	1	9	0	5	0	0
Commercial Projects ²	6	0	5	0	8	1
Recreation/Public Service Projects ²	0	0	0	0	0	0
Environmental Improvement Construction Projects	0	0	0	0	0	1
Shorezone/Lakezone Projects ²	0	1	0	1	0	0
Grading Projects	0	0	0	0	0	1
Verification and Banking ³	0	25	0	13	0	4
Development Rights Transfers and Conversions	0	11	0	10	0	3
Other ⁴	10	4	8	3	5	0

Notes:

¹ Does not include Exempt Activities, Qualified Exempt Declarations, Tree Removal Applications, or Administrative Applications.

² Includes New Development and Additions/Modifications.

³ Includes Soils/Hydrology Verifications, IPES Applications, Land Capability Verifications, Land Capability Challenges, Verifications of Coverage, Verifications of Uses, Site Assessments and Standalone Banking Applications.

⁴ 'Other' includes Historic Determinations, Lot Line Adjustments, Resource Management, Temporary Activities, Projects, and Structures, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Signs, Allocation Assignments, and other miscellaneous project types.

Sources: TRPA Accela Permit Records, Local Jurisdiction Permitting System Data, & Correspondence with Local Jurisdiction Staff.

Since the adoption of the Tourist Core Area Plan, 50 parcels within the Area Plan have received new BMP certificates, including 10 certificates issued to commercial properties, 36 to multi-family residential properties, and four to single-family dwellings. Within the Area Plan a number of EIP projects have also been completed or are underway, such as the El Dorado Beach to Ski Run Boulevard Bike Trail Project. Attachment B includes a comprehensive list of EIP projects in the Area Plan in the planning/design, implementation, or completion phase.

Area Plan highlights:

- The City continues to work on the Chateau project (across from the Gondola). The current project includes adding an additional 16 tourist accommodation units above the existing retail area. The next phase of the project includes 60 additional residential units and an underground parking facility.
- The Bijou Market Place (Whole Foods) Project is almost complete. This project included the removal of the old Knights Inn, a new Whole Foods, restaurants, and retail stores, “daylighting” Bijou Creek, and stream environment zone (SEZ) restoration at the intersection of Ski Run and Hwy 50.

- The 20-unit Gondola Vista (under the Gondola) residential project was recently completed.
- The Novus Select building was remodeled on Ski Run.
- A bi-state project, the US 50/South Shore Revitalization Project was approved.
- The Main Street Management Plan to implement the approved US 50/South Shore Revitalization Project is under development.



**Bijou Market Place
“Whole Foods & SEZ Restoration”**

CITY OF SOUTH LAKE TAHOE - TAHOE VALLEY AREA PLAN

During 2018, 29 project applications were submitted to TRPA and 19 project applications were submitted to the City of South Lake Tahoe (CSLT) within the Tahoe Valley Area Plan. A summary of these applications is shown in Table 2.

Table 2: Permit Activity within the Geographic Area of the Tahoe Valley Area Plan, Calendar 2016-2018

	2016		2017		2018	
	CSLT	TRPA	CSLT	TRPA	CSLT	TRPA
Applications Received¹	21	23	17	4	19	29
Residential Projects ²	1	1	0	0	0	0
Commercial Projects ²	9	1	4	0	5	0
Recreation/Public Service Projects ²	0	0	0	0	0	0
Environmental Improvement Construction Projects	0	0	0	0	0	0
Shorezone/Lakezone Projects ²	0	0	0	0	0	0
Grading Projects	0	1	0	0	0	1
Verification and Banking ³	0	8	0	4	0	25
Development Rights Transfers and Conversions	0	10	0	0	0	2
Other ⁴	11	2	13	0	14	1

*Notes and Sources are shown under Table 1.

Since the adoption of the Tahoe Valley Area Plan, 15 new BMP certificates have been issued, including 13 to commercial properties, one to a multi-family dwelling and one to a single-family dwelling. Within the Area Plan, two EIP projects, the State Route 89 Water Quality Improvement Project ("Y" to Cascade Road), and Upper Truckee Johnson Meadow Acquisition have been completed. The U.S. Highway 50 Water Quality Improvement Project ("Y" to Trout Creek) is currently being implemented, and the Tahoe Valley Greenbelt and Lake Tahoe Boulevard Class 1 Bicycle Trail (Viking Way to South Wye) project is in the planning/design phase. The Tahoe Valley Greenbelt Project will include a comprehensive regional stormwater treatment system. Attachment B includes a comprehensive list of EIP projects in the Area Plan in the planning/design, implementation, or completion phase.

Area Plan highlights:

- Blue Granite Climbing Gym was constructed near the "Y".
- A facilities Master Plan for Barton Memorial Hospital was completed and is in the process of being implemented.
- The Center of Excellence at the Barton Memorial Hospital, a 25,000-square foot orthopedic, sports performance, rehabilitation and wellness center, is now open. Mitigation for the project included the retirement of more than 33,600 square feet of land coverage previously removed from an SEZ at the Lake Tahoe Airport.
- The City approved two mixed-use projects near Barton Memorial Hospital.
- "The Factory Stores at the Y" went through a major remodel and were transformed into "The Crossings at Tahoe Valley."
- An old hardware store was turned into the South Lake Brewing Company near the "Y".
- The McDonald's at the "Y" was rebuilt.
- The Toyota Dealership underwent an expansion/remodel.



Blue Granite Climbing Gym

DOUGLAS COUNTY - SOUTH SHORE AREA PLAN

During 2018, 19 project applications were submitted to TRPA within the South Shore Area Plan. A summary of these applications is shown in Table 3.

Table 3: Permit Activity within the Geographic Area of the South Shore Area Plan, Calendar 2016-2018

	2016		2017		2018	
	DC	TRPA	DC	TRPA	DC	TRPA
Applications Received¹	0	6	0	22	0	19
Residential Projects ²	0	0	0	2	0	0
Commercial Projects ²	0	0	0	0	0	4
Recreation/Public Service Projects ²	0	1	0	5	0	1
Environmental Improvement Construction Projects	0	0	0	0	0	0
Shorezone/Lakezone Projects ²	0	0	0	0	0	0
Grading Projects	0	3	0	4	0	6
Verification and Banking ³	0	1	0	9	0	5
Development Rights Transfers and Conversions	0	0	0	0	0	1
Other ⁴	0	1	0	2	0	2

*Notes and Sources are shown under Table 1.

Since the adoption of the South Shore Area Plan, 21 new BMP certificates have been issued, all to commercial properties. Within the Area Plan, two EIP projects, the Burke Creek Highway 50 Crossing and Realignment Project and State Route 207 (Kingsbury Grade) Water Quality Improvement Project have been completed. Attachment B includes a comprehensive list of EIP projects in the Area Plan in the planning/design, implementation, or completion phase.

Area Plan highlights:

- Improvements were made to both the exterior and interior at the MontBleu Resort, including modified signage, color upgrades to building exterior, landscaping, parking lot refurbishment, and the removal of 4,898 square feet of coverage.
- The old Horizon Casino/Hotel went through a substantial interior and exterior remodel and was transformed into the Hard Rock Casino/Hotel.
- The Lake Tahoe Epic Curling Facility is being constructed by a tenant in the TRPA Office building.
- The first phase of the Edgewood Lodge (154 units) and associated water quality improvement project is complete. The next phase of the project includes an additional 40 units and a club house expansion, along with additional water quality improvements.
- Douglas County approved a Tax Increment Financing (TIF) area.
- An Event Center on the existing MontBleu parking lot is under review.
- The casinos implemented a paid parking program to encourage the use of alternative modes of transportation.
- A bi-state project, the US 50/South Shore Revitalization Project was approved.



Lake Tahoe Epic Curling Facility

- The Main Street Management Plan to implement the approved US 50/South Shore Revitalization Project is under development.

PLACER COUNTY – TAHOE BASIN AREA PLAN

During 2018, 190 project applications were submitted to TRPA and 244 project applications were submitted to Placer County within the Placer County Tahoe Basin Area Plan. A summary of these applications is shown in Table 4.

Table 4: Permit Activity within the Geographic Area of the Placer County Tahoe Basin Area Plan, Calendar 2016-2018

	2016		2017		2018	
	PC	TRPA	PC	TRPA	PC	TRPA
Applications Received¹	265	163	217	156	244	190
Residential Projects ²	100	44	63	38	93	53
Commercial Projects ²	0	2	0	7	0	9
Recreation/Public Service Projects ²	0	10	0	8	0	7
Environmental Improvement Construction Projects	0	0	0	1	0	1
Shorezone/Lakezone Projects ²	0	11	0	7	0	15
Grading Projects	102	9	63	9	74	7
Verification and Banking ³	63	63	91	65	74	59
Development Rights Transfers and Conversions	0	3	0	1	0	11
Other ⁴	0	21	0	20	3	28

*Notes and Sources are shown under Table 1.

Since the adoption of the Placer County Tahoe Basin Area Plan, 273 new BMP certificates have been issued: 12 to commercial properties, 136 to multi-family family dwelling properties, and 125 to single-family dwellings. Within the Area Plan, two EIP projects have been completed: the Forestry - Kingswood Pile and Burn Project and the Hazardous Fuels Reduction Project. The State Route 89/Fanny Bridge Community Revitalization Project is in the process of being implemented. Attachment B includes a comprehensive list of EIP projects in the Area Plan in the planning/design, implementation, or completion phase.

Area Plan highlights:

- The Groundbreaking Ceremony for the Tahoe City Lodge Project, a redevelopment project in Tahoe City, occurred this summer.
- The Kings Beach Redevelopment Project, on North Lake Boulevard between Coon and Fox Streets, is in the initial review stage. The proposed project includes a hotel, condos, library, and retail and restaurant space.



Tahoe City Lodge Groundbreaking Ceremony

- The Tahoe Cedars Lodge is currently under construction. The project includes redeveloping a site with cabins dating back to the 1930s into six residential units in Tahoma on the shore of Lake Tahoe.
- The Wood Vista Project is nearly complete. This redevelopment project includes seven condominium units at the north west corner of North Lake Blvd and Beach Street.
- The Huff’s Metal Building Project, with included a mixed-use housing component, was approved in Kings Beach.
- Office space above the Tahoe City Marina was converted to residential units.

EL DORADO COUNTY – MEYERS AREA PLAN

During 2018, four project applications were submitted to TRPA and one project application was submitted to El Dorado County within the Meyers Area Plan. A summary of these applications is shown in Table 5.

Table 5: Permit Activity within the Geographic Area of the Meyers Area Plan, Calendar 2016-2018

	2016		2017		2018	
	ED	TRPA	ED	TRPA	ED	TRPA
Applications Received¹	2	7	0	2	1	4
Residential Projects ²	2	0	0	0	1	0
Commercial Projects ²	0	0	0	0	0	0
Recreation/Public Service Projects ²	0	5	0	2	0	1
Environmental Improvement Construction Projects	0	0	0	0	0	2
Shorezone/Lakezone Projects ²	0	0	0	0	0	0
Grading Projects	0	0	0	0	0	1
Verification and Banking ³	0	2	0	0	0	0
Development Rights Transfers and Conversions	0	0	0	0	0	0
Other ⁴	0	0	0	0	0	0

*Notes and Sources are shown under Table 1.

Since the adoption of the Meyers Area Plan, two new BMP certificates have been issued, all to commercial properties. Within the Area Plan, there are a number of EIP projects, including those highlighted below, in the planning/design or implementation phase aimed at addressing issues associated with traffic and enhancing pedestrian safety and access. Attachment B includes a comprehensive list of EIP projects in the Area Plan in the planning/design, implementation, or completion phase.

Area Plan highlights:

- The California Department of Transportation (CalTrans) is constructing a roundabout at US Highway 50 and State Route 89 in Meyers.
- Liberty Utilities is working on a project to underground utilities and remove existing poles so that El Dorado County can move forward with the Apache Avenue Pedestrian Safety and Connectivity Project (EIP Project No. 03.01.01.0004), which will include a bike/walking path along Apache Avenue from US 50 to the Lake Tahoe Environmental Science Magnet School.



Apache Roadway Conceptual Design

Source: LTInfo.org

ANNUAL REVIEW AND AUDIT

The purpose of the **Annual Review** is to ensure local jurisdictions are issuing permits in conformance with adopted Area Plans and associated MOUs. Pursuant to TRPA Code, Section 13.8.4: *Effect of Annual Review; Annual Report*, the Governing Board may certify, conditionally certify, or revoke part or all of an MOU associated with an Area Plan. The annual Area Plan audit includes projects in Area Plans that are not covered in the annual residential audit. This spring, TRPA completed the second Annual Review and Audit of permits issued by the City of South Lake Tahoe in the Tourist Core and Tahoe Valley Area Plans pursuant to the adopted MOU.

CITY OF SOUTH LAKE TAHOE AUDIT FINDINGS AND RECOMMENDATIONS

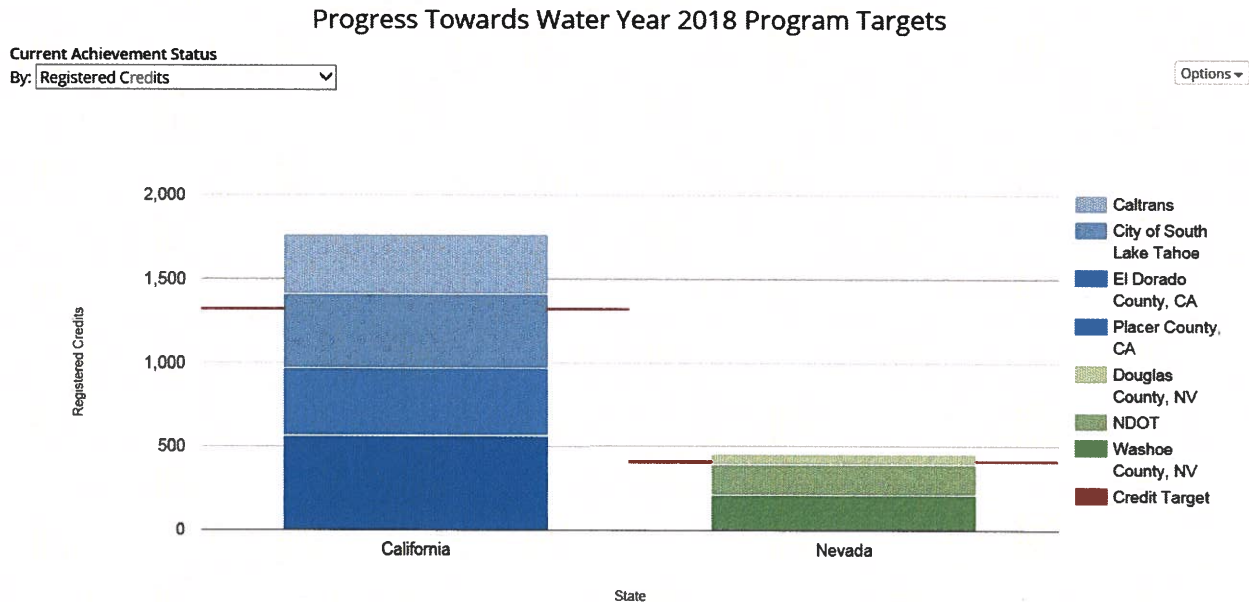
During last year's Area Plan audit, TRPA found that projects being implemented in the City's Area Plans are helping to further the Goals and Policies of the Regional Plan and that the delegation of permitting is working. The audit also identified the need for additional procedural improvements, training, consultation and support, and the need to update Area Plan design standards and guidelines that have proven difficult to interpret and implement. In response, TRPA provided training to City staff along with other MOU partners, began attending City Development Review Team meetings to provide input on projects early on in the process, and began having quarterly MOU Liaison coordination meetings.

During this year's audit, TRPA staff found once again that the projects being implemented in the City's Area Plans are helping to further the Goals and Policies of the Regional Plan, as well as that the procedural improvements implemented following the last audit are working and has therefore committed to continue to provide training, attend Development Review Team meetings, and have quarterly MOU Liaison meetings. TRPA has also found that communication between City and TRPA staff has improved and that City staff is dedicated to working with TRPA to ensure successful implementation of the MOU. **Based on the audit results and recommended procedural improvements, TRPA staff recommends, pursuant to TRPA Code, Section 13.8.4: *Effect of Annual Review; Annual Report*, that the Governing Board recertify the City's MOU.**

TMDL LOAD REDUCTION AND FOUR-YEAR RECERTIFICATION

To ensure Area Plans are in conformance with load reduction plans for registered catchments, or TRPA default standards when there are no registered catchments, TRPA Code, Section 13.8.5: *Four-Year Recertification*, requires TRPA use catchment data and all reports to inform the four-year Area Plan recertification. Last year, during the 4-year recertification and based on the Lake Tahoe Total Maximum Daily Load (TMDL) Program 2017 Performance Report, the Governing Board found that local governments exceeded the first round of five-year pollutant reduction targets for reducing fine sediment loads by 10 percent and that all local jurisdictions with adopted Area Plans are meeting the requirements of their load reduction plans. The next four-year certification will be in 2021.

TRPA provides progress updates on TMDL Targets at stormwater.laketahoeinfo.org. As shown in the below graph, the States of California and Nevada have both exceeded their Credit Target for 2018.



Source: stormwater.laketahoeinfo.org

AREA PLANS UNDER DEVELOPMENT

This section includes an overview of Area Plans in the process of being developed or updated.

TAHOE DOUGLAS AREA PLAN AND SOUTH SHORE AREA PLAN

In 2015, the Douglas County Board of Commissioners adopted the Tahoe Douglas Area Plan and updates to the South Shore Area Plan. The Area Plans were never submitted to TRPA for a conformance review. In 2019, TRPA and County staff began an update of the unfinished Area Plans and expect to bring them before the Douglas County Board of Commissioners and TRPA Governing Board in the near future. This process is happening concurrently with an update to the Douglas County Master Plan. The two Area Plans encompass all property under the jurisdiction of TRPA in Douglas County. Highlights of the draft Tahoe Douglas Area Plan include new permitted uses on the Kingsbury Middle School site to facilitate the reuse of the site, as well as policies to facilitate the development of an integrated pedestrian, bicycle, and stormwater stream restoration project near the corner of Kahle Drive and U.S. Highway 50. If adopted, the Area Plan would replace 28 Plan Area Statements and one Community Plan. The proposed South Shore Area Plan updates include an energy efficiency strategy for buildings, carrying forward the signage standards for the casinos from the Stateline Community Plan, and expanding the Kingsbury Town Center to encompass the entire Kingsbury Manor Mobile Home Park.

WASHOE TAHOE AREA PLAN

This Area Plan will cover the entire portion of Washoe County under the jurisdiction of TRPA. Washoe County is working with TRPA on preparing a draft Area Plan.

CITY OF SOUTH LAKE TAHOE TOURIST CORE AREA PLAN

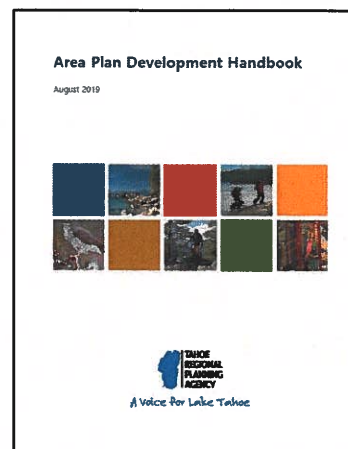
The City is processing an applicant-initiated request to amend the Tourist Core Area Plan to annex in 49 parcels located north of US Highway 50 near its intersection with Johnson Boulevard and Fairway Avenue. Existing uses within this area include the Beach Retreat, Lakeshore Lodge, Howard Johnson, and CVS. The purpose of the proposed amendment is to encourage private investment in environmentally-beneficial redevelopment and rehabilitation of a densely developed, over-covered, and aging Town Center. The amendment would include comparable, tourist-oriented uses within the boundaries of the Area Plan and revise allowable height within the Tourist Center Gateway Zoning District to align with TRPA development standards for allowable height within Town Centers.

PLACER COUNTY TAHOE BASIN AREA PLAN

Placer County is proposing to update the Placer County Tahoe Basin Area Plan to better align the Area Plan with state housing standards and Mountain Housing Council recommendations. These amendments would allow for accessory dwelling units to be built on parcels less than one acre if they are deed restricted as affordable, moderate, or achievable housing.

AREA PLAN DEVELOPMENT HANDBOOK

In August 2019, TRPA released the Area Plan Development Handbook to serve as a guide for local jurisdictions planning on preparing an Area Plan. It includes references to applicable Regional Plan Goals and Policies and TRPA Code sections, approval processes, required content, and documents “lessons learned” during the development of previous Area Plans. The Handbook is available at: www.trpa.org.



LOCAL GOVERNMENT AND HOUSING COMMITTEE

This year, TRPA’s Local Government Committee, a Committee of the TRPA Governing Board, changed its name to the Local Government and Housing Committee and amended its charter. The Committee is addressing critical policy issues, including short-term rental neighborhood compatibility and housing availability.



Short-Term Rental Neighborhood Compatibility Working Group Meeting

AREA PLAN PROCESS IMPROVEMENTS

This section includes recommended Area Plan process improvements.

TRAINING

Over the past year, TRPA provided trainings to MOU Partners on a wide range of topics, including Exempt/Qualified Exempt Activities, Project Review, Best Management Practices, LTInfo, Coverage, Development Rights, Defensible Space, and Inspections. Since these trainings have proven to be extremely beneficial, TRPA staff recommends that the Agency continue to provide trainings for MOU partners.

REPORTING

TRPA staff recommends continued reporting on water quality Best Management Practices (BMP) certifications and Environmental Improvement Program (EIP) projects completed in the geographic area covered by Area Plans in Local Government Coordination Reports. In addition, TRPA recommends continued reporting on coverage banking and retirement and the addition of new coverage in the Tahoe Basin in Local Government Coordination Reports.

MOBILITY STRATEGIES

Extensive stakeholder and board member outreach resulted in over 50 transportation related policies and mitigation measures being included in the Placer County Tahoe Basin Area Plan and Meyers Area Plan. TRPA staff recommends that local jurisdictions consider these types of policies and mitigation measures during the development or update of Area Plans.

DESIRED OUTCOME

Overall, the desired outcome is that TRPA and local jurisdictions work together to develop and implement Area Plans that accelerate environmental threshold gain and realize the Goals and Policies of the Regional Plan and streamline permitting through the implementation of permit delegation MOUs.

ACTION ITEMS

The following Action Items have been identified to improve the local government coordination process:

- 1.1 Continue to work with local jurisdictions to accelerate environmental threshold gain through the development and implementation of Area Plans;
- 1.2 Continue to work with local jurisdictions on implementing delegation MOUs associated with adopted Area Plans to streamline permit processing;
- 1.3 Continue to report on water quality BMPs issued and EIP projects completed in adopted Area Plans in Local Government Coordination Reports;

- 1.4 Continue to report on coverage banking and retirement and the addition of new coverage in the Tahoe Basin in Local Government Coordination Reports;
- 1.5 Consider Area Plan mobility strategies during the development or update of future Area Plans;
- 1.6 Continue to work with local jurisdictions on integrating permit data into LakeTahoeInfo.org; and
- 1.7 Develop educational materials, media platforms, and outreach strategies to increase public awareness of the Development Rights Program and encourage the transfer of development rights to Town Centers.

ATTACHMENTS

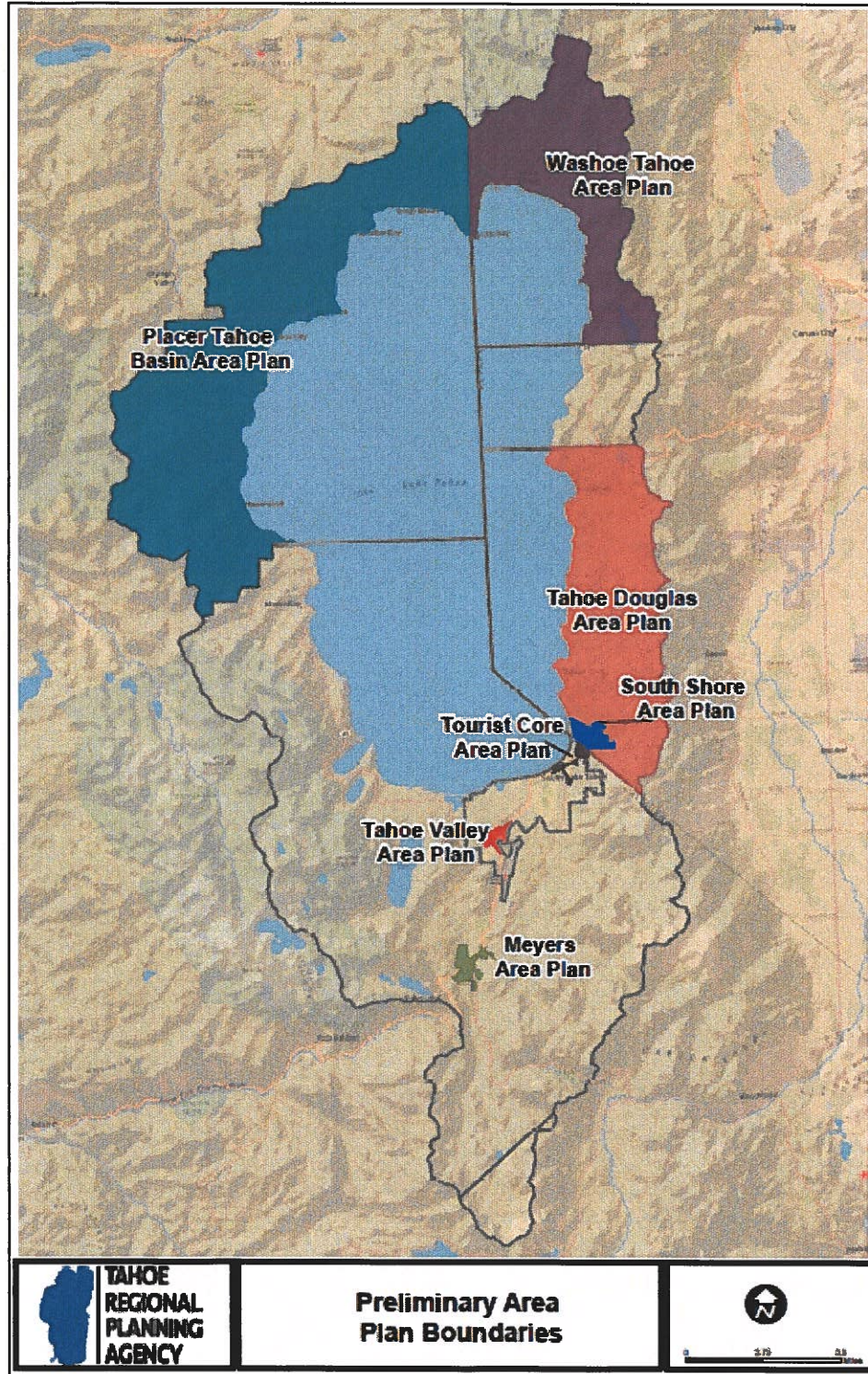
A. AREA PLAN BOUNDARIES MAP

B. ENVIRONMENTAL IMPROVEMENT PROGRAM PROJECTS IN AREA PLANS

C. TAHOE REGION COVERAGE TRACKING

ATTACHMENT A

Area Plan Boundaries Map



MAP DISCLAIMER: This map was developed and produced by the TRPA GIS Department. The producer/ publisher only and is not intended to other map scale nor to be used for navigation. The network on this map was compiled using the most current data available, but the ability to update and maintain is not guaranteed.

ATTACHMENT B

Environmental Improvement Program (EIP) Projects in Area Plans

The following tables include Environmental Improvement Program (EIP) projects in adopted Area Plans in the planning/design, implementation, or completion phase. LakeTahoeinfo.org has descriptions of all EIP projects, identifies the environmental thresholds that will benefit from each EIP project, and includes the 2018 EIP Accomplishments Report.

Table 1: Tahoe Valley Area Plan

Project Name	Project Status	Planning/Design Start Year	Implementation Start Year	Completion Year
State Route 89 Water Quality Improvement Project - "Y" to Cascade Road	Completed	2006	2014	2016
Upper Truckee River Johnson Meadow Acquisition	Completed	2015	2018	2018
Bike and Pedestrian Facilities Operations and Maintenance - City of South Lake Tahoe	Implementation	2015	2015	2040
California Tahoe Conservancy Land Management Program	Implementation	2012	2012	2025
Nonconforming Wood Stove Retrofit/Removal	Implementation	2014	2014	2020
TTD Transit Operations - Baseline Short Term	Implementation	2012	2016	2040
U.S. Highway 50 Water Quality Improvement Project - "Y" to Trout Creek	Implementation	2012	2017	2020
Barton Neighborhood Urban Stormwater Treatment	Planning/Design	2018	2020	2021
Community Forestry and Fire Protection	Planning/Design	2018	2019	2024
Forestry - Scenic Corridor Project - South Shore	Planning/Design	2013	2021	2023
Grouped Pavement Resurfacing on State Highway (Placer County Rt. 89 to CA/NV line)	Planning/Design	2021	2024	2026
Iroquois Pond, Mountain View Well and Tata Wells and Tank SEZ Restoration	Planning/Design	2020	2022	2022
Lake Tahoe Boulevard Class 1 Bicycle Trail (Viking Way to South Wye)	Planning/Design	2016	2021	2021
Program Timberland Environmental Impact Report (PTEIR)	Planning/Design	2017	2019	2023
South Shore Transit Service Enhancements - Medium-Term	Planning/Design	2021	2021	2040
Stream Environment Zone Utility Crossing Condition Assessment	Planning/Design	2019	2020	2023
Tahoe Valley Greenbelt	Planning/Design	2009	2021	2022
Transit Signal Priority Along South Shore	Planning/Design	2017	2031	2031
TTD Fleet and Facilities Upgrade - Baseline Short term	Planning/Design	2016	2017	2020
Upper Truckee River and Marsh Restoration	Planning/Design	2003	2019	2022
Upper Truckee River Johnson Meadow Restoration Project	Planning/Design	2018	2021	2030
Upper Truckee River Watershed Partnership	Planning/Design	2018	2019	2022

Table 2: Tourist Core Area Plan

Project Name	Project Status	Planning/Design Start Year	Implementation Start Year	Completion Year
El Dorado Beach to Ski Run Boulevard Bike Trail	Completed	2005	2017	2017
Bijou Park Creek Watershed and SEZ Restoration Project	Implementation	2015	2017	2019
Bike and Pedestrian Facilities Operations and Maintenance ? City of South Lake Tahoe	Implementation	2015	2015	2040
California Tahoe Conservancy Land Management Program	Implementation	2012	2012	2025
Nonconforming Wood Stove Retrofit/Removal	Implementation	2014	2014	2020
TTD Transit Operations - Baseline Short Term	Implementation	2012	2016	2040
Community Forestry and Fire Protection	Planning/Design	2018	2019	2024
Grouped Pavement Resurfacing on State Highway (Placer County Rt. 89 to CA/NV line)	Planning/Design	2021	2024	2026
Iroquois Pond, Mountain View Well and Tata Wells and Tank SEZ Restoration	Planning/Design	2020	2022	2022
Nevada Stateline to Stateline Bikeway Laura Drive to Stateline (Phase 1A)	Planning/Design	2019	2020	2022
Osgood Basin Expansion	Planning/Design	2019	2022	
Phase I Restoration and Recovery of Lahontan Cutthroat Trout in the Tahoe Basin.	Planning/Design	2018	2019	2021
Pioneer Trail Pedestrian Project - Phase II	Planning/Design	2017	2020	2021
Program Timberland Environmental Impact Report (PTEIR)	Planning/Design	2017	2019	2023
Ski Run Marina Aquatic Invasive Plant Control	Planning/Design	2015	2019	2025
Ski Run Marina Aquatic Invasive Plant Control Pilot- Laminar Flow Aeration	Planning/Design	2018	2018	2021
South Shore Transit Service Enhancements - Medium-Term	Planning/Design	2021	2021	2040
South Tahoe Greenway Shared Use Trail Planning and Future Phases	Planning/Design	2002	2019	2031
Stream Environment Zone Utility Crossing Condition Assessment	Planning/Design	2019	2020	2023
Transit Signal Priority Along South Shore	Planning/Design	2017	2031	2031
TTD Fleet and Facilities Upgrade - Baseline Short term	Planning/Design	2016	2017	2020
U.S. 50 South Shore Community Revitalization Project	Planning/Design	2008	2020	2026
Upper Bijou Park Creek Restoration Project	Planning/Design	2016	2021	2025
Upper Truckee River Watershed Partnership	Planning/Design	2018	2019	2022

*Blank spaces = missing data.

Table 3: South Shore Area Plan

Project Name	Project Status	Planning/Design Start Year	Implementation Start Year	Completion Year
Burke Creek Highway 50 Crossing & Realignment Project	Completed	2011	2016	2018
State Route 207 (Kingsbury Grade) Water Quality Improvement Project	Completed		2006	2014
Nonconforming Wood Stove Retrofit/Removal	Implementation	2014	2014	2020
TTD Transit Operations - Baseline Short Term	Implementation	2012	2016	2040
Burke Creek Watershed Stormwater Improvements	Planning/Design	2017	2019	2021
Community Forestry and Fire Protection	Planning/Design	2018	2019	2024
Kingsbury General Improvement District (KGID) Street Sweeper	Planning/Design	2019	2019	2022
Nevada Staseline to Staseline Bikeway Laura Drive to Staseline (Phase 1A)	Planning/Design	2019	2020	2022
Phase I Restoration and Recovery of Lahontan Cutthroat Trout in the Tahoe Basin.	Planning/Design	2018	2019	2021
South Shore Transit Service Enhancements - Medium-Term	Planning/Design	2021	2021	2040
Transit Signal Priority Along South Shore	Planning/Design	2017	2031	2031
TTD Fleet and Facilities Upgrade - Baseline Short term	Planning/Design	2016	2017	2020
U.S. 50 South Shore Community Revitalization Project	Planning/Design	2008	2020	2026
Upper Truckee River Watershed Partnership	Planning/Design	2018	2019	2022
US 50 Safety Improvement and Complete Streets	Planning/Design	2017	2021	2022

*Blank spaces = missing data.

Table 4: Meyers Area Plan

Project Name	Project Status	Planning/Design Start Year	Implementation Start Year	Completion Year
California Tahoe Conservancy Land Management Program	Implementation	2012	2012	2025
Liberty Utilities- Apache Ave Undergrounding	Implementation	2018	2019	2020
Meyers Intersection Improvements at US Highway 50 and State Route 89	Implementation	2015	2018	2021
Meyers Stream Environment Zone/Erosion Control Project	Implementation	2010	2017	2019
Nonconforming Wood Stove Retrofit/Removal	Implementation	2014	2014	2020
TRPA Stream Environment Zone (SEZ) Monitoring Program	Implementation	2016	2016	
Apache Avenue Pedestrian Safety and Connectivity Project	Planning/Design	2019	2022	2024
Class I Bike Path: East San Bernardino - West San Bernardino	Planning/Design	2015	2019	2020
Community Forestry and Fire Protection	Planning/Design	2018	2019	2024
Forestry - Scenic Corridor Project - South Shore	Planning/Design	2013	2021	2023
Iroquois Pond, Mountain View Well and Tata Wells and Tank SEZ Restoration	Planning/Design	2020	2022	2022
Meyers Corridor Operational Improvement Project	Planning/Design	2007	2019	2022
Program Timberland Environmental Impact Report (PTEIR)	Planning/Design	2017	2019	2023
South Upper Truckee Water Quality Project	Planning/Design	2010	2020	2022
State Route 89 Recreation Corridor Improvements	Planning/Design	2017	2021	2023
Stream Environment Zone Utility Crossing Condition Assessment	Planning/Design	2019	2020	2023
Tahoe Paradise Park Upper Truckee River Stabilization and Restoration Project	Planning/Design	2018	2019	2021
Upper Truckee River - Tahoe Pines Restoration and Public Access Project	Planning/Design	2010	2019	2020
Upper Truckee River Utility Crossing	Planning/Design	2019	2020	2020
Upper Truckee River Watershed Partnership	Planning/Design	2018	2019	2022

* Blank spaces = missing data.

Table 5: Placer County Tahoe Basin Area Plan

Project Name	Project Status	Planning/Design Start Year	Implementation Start Year	Completion Year
Forestry - Kingswood Pile and Burn	Completed	2012	2014	2018
TSRA SNPLMA Round 16 Hazardous Fuels Reduction	Completed	2016	2018	2018
Avian Impacts of White Satin Moth Defoliation in Tahoe Aspen	Implementation	2018	2018	2021
Bike and Pedestrian Facilities Operations and Maintenance - Placer County	Implementation	2015	2017	2040
Bike and Pedestrian Facilities Operations and Maintenance - TCPUD	Implementation	2015	2015	2040
California Tahoe Conservancy Land Management Program	Implementation	2012	2012	2025
Fleur du Lac Aquatic Invasive Plant Control	Implementation	2016	2016	2019
Implement Regional Stormwater Monitoring Program - RSWMP (Effectiveness Monitoring)	Implementation	2011	2014	2076
Lake Tahoe Water Trail Recreation Signage	Implementation	2007	2011	2019
Nonconforming Wood Stove Retrofit/Removal	Implementation	2014	2014	2020
North Shore Sugar Pine Restoration for Mountain Pine Beetle Outbreak Recovery	Implementation	2017	2018	2020
SR 89/Fanny Bridge Community Revitalization Project - Phase 2 Complete	Implementation	2009	2016	2018
Street Improvements and Meeks Bay Path	Implementation	2009	2016	2018
SR 89/Fanny Bridge Community Revitalization Project- Phase 1 Highway Improvements and Dollar Creek Path	Implementation	2009	2016	2018
Stanford Rock Trail Re-route and BMPs	Implementation	2017	2018	2020
Sugar Pine Restoration in the Lake Tahoe Basin	Implementation	2005	2008	2020
Tahoe City Public Utility District Access Road BMP and Paving	Implementation	2015	2018	2019
Tahoe Vista Aquatic Invasive Plant Control	Implementation	2016	2017	2020
Truckee River Aquatic Invasive Plant Control	Implementation	2014	2014	2025
Truckee River Dam Aquatic Invasive Plant Control	Implementation	2013	2014	2020
2019 North Tahoe Regional Park Multi-Use Trailhead Improvements	Planning/Design	2018	2019	2019
Antone Meadow Dam Removal and Meadow Restoration	Planning/Design	2016	2020	2022
Assessment of groundwater nutrients and periphyton biomass in Lake Tahoe	Planning/Design	2016	2016	2018
Blackwood Creek Restoration Phase 4	Planning/Design	2019	2021	2022
Burton Forest Health Restoration CCI	Planning/Design	2018	2019	2020

Project Name	Project Status	Planning/Design Start Year	Implementation Start Year	Completion Year
California State Parks WUI Fuel Reduction and Prescribed Fire Program	Planning/Design	2019	2020	2022
Carnelian Bay Fire Protection Water Infrastructure	Planning/Design	2018	2020	2021
Community Forestry and Fire Protection	Planning/Design	2018	2019	2024
Forestry - Blackwood Creek Aspen Restoration	Planning/Design	2014	2021	2023
Forestry - Carnelian Canyon Phase 2	Planning/Design	2015	2021	2023
Forestry - Eagle Rock	Planning/Design	2015	2021	2023
Forestry - Griff Creek	Planning/Design	2014	2021	2023
Forestry - Tahoe Pines Forestry	Planning/Design	2013	2021	2023
Forestry - Talmont Unit 1	Planning/Design	2015	2021	2023
Forestry - Upper Ward Creek Aspen	Planning/Design	2015	2021	2023
Improved Parking Management and Wayfinding in Tahoe City (per Placer County Area Plan mitigation)	Planning/Design	2016	2021	2021
Inter-Regional Rail Capital Corridor to Truckee to Reno - Operation	Planning/Design	2021	2031	2040
Kings Beach Western Approach	Planning/Design	2016	2019	2021
Lake Tahoe West Landscape-Scale Restoration Partnership	Planning/Design	2015	2019	2030
Lake-wide Aquatic Invasive Plant Control - Rapid Response	Planning/Design	2019	2019	2029
Non-native fish assessment on West Shore of Lake Tahoe for Lahontan Cutthroat Trout planning	Planning/Design	2019	2019	2021
North Tahoe and Meeks Bay CWPP Implementation	Planning/Design	2015	2019	2021
North Tahoe Regional Bike Trail	Planning/Design	2007	2021	2024
Polaris Creek and Wetland Restoration, Phase I Planning	Planning/Design	2017	2018	2020
Program Timberland Environmental Impact Report (PTEIR)	Planning/Design	2017	2019	2023
State Route 89 Recreation Corridor Improvements (Enhanced and Prioritized Trolley Service and Parking Managements)	Planning/Design	2017	2019	2040
Tahoe City Caltrans Yard Relocation and Restoration Project	Planning/Design	2018	2022	2025
Tahoe City Complete Streets Highway Improvements	Planning/Design	2016	2019	2022
Tahoe City Downtown Access Improvements	Planning/Design	2016	2021	2023
Tahoe Vista Tamarack Erosion Control Project	Planning/Design	2019	2021	2022
Tahoe Vista Utility Undergrounding	Planning/Design	2013	2020	2022
Tahoma Roads Water Quality Project	Planning/Design	2017	2019	2020
TART Local Service Enhancements - Short Term	Planning/Design	2012	2016	2020

Project Name	Project Status	Planning/Design Start Year	Implementation Start Year	Completion Year
TART Only -Free to the User Transit	Planning/Design	2016	2022	2040
TART Transit Fleet and Facility Upgrades - Long Term	Planning/Design	2016	2031	2040
TART Transit Fleet and Facility Upgrades - Short Term	Planning/Design	2015	2020	2025
Upper Griff Creek Bridge Replacement	Planning/Design	2016	2021	2021
West Shore Highway Crossing Improvements	Planning/Design	2016	2019	2020
Westshore Fire Protection Water Infrastructure Phase 1	Planning/Design	2017	2018	2019

ATTACHMENT C

Tahoe Region Coverage Tracking

The following includes new, banked/transferred and retired impervious coverage tracking for the Tahoe Region.

New Impervious Coverage

Since the adoption of the 2012 Regional Plan, permitted public and private development projects have added approximately 32 acres of new impervious land coverage. The majority of added coverage was located outside of Town Centers, and nearly all of the added coverage was on non-sensitive lands. Permitted projects within Town Centers generally occurred on existing coverage. Table 1 shows impervious coverage added since the adoption of the 2012 Regional Plan.

Banked/Transferred Impervious Coverage

Since the adoption of the 2012 Regional Plan, approximately 15 acres of previously existing impervious coverage from private and public parcels within the Tahoe Region was banked and transferred. Coverage removal and environmental restoration has included more than seven acres of remote stream environment zones (SEZs) and over two acres of other sensitive, remote lands. Regional Plan policies include incentives to transfer banked coverage to non-sensitive lands and Town Centers. Table 2 shows banked and transferred coverage since the adoption of the 2012 Regional Plan.

Retired Impervious Coverage

The California Tahoe Conservancy and Nevada Division of State Lands have permanently removed, restored, and retired nearly three acres of previously existing impervious coverage within the Tahoe Region. This includes one-half acre of SEZ land, nearly one acre of other sensitive areas, and just over one acre of non-sensitive lands. The removal of coverage was funded by Excess Coverage Mitigation fees. Table 3 shows retired coverage since the adoption of the 2012 Regional Plan.

Summary

Although there were relatively modest coverage changes in Town Centers since the 2012 Regional Plan Update, the distribution of development throughout the region has changed as a result of redevelopment and revitalization activity and transfer incentives to promote the relocation of existing development to Town Centers. The regional distribution of commercial floor area (CFA) and residential units in Town Centers are higher now than in 2012. See details in the TRPA Annual Regional Plan Performance Measure report (see <http://www.trpa.org/wp-content/uploads/February-27-2019-Governing-Board-Packet-Revised.pdf>).

	Table 1. New Impervious Coverage - Since the Adoption of the Regional Plan, December 2012 -2018											
	Within Town Center					Outside Town Center					Total	
	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	Non-Sensitive (Classes 4-7)	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	Non-Sensitive (Classes 4-7)	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	Non-Sensitive (Classes 4-7)	Grand Total		
Alpine County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Carson City County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
City of South Lake Tahoe	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Tahoe Valley Area Plan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Tourist Core Area Plan	0.0	0.0	+1.2	0.0	0.0	1.6	0.0	0.0	2.8	+2.8		
Rest of CSLT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	+4.4		
Douglas County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
South Shore Area Plan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	+0.2		
Rest of DG County	0.0	0.0	0.0	0.0	+0.1	+3.1	0.0	+0.1	+3.1	+3.2		
El Dorado County	0.0	0.0	0.0	0.0	0.0	+9.2	0.0	0.0	+9.2	+9.2		
Meyers Area Plan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Rest of ELD County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Placer County Area Plan	0.0	0.0	-0.1	0.0	0.0	+5.7	0.0	0.0	+5.7	+5.7		
Washoe County	0.0	0.0	0.0	0.0	0.0	+6.4	0.0	0.0	+6.4	+6.4		
Basin Total	0.0	0.0	+1.2	0.0	+0.1	+30.6	0.0	+0.1	+31.8	+31.9		

	Table 2. Banked/Transferred Impervious Coverage - Since the Adoption of the Regional Plan, December 2012-2018											
	Within Town Center					Outside Town Center					Total	
	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	Non-Sensitive (Classes 4-7)	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	Non-Sensitive (Classes 4-7)	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	Non-Sensitive (Classes 4-7)	Grand Total		
Alpine County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Carson City County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
City of South Lake Tahoe	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Tahoe Valley Area Plan	0.0	0.0	-0.3	0.0	0.0	-0.1	0.0	0.0	-0.4	-0.4		
Tourist Core Area Plan	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	+0.2		
Rest of CSLT	0.0	0.0	0.0	-1.9	0.0	-2.1	-1.9	0.0	-2.1	-4.0		
Douglas County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
South Shore Area Plan	0.0	0.0	-0.1	0.0	-1.7	-1.4	0.0	0.0	-1.5	-3.2		
Rest of DG County	0.0	0.0	0.0	-0.2	0.0	0.0	-0.2	0.0	-0.2	-0.2		
El Dorado County	0.0	0.0	0.0	-0.5	-0.2	-0.7	-0.5	-0.2	-0.7	-1.4		
Meyers Area Plan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Rest of ELD County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Placer County Area Plan	0.0	0.0	-0.1	-4.7	0.0	-0.4	-4.7	0.0	-5.2	-5.2		
Washoe County	0.0	-0.1	0.0	-0.1	-0.2	-0.5	-0.1	-0.3	-0.5	-0.9		
Basin Total	0.0	-0.1	-0.5	-7.4	-2.1	-5.0	-7.4	-2.2	-5.5	-15.1		

Source: TRPA's Research & Analysis Division

	Within Town Center			Outside Town Center			Total		Grand Total
	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	Sensitive (Classes 4-7)	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	Sensitive (Classes 4-7)	Stream Env. Zone (Class 1b)	Sensitive (Classes 1-3, ex1b)	
Alpine County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Carson City County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of South Lake Tahoe	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tahoe Valley Area Plan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tourist Core Area Plan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest of CSLT	0.0	0.0	0.0	-0.5	0.0	-1.3	-0.5	0.0	-1.8
Douglas County									
South Shore Area Plan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest of DG County	0.0	0.0	0.0	0.0	-0.9	0.0	0.0	-0.9	-0.9
El Dorado County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Meyers Area Plan									
Rest of ELD County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Placer County Area Plan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Washoe County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Basin Total	0.0	0.0	0.0	-0.5	-0.9	-1.3	-0.5	-0.9	-2.7

*Not updated since 2017.

Source: TRPA's Research & Analysis Division

STAFF REPORT

Date: September 18, 2019
 To: TRPA Governing Board
 From: Transportation Staff
 Subject: Briefing on the 2020 Linking Tahoe: Regional Transportation Plan

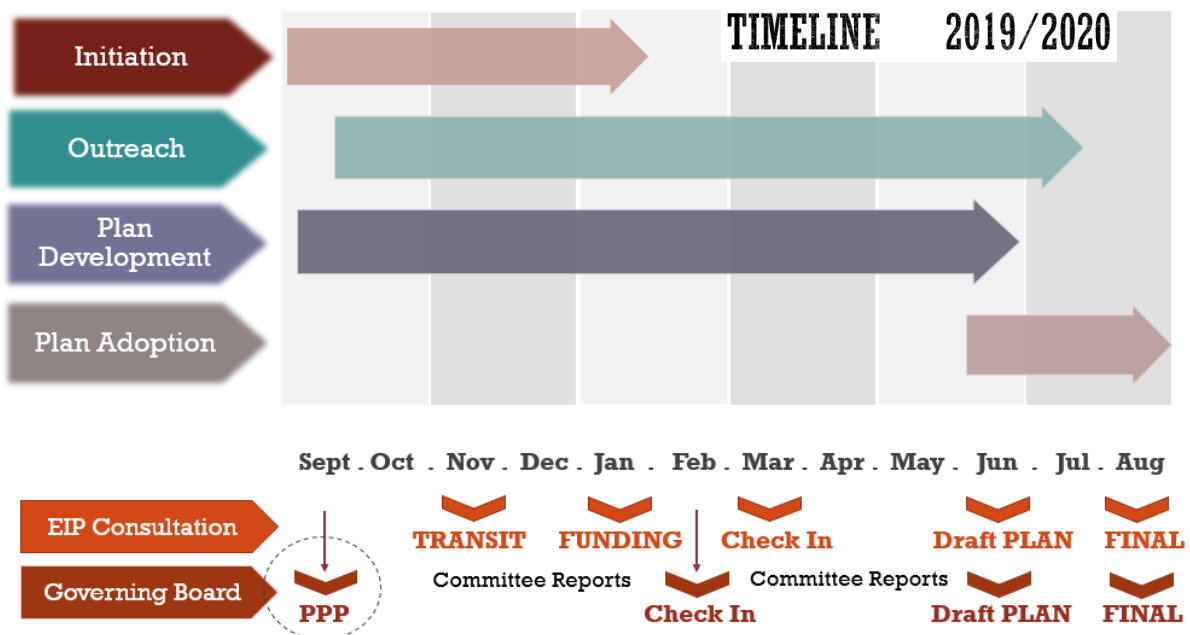
Summary and Staff Recommendation:

This item is for informational purposes and may result in direction to staff.

Background:

Staff will present an overview and schedule for the development of the 2020 Linking Tahoe: Regional Transportation Plan (RTP) including proposed outreach strategies, plan structure, and document development and approval process.

The RTP, scheduled for approval in August 2020 as shown in the graphic below, will be developed with input from the Environmental Improvement, Transportation, and Public Outreach Committee, as well as from other stakeholders and the TRPA Governing Board. This RTP update will zero in on establishing implementation priorities and reviewing policies to reduce reliance on the automobile, reduce mobile source greenhouse gas emissions, and address increased visitation.



Contact Information: If you have any questions or comments regarding this item, please contact Michelle Glickert at 775.589.5204 or mglickert@trpa.org.



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Stateline, NV 89449-5310

Location
128 Market Street
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www.trpa.org

STAFF REPORT

Date: September 18, 2019
To: TMPO Governing Board
From: TRPA Staff
Subject: 2019 Public Participation Plan

Summary and Staff Recommendation:

Staff recommends that the TMPO Governing Board approve the 2019 Public Participation Plan

Required Motions:

In order to adopt the Public Participation Plan, the Board must make the following motion(s), based on the staff summary:

- 1) A motion to adopt the final Public Participation Plan.

In order for motion(s) to pass, an affirmative vote of any eight Board members at least four Board members is required.

Tahoe Transportation Commission Recommendation:

On September 13, 2019, the TTC recommended TMPO approval of the 2019 Public Participation Plan.

Background:

TRPA, serving as the Tahoe Metropolitan Planning Organization (TMPO), has updated its Public Participation Plan to ensure public involvement and opportunities for engagement are the foundation of transportation planning processes. Per Title 23, CFR Part 450.13, Metropolitan Planning Organizations must develop and use a public participation plan that defines a protocol for providing opportunities for all parties to comment and be involved in the transportation planning process. The plan outlines strategies for continuing, comprehensive, and coordinated transportation planning processes that considers all transportation modes, provides a forum for public input, and supports social and economic vitality. The Public Participation Plan must be updated and adopted prior to development of the Regional Transportation Plan (RTP).

Description of the Plan:

Chapter One of the updated plan explains the public participation process and federal and state regulatory requirements. *Chapter Two* outlines how TMPO works with our government partners, describes our standard outreach activities, and offers a variety of outreach methods to reach a diverse set of stakeholders. *Chapter Three* lists the specific public outreach protocols for each TMPO plan.

AGENDA ITEM NO. VIII.C.2

Chapter Four evaluates the Public Participation Plan’s performance and illustrates how input is used to update TMPO’s outreach.

Public Comment Period:

The plan was released on July 22, 2019 for a 45-day public comment period that closed September 5, 2019. A public hearing was held at the Tahoe Transportation Commission Board (TTC) on August 9, 2019. TMPO received one comment letter from Friends of the West Shore (FOWS). Based on comments received from FOWS, we have updated the “Suggestions for Improvement” section on page 33 of the plan and will consider other FOWS suggestions when conducting public outreach. The final plan was presented to the TTC board on September 13, 2019 and received a recommendation of approval to the TMPO.

Regional Plan Compliance:

The 2019 Public Participation Plan complies with all requirements of federal funding recipients and are consistent with the TRPA Regional Plan and supports goals and policies to implement the Regional Plan. The plan also supports the objectives of the TMPO Linking Tahoe: Regional Transportation Plan and associated Goals and Policies.

Contact Information:

For questions regarding this agenda item, please contact Kira Smith at (775) 589-5236 or ksmith@trpa.org.

Attachments:

- A. 2019 Final Public Participation Plan
- B. Friends of the West Shore Comment Letter and Response

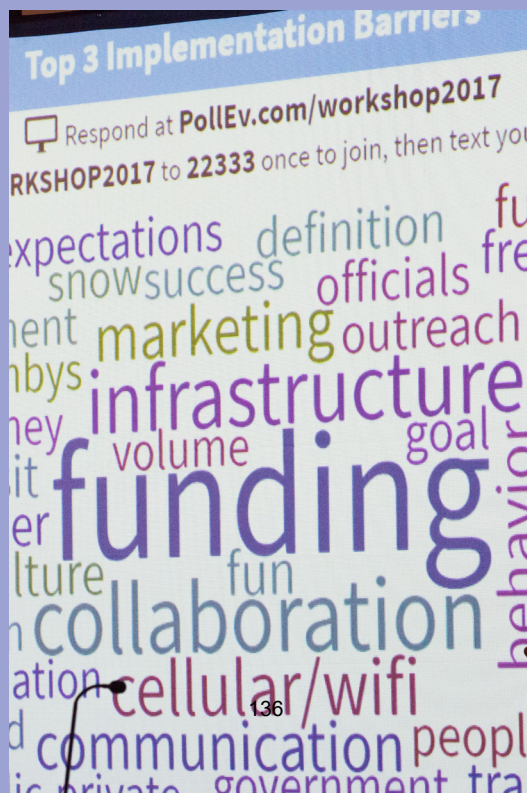
Attachment A

2019 Final Public Participation Plan



PUBLIC PARTICIPATION PLAN

TAHOE REGIONAL PLANNING AGENCY



PUBLIC PARTICIPATION PLAN

September 2019

Tahoe Regional Planning Agency
Tahoe Metropolitan Planning Organization

TRPA/TMPO STAFF CONTRIBUTORS

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Tahoe Regional Planning Agency
Tahoe Transportation District
Federal Highway Administration

DISCLAIMER:

The Tahoe Regional Planning Agency is the federally designated Metropolitan Planning Organization (MPO) for the Lake Tahoe Region which plans and funds transportation and transit improvements to support attainment of regional environmental thresholds. The MPO planning process is carried out by the transportation staff at TRPA and MPO actions are taken by the agency's Governing Board with an additional representative from the US Forest Service. The "TMPO" designation differentiates functions specific to transportation planning or MPO requirements.

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GLOSSARY: ACRONYMS AND DEFINITIONS

"3 C" Process:

A *continuing, comprehensive, and coordinated* transportation planning process that considers all transportation modes, provides a forum for public input, and supports social and economic vitality.

ADA:	The Americans with Disabilities Act
APC:	Advisory Planning Commission
FAST Act:	Fixing America's Surface Transportation Act
FHWA:	The Federal Highway Administration
FOIA:	The Freedom of Information Act
FTA:	Federal Transit Administration
MAP-21:	The Moving Ahead for Progress in the 21 st Century Act
MPOs:	Metropolitan Planning Organizations
NEPA:	National Environmental Policy Act
OWP:	Overall Work Program

Planning Emphasis Areas:

Policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

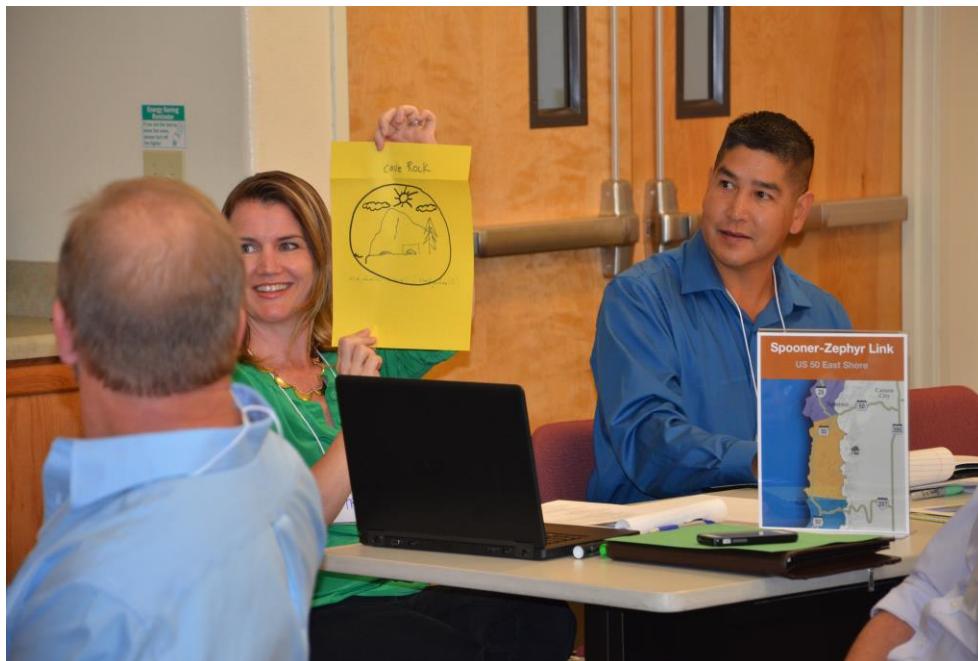
PEL:	Planning and Environmental Linkages
PPP:	Public Participation Plan
RTP:	Regional Transportation Plan
SB 375:	California's Senate Bill 375: The Sustainable Communities and Climate Protection Act. Chapter 728, Statutes of 2008.
SCS:	Sustainable Communities Strategy
TACs:	Technical Advisory Committees
TIP:	Transportation Improvement Program
TMPO:	Tahoe Metropolitan Planning Organization
TRPA:	Tahoe Regional Planning Agency
TTC:	Tahoe Transportation Commission
TTD:	Tahoe Transportation District

SECTION 1: INTRODUCTION

The Tahoe Metropolitan Planning Organization (TMPO) is the federally designated transportation planning agency for the Tahoe Region. TMPO is housed within the Tahoe Regional Planning Agency (TRPA), which was created by the Bi-State Compact (Public Law 96-551) in 1969 and revised in 1980. The TMPO's role is to provide planning, funding, and technical assistance that encourages a multi-modal and sustainable transportation system. In accordance with Titles 49 and 23, the TMPO is required to have a *continuing, comprehensive, and coordinated* transportation planning process that considers all transportation modes, provides a forum for public input, and supports social and economic vitality. The "3C process" assists the TMPO to consolidate region-wide, local transportation projects into one regional transportation plan. TMPO prioritizes projects and assists in allocating and securing funding.

The TMPO's public participation process aims to give the public ample opportunities for early, meaningful, and continued involvement. Collecting diverse public input is important for determining the types of projects that meet public desire, and ensures that public funds are directed to the areas of highest need. Transparency increases levels of participation, ensuring well-prepared and publicly supported planning documents.

Chapter One of the plan explains the public participation process and federal and state regulatory requirements. *Chapter Two* outlines how TMPO works with our government partners, describes our standard outreach activities, and offers a variety of outreach methods to reach a diverse set of stakeholders. *Chapter Three* lists the specific public outreach protocols for each TMPO plan. *Chapter Four* evaluates the Public Participation Plan's performance, and illustrates how input is used to update TMPO's outreach.



2015 Corridor Connection Plan Meeting. Photo: TTD

1.1 GUIDING PRINCIPLES

The following five principles guide TMPO's outreach strategies:

1. Reaching diverse populations requires a variety of outreach methods.
2. Large-scale outreach is a team effort, including internal staff and external partners.
3. Effective outreach requires strong relationships – with local governments, advocacy groups and advisory committees.
4. Successful outreach takes time and funding to plan and implement.
5. Stakeholders want to see results. Transparent outreach includes collecting feedback *and* reporting on what you heard.

1.2 ABOUT OUR ORGANIZATION

The Lake Tahoe Region is located on the California-Nevada border between the Sierra Nevada Crest and the Carson Range. Approximately two-thirds of the Region is in California and one-third is in Nevada. The Region contains the incorporated area of the City of South Lake Tahoe and portions of El Dorado County and Placer County in California, and Washoe and Douglas Counties and the rural area of Carson City in Nevada. The Region is within the Fourth Congressional District of California and the Second Congressional District of Nevada.

The TMPO is charged with implementing a continuing, comprehensive and cooperative transportation planning process among states and local communities. By federal law, the TMPO is required to produce several documents, including a Regional Transportation Plan (RTP), a Transportation Improvement Program (TIP), an Overall Work Program (OWP), and a Public Participation Plan (PPP). With the adoption of California Senate Bill 375, California metropolitan planning organizations (MPOs) are now required to produce a Sustainable Communities Strategy (SCS) to plan for and illustrate the reduction of greenhouse gasses.



TRPA Executive Director Joanne Marchetta speaks at the Western Governors' Association annual meeting at Lake Tahoe. Photo: TRPA



Lake Tahoe Region Corridors

As part of developing the Regional Transportation Plan, the TMPO is partnering with the Tahoe Transportation District (TTD) to produce *corridor connection plans*. Agencies throughout the Region and the public are participating in the corridor planning process to create holistic projects that will address multi-modal transportation solutions, environmental improvement, safety for all roadway users, support for economic vitality, quality of life, and accelerated delivery of projects and services.

1.3 FEDERAL & STATE REQUIREMENTS FOR PUBLIC PARTICIPATION

FEDERAL REQUIREMENTS:

In December 2015, the U.S. Congress passed a new transportation bill - **Fixing America's Surface Transportation (FAST) Act**. The FAST Act is a five-year bill that impacts transportation planning through funding and updates to policy. The FAST Act requires TMPO to use a collaborative and integrated approach to transportation decision making when developing the Regional Transportation Plan and the Transportation Improvement Program. TMPO uses planning and environmental linkages (PEL) to coordinate plans with expected growth, economic development, environmental protection, and community vision. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected community, local, regional, state and federal agencies and Tribal governments.

The law also updates the requirements to whom MPOs must provide reasonable opportunities to be involved in the transportation planning process. The required categorical representatives are bulleted below. Some required groups are reached through targeted TMPO outreach during plan updates.



Connectivity Plan Public Meeting
Photo: Design Workshop

Groups that receive federal assistance such as Title 49 recipients and federal land management agencies are already involved in the planning process through participation on the Tahoe Transportation Commission and TMPO Board.

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers & providers of freight transportation services
- Public ports
- Private providers of transportation
- Representatives of users of public transportation & intercity bus operators
- Employer-based commuting programs
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- The tourist industry
- Natural disaster risk reduction officials
- Other interested parties, including community based mobility advocacy groups
- Recipients of assistance under Title 49 USC Chapter 53
- Recipients of assistance under Title 23 USC Chapter 204
- Federal land management agencies
- Governmental agencies & non-profits that receive federal assistance from a source other than the US Department of Transportation to provide non-emergency transportation services.

Title VI of the Civil Rights Act of 1964 states that, “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI serves as the legal foundation for what is today referred to as environmental justice. TMPO’s Title VI Plan outlines various programs, activities, and services in place that demonstrate TMPO’s commitment to meet Title VI requirements.

The American with Disabilities Act (ADA) of 1990 encourages the participation of people with disabilities in the development and improvement of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO take place at locations which are accessible to persons with mobility limitations.

The Freedom of Information Act (FOIA) is a federal law that gives the public the right to make requests for federal agency records. All federal agencies are required to make requested records available unless the records are protected from disclosure by certain FOIA exemptions. TMPO provides all public documents on our website, through email if requested, and in hardcopy at our front desk.

Other federal regulations that guide public participation plans are the Clean Air Act, National Environmental Policy Act (NEPA), and Executive Orders including:

- Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency
- Executive Order 12372: Intergovernmental Review of Federal Programs
- Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Executive Order 13175: Consultation and Coordination with Indian Tribal Governments

Planning emphasis areas are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. For fiscal year 2020, the Federal Highway Administration (FHWA) encourages MPO's and State Departments of Transportation to support economic vitality, productivity, and efficiency, increase network safety, increase accessibility and mobility, protect and enhance the environment, enhance connectivity, improve transportation system resiliency and enhance travel and tourism coordination. Additionally, the FHWA California Division and Federal Transit Administration (FTA) Region IX also provide areas of emphasis for California's transportation planning and air quality program. These build off the national priorities and include *Core Planning Functions, Performance Management, and State of Good Repair*. Part of the *Core Planning Function* category includes a focus on public participation and education.

STATE REQUIREMENTS:

The State of California is taking a proactive approach to reducing greenhouse gas emissions. California has its own public participation requirements for MPOs in relation to legislation on greenhouse gas reductions.

Senate Bill 375 (SB 375) requires MPOs to adopt a Sustainable Communities Strategy and/or Alternative Planning Strategy as part of the regional transportation plan. Another bill, SB 575 (2009), clarified the role of the TRPA Regional Plan as the Lake Tahoe Region's SCS. The SCS sets forth a forecasted development pattern for the Region, which, when integrated with the transportation network will reduce greenhouse gas emissions from automobiles and light trucks to achieve greenhouse gas emission reduction targets approved by the state.



*SR 28 Signage Master Plan Workshop
Photo: TRPA*

SB 375 also requires each MPO to adopt a public participation plan for development of the SCS or APS that includes:

- Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interest, and homeowner associations
- Consultation with congestion management agencies, transportation agencies, and transportation commissions
- Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices
- Preparation and circulation of a draft SCS not less than 55 days before adoption of a final regional transportation plan
- Public hearings on the draft SCS
- A process for enabling members of the public to provide a single request to receive notices, information and updates

SECTION 2: PUBLIC PARTICIPATION FRAMEWORK

2.1 WORKING WITH OUR GOVERNMENT PARTNERS

TMPO's jurisdiction contains two states and five counties. Working with our partners to ensure plans, programs and projects are coordinated and meet the needs of all agencies is paramount. The TMPO works very closely with other agencies responsible for planning and implementation activities within the Region. Since the TMPO shares its board and staff with the Tahoe Regional Planning Agency, there is a close linkage between local planning, environmental protection, and transportation planning. The FAST Act and related federal legislation requires TMPO to include several groups as part of the RTP and TIP planning process. These groups are listed in *Section 1.3 Federal & State Requirements*.

TMPO's transportation team works with TRPA's communications team and TTD's staff to coordinate outreach. This enables TMPO to reach a larger group of people in a variety of ways. To further support successful coordination, TMPO organizes advisory bodies during plan development, holds public hearings, and meets individually with local jurisdictions and sovereign governments on an as-needed basis. Table 1 illustrates agency stakeholder meetings TRPA and TMPO staff regularly attend.

STAKEHOLDER MEETINGS		
Occurrence	Agency	Stakeholder Type
Monthly	Tahoe Transportation Commission	Regional Advisory
Monthly	Truckee – North Tahoe Transportation Management Association	Public / Private Association
Monthly	South Shore Transportation Management Association	Public / Private Association
Monthly	Fire Public Information Team	Agency Association
Monthly	South Tahoe Environmental Education Coalition	Agency Association
Bi-Monthly	North Tahoe Environmental Education Coalition	Agency Association
Quarterly	Pathway Partnership	Agency Association
Quarterly	South Tahoe Social Services Transportation Advisory Council	Social Services Community
Quarterly	North Tahoe Social Services Transportation Advisory Council	Social Services Community
Ad Hoc	City of South Lake Tahoe JPA Bicycle Advisory Committee	Local Jurisdiction/Advisory
Ad Hoc	Lake Tahoe Visitors Authority	Visitors Authority

Ad Hoc	North Lake Tahoe Resort Association	Visitors Authority
Ad Hoc	Incline Village Crystal Bay Visitors Bureau	Visitors Authority
Ad Hoc	Advisory Planning Commission	Regional Agency
Ad Hoc	Local Governments	Agency Coordination

Table 1: Stakeholder Meetings. Source: TMPO

NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION:

The Lake Tahoe Region is home to one Tribal Government, the Washoe Tribe of California and Nevada. TMPO conducts regular government-to-government communication with the Washoe Tribe to consider tribal needs in the planning and programming process. The Washoe Tribe is a voting member of the Tahoe Transportation Commission (TTC), the advisory body to the TMPO Governing Board. The TRPA Advisory Planning Commission dedicates a seat for the Tribe as well. The APC assists the Governing Board with technical and scientific issues. The Commission is made up of local planners, general members of the community and other representatives who are experts in their fields. For more details on TMPO’s consultation process with the Washoe Tribe, please see Appendix A or visit: <https://www.washoetribe.us/contents/> for more information on the Washoe Tribe.

TRPA/TMPO GOVERNING BOARD:

The TRPA is a separate legal entity governed by a body of seven voting delegates from California and seven voting delegates from Nevada. There is also a non-voting federal representative to the Governing Board. The TRPA Board, with the addition of a representative from the United States Forest Service, serves as the TMPO Board. In the State of California, TRPA serves as the Regional Transportation Planning Agency. The TRPA and TMPO Board meets monthly and meetings are open to the public. For more information, please visit: <http://www.trpa.org/about-trpa/governing-board/>.



TRPA Governing Board member Clem Schute at the strategic planning retreat

TAHOE TRANSPORTATION COMMISSION (TTC):

The TTC serves as an advisory body to the TMPO Board. The core membership of the TTC is the board of the Tahoe Transportation District, created by the Tahoe Regional Planning Compact (Article IX, revised in 1997 by the States of California and Nevada) to own and operate intra-regional and inter-regional transportation services and facilities. The TTD and TTC Boards share a membership that includes local jurisdictions, California and Nevada Departments of Transportation (non-voting), the US Forest Service, Transportation Management Associations, and an at-large position. In addition, the TTC includes a representative of the TRPA Advisory Planning Commission and a member of the Washoe Tribe. The TTC and TTD Boards meet monthly and are open to the public. For more information, please visit: <http://tahoetransportation.org/about/directors-and-staff-1>.

ADVISORY BODIES:

During various plan development TMPO staff requests agency partners and community members to participate on technical advisory committees (TACs). These are ad hoc committees that meet as necessary to inform the development of plans, and typically disband after the plan is approved. Examples include the Bicycle & Pedestrian TAC, Transportation Coordination Working Group which includes project implementors such as local jurisdiction Public Works representatives and the transportation departments from the two states to discuss upcoming funding opportunities, project progress and even shortfalls. Additionally, TMPO coordinates the Pathway Partnership which is made up of local and state implementing agencies and community advocacy groups. The Partnership meets quarterly to provide project updates, identify opportunities to work together, and discuss pressing issues related to active transportation that would benefit from multi-jurisdictional input.

Advisory Planning Commission (APC) is a 19-member group that assists the TRPA Governing Board with technical and scientific issues. The APC is made up of local planners, general members of the community and other representatives who are experts in their fields. Each month, the APC holds open meetings and encourages the public to take an active role in the decision-making process. For more information, please visit: <http://www.trpa.org/about-trpa/advisory-planning-commission/>.

Bi State Consultation on Transportation is a coalition of states and public and private partners committed to accelerating transportation improvements for the Tahoe Region. The consultation convened in 2017 and created a 10-year Transportation Action Plan that identifies top-priority projects, services, and fair-share funding commitments from federal, state, local, and private sector partners. Through four subcommittees in the consultation, partners sought policy alignments, formalized partnerships, and enhanced transportation project delivery at Lake Tahoe. Partners will continue to consult the 10-year Action Plan when prioritizing project funding and implementation. For more information, please visit: <http://www.trpa.org/wp-content/uploads/00-BiStateConsultationOnTransportationFinal-Report-3.26.19.pdf>



Bi-State Consultation on Transportation. Photo: Robbie Graves

Public Participation Plan | August 2019

Tahoe Inter-Agency Executive Steering Committee (TIE SC) is the governing body for the Tahoe Environmental Improvement Program (EIP), the public-private partnership, that has invested over \$2 billion in environmental restoration projects at Tahoe. The TIE SC consists of federal, state, and local partners that is co-lead by the TRPA and United State Forest Service. This group meets monthly to coordinate, plan, and oversee implementation of the EIP. For more information, please visit: https://www.fs.usda.gov/detail/ltbmu/workingtogether/partnerships/?cid=FSM9_046609

The Environmental Improvement Program Committee, made up of seven TRPA board members, provides guidance and direction on matters related to the administration and implementation of the Environmental Improvement Program (EIP) including policy, funding, and advocacy. The EIP includes transportation projects. Staff on an ad hoc basis will present items to the EIP Committee to receive feedback and guidance on various transportation programs and provide project updates to the committee. The current makeup of the EIP committee is shown below:

Nevada At-Large Member	Timothy Cashman, Chair
California Assembly Speaker Appointee	Belinda Faustinos, Vice Chair
Nevada Department of Conservation & Natural Resources	James Lawrence
Governor of California Appointee	Casey Beyer
El Dorado County Supervisor	Sue Novasel
Washoe County Commissioner	Marsha Berkbigler
Governor of California Appointee	E. Clement Shute, Jr.

2.2 STANDARD & CONTINUOUS OUTREACH ACTIVITIES

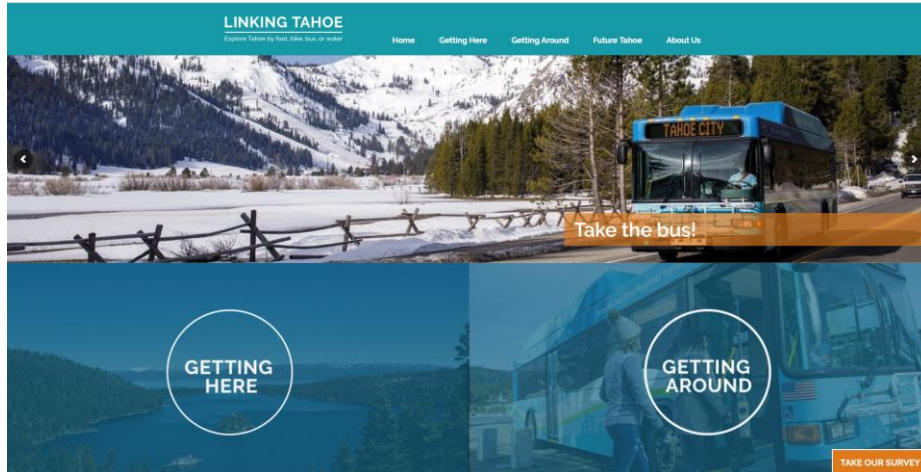
On an ongoing basis, TMPO reaches out to the community and partnering agencies through a variety of methods. With an emphasis on early and transparent outreach, the TMPO tailors the way we reach different sectors of the public. Public input on outreach methods informs how we develop and implement our standard and continuous outreach activities. Analysis of this data can be found in *Section 4: Evaluation & Plan Development*. TMPO’s standard and continuous outreach activities reflect what we have heard from the public on their preferences.

Websites & Data Library: Per CFR 450.316(1), TMPO maintains reports, studies, and plans online for public download. The TMPO is committed to providing user-friendly access to our online resources. Information can be found at www.tahoempo.org and www.trpa.org. Additional websites and portals that connect the public and agencies to project and monitoring information include the Environmental Improvement Program Tracker, Sustainability Dashboard, and Commodities Tracker. These can be found at: www.laketahoeinfo.org. To help the public find the information they need, which may be housed on the TRPA, or TTD websites, the TMPO and TTD have created a joint landing page, located at www.linkingtahoe.com. Hardcopies of approved plans are also made available, and are professionally printed and distributed to public agencies, and available at the front counter at TRPA.

Contact Database: TMPO maintains a database of government officials, staff, and community members who are interested in keeping up on plans, projects, and educational program opportunities. The TMPO provides a process for members of the public to provide a single request to receive notices, information, and updates. Members of the public can sign up to receive information online on the TRPA website or via the linkingtahoe.com website, or by filling out a hardcopy form. When signing up to receive information, contacts specify if they desire to receive news on all transportation-related topics, or only specific updates, such as Active Transportation. TMPO sends out its newsletter monthly. TMPO’s e-newsletter list

contains 875 recipients, and newsletters average a 34% open rate. TRPA’s e-newsletter contains 1,921 recipients with a 40% open rate.

To reach an even broader and in some cases more targeted audience, TMPO coordinates with local agencies, non-profits, school districts, chambers, law enforcement and other appropriate entities to share information with citizens who may not receive e-news from TRPA/TMPO. TRPA also produces a quarterly newspaper entitled *Tahoe In Depth*. This paper is sent to all homeowners in the Region and is distributed to local businesses for free.



Advertisement: Advertising opportunities for input is critical for successful, transparent outreach. There are many ways to reach people, and TMPO strives to provide the public information in places where they are most likely to search. To ensure a broad range of people from residents to visitors, low-income, and Spanish-speaking communities are informed of their opportunity to provide feedback, TMPO uses multiple advertisement outlets.

<p>HOW CAN PUBLIC TRANSIT MEET YOUR MOBILITY NEEDS?</p> <p>The Tahoe Regional Planning Agency invites you to share your comments on unmet transit needs in the Lake Tahoe Region.</p> <p>Information Booth Friday, November 9, 4:00-6:00 p.m. Stataline Road/Crystal Bay TART Stop Crystal Bay, NV 89402</p>	<p>¿CÓMO SE PODRÍA MEJORAR EL SISTEMA DE TRANSPORTE?</p> <p>La TRPA le invita a comentar sobre lo que se requiere para mejorar el transporte público en la Región de Tahoe.</p> <p>Centro de Información Viernes, 9 de Noviembre, 4:00-6:00 p.m. Stataline Road/Crystal Bay TART Stop Crystal Bay, NV 89402</p>
<p>Please share your feedback with us: ksmith@trpa.org or (775) 589-5236 www.surveymonkey.com/r/2018TransitNeeds TRPA • PO Box 5310 • Stateline, NV 89449</p>	<p>Por favor, comparte sus comentarios: ksmith@trpa.org o (775) 589-5236 www.surveymonkey.com/r/2018TransitNeedsSpanish TRPA • PO Box 5310 • Stateline, NV 89449</p>

Traditional Media: TMPO places ads in local newspapers both online and in hardcopy. Press releases are sent to inform news outlets about possible article or radio stories, including public outreach opportunities. TRPA’s Executive Director writes opinion pieces for local media outlets to bring awareness to current challenges, achievements, and upcoming plans. Newspaper calendars are also utilized for increased visibility. When opportunities arise, TMPO participates in radio and television interviews through local radio stations, including Reno’s National Public Radio. Flyers are placed on transit vehicles, such as South Shore Transit, and Tahoe Truckee Area Regional Transit.

Social Media: TMPO and TRPA have Facebook, Twitter and Instagram pages where staff regularly post events, input opportunities, and general interest items, as well as “boosting” ads to reach large groups of people.

You can find us at:

Facebook: <https://www.facebook.com/voiceforlaketahoe/>
Twitter: <https://twitter.com/tahoeagency?lang=en>
Instagram: https://www.instagram.com/trpa_tahoe/

Promotional Materials: Though much of the informational world now lives online, hardcopy materials are still a relevant and important means of connecting with people who do not have access to the internet, do not find the internet user-friendly, or may not know where to find information online. To reach this group of people, TMPO generates promotional materials such as brochures, magnets, stickers, flyers, and fact sheets. These materials are passed out during workshops, at association meetings, events, at local businesses, and sent through mail.

Translation Services: The second primary language spoken in the Lake Tahoe Region is Spanish. TMPO addresses this need by translating our public outreach materials, fact sheets, and executive summaries into Spanish. Depending on the type of outreach necessary, TMPO provides other proactive translation services, described in the next section.

Proactive Outreach: TMPO does not wait for the public to come to us, nor do we expect to reach a broad audience by only holding public hearings or one-time workshops. TMPO participates in association meetings and public events, and sponsors education and encouragement programs to provide meaningful, transparent, and frequent opportunities for public engagement.

Association Meetings & Public Events: To keep a pulse on what is happening around the community and keep local organizations up-to-date on TMPO's work efforts, staff attends and presents at monthly, quarterly, ad hoc meetings and public events. Table 2 illustrates the many groups and association meetings that TMPO/ TRPA staff regularly attend. Table 3 lists the typical events staff participate in by having interactive booths.

TRANSPORTACIÓN ES TRANSFORMACIÓN

AYUDANOS A MEJORAR EL CAMINO DE IDA, REGRESO Y ALREDEDOR DE MEYERS

El Condado El Dorado sugiere hacer mejorías a la carretera y el camino en Meyers, que ofrecerán opciones atractivas y seguras para ir al trabajo o divertirse, tanto para residentes como turistas. ¡Queremos tu opinión! Visítanos en alguna de nuestras casetas o durante las festividades de Earth Day.

Lugares en Meyers el 22 de Abril:

- Oficina Century 21 Real Estate: 11:30am-1:30pm
- Escuela de Ciencia del Medio Ambiente Magnet: 3-4pm
- Supermercado Liras: 4:15-6:15pm

El 23 de Abril: En la caseta durante las festividades de Earth Day: 10am-3pm

Para mayores informes: Brendan Ferry, brendan.ferry@edcgov.us

tahoempo.org/OnOurWay

COMMUNITY MEETINGS		
Occurrence	Organization	Audience Type
Weekly	Bonanza Community Roundtable	Residents/Media
Monthly	Community Mobility Group Meeting	South Tahoe Community/Advocacy
Monthly	North Lake Tahoe Resort Association	Business Community
Monthly	Lake Tahoe South Shore Tahoe Chamber of Commerce	Business Community
Ad Hoc	Lake Tahoe Bicycle Coalition	Community / Advocacy
Ad Hoc	Cafecitos (Spanish Speaking PTA for South Lake Elementary Schools)	Spanish Speaking School Community
Ad Hoc	Plan / Study Community Meetings	Regional Community
Ad Hoc	Soroptimist International of Tahoe Sierra	South Tahoe Community
Ad Hoc	Meeks Bay Vista Property Owners Association	Community/HOA
Ad Hoc	Lake Tahoe Unified School District	Community/School Board
Ad Hoc	South Shore Rotary	Service Club
Ad Hoc	Resort Triangle Transportation Vision Coalition	Business Community
Ad Hoc	North Shore Breakfast Club	Business Community

Table 2: Community Meetings. Source: TMPO



2017 Regional Transportation Plan Outreach at Live at Lakeview

PUBLIC EVENTS		
Date	Event	Stakeholder Type
End of March	Business Expo (Tahoe Chamber)	South Tahoe Residents (employers / employees)
Mid – April	Earth Day (South and North Shore)	Residents & Visitors
May	Cinco de Mayo Celebration	Latino Community
April - October	Farmer’s Markets: American Legion (South Shore) Ski Run Blvd (South Shore) Truckee Thursdays (Truckee) Commons Beach (North Shore) Live at Lakeview (South Shore)	Residents & Visitors
June 1 -14	Lake Tahoe Bike Challenge (multiple events)	Residents & Visitors
August	Lake Tahoe Summit	Residents /Agencies/ Political Community
September 2	Back to School Night	Educational Community
September	Fall Fish Fest	Residents & Visitors

Table 3: Public Events. Source: TMPO

Education & Encouragement Programs: Awareness programming is a major aspect of encouraging community members and visitors to stay involved, be informed, and give feedback at the early phases of planning and project development. Successful programs require a joint effort between state departments of transportation, local jurisdictions, law enforcement, advocacy groups, and local organizations. Programming should engage people of all ages and include local community members as well as visitors to the Region.

Since 2005, the Lake Tahoe Bicycle Coalition (LTBC), TMPO, and other local and regional partners have organized the annual *Lake Tahoe Bike Challenge*. The goal of the *Bike Challenge* is to encourage people region-wide to forego driving and bike for daily travel. Each year, hundreds of cyclists join teams or ride as individuals and record their total number of bicycle trips through an online site: www.LoveToRide.net/Tahoe. Sponsors also organize a variety of events and group rides throughout the two-week period to increase awareness and participation.

2.3 PROJECT-SPECIFIC OUTREACH TECHNIQUES

Beyond TMPO’s standard and continuous outreach, specific projects may require additional activities to reach targeted audiences, and provide early input opportunities and education. To incentivize the community to attend and make outreach events equitability accessible, TMPO offers snacks, translation services, childcare, and locations and times that are reachable by public transportation. Other important considerations affecting participation of different groups include reaching people within their own communities and during existing meeting schedules, focusing presentations to special interests of specific groups, and placement of announcements and flyers using different types of media. As an example, when appropriate, TMPO advertises in Spanish language newspapers, such as “La Voz” printed in the Reno metropolitan area which is also distributed in Lake Tahoe. As with our standard and continuous outreach activities, project specific outreach techniques reflect the input received from the public on TMPO’s outreach method effectiveness.

Public Meetings and Workshops: Meetings are a traditional method of reaching the public. Interactive activities, providing various workshop locations and times, and offering other amenities can help bring public meetings to the next level. Per CFR 450.316(1) meetings and workshops include the use of visualization techniques such as renderings, computer simulation, and real-time voting. TMPO uses all of the non—traditional meeting types described below.



Open houses are the most traditional and flexible type of public meeting. This format offers the public the opportunity to come at any time they choose during open house hours, interact with a variety, and take the time they need to learn about specific issues that relate to their concerns. Open houses can also include interactive activities, such as voting on preferred project alternatives through technology-based programs (such as online polling) or “sticker voting” methods.

Charrettes are typically best for smaller groups with a focus on design and corridor improvements. Asking stakeholders to work together to brainstorm ideas and draw on maps generates energy, builds consensus, and allows the public to make their mark and directly impact projects.



Main Street Management Plan Sticker Voting

Pop-Up Booths are an informal type of public meeting that brings an open house feel to the community. Pop-up booths are placed at well-traveled community locations such as grocery stores, coffee shops, and schools. Booths are timed to catch the public as they go about their daily activities, and give them a chance to learn and provide input in a quick and personal way.

Surveys: Not everyone has time to attend public meetings, or stop at a pop-up booth during their daily activities. In Tahoe especially, a significant amount of the population that is served by our transportation system live out of the Region. To ensure TMPO reaches visitors, residents, commuters, second homeowners, and underrepresented community members, TMPO uses online and hard copy surveys. Surveys are mailed, provided at events and meetings, hosted online, and in some cases are brought door-to-door, particularly for non-English speaking and underrepresented community members. TMPO also uses in-person intercept surveys to gather information about users of the Tahoe transportation system. Surveys are planned to capture information from diverse location types (commercial vs recreation sites), person types (resident vs visitor) and from all locations throughout the region (north, south, east, west). TMPO has developed intercept survey techniques – such as skip patterns and surveyor talking scripts – that help to reduce survey bias and contribute to a representative sample of the entire population. These survey methodologies help TMPO understand the travel behavior and decision-making process of transportation users throughout the region.



2016 Meyers Road Safety Assessment. Photo: Morgan Beryl

Field Audits: To build capacity and consensus amongst stakeholders, field audits are an effective tool. Road Safety Assessments or “walk-abouts” bring the public out into the field where they can experience challenges and brainstorm solutions from a different perspective. This tool is particularly successful in conjunction with charrette workshops for more controversial projects where solutions and consensus may take more time and innovative ideas.

SECTION 3: OUTREACH PROTOCOL BY PLAN

The TMPO produces two major documents, the Regional Transportation Plan and the Transportation Improvement Program. These two plans directly lead to the implementation of projects in the Lake Tahoe Region. Other TMPO documents, such as the Public Participation Plan, Overall Work Program, and modal plans inform the RTP and TIP and identify priorities. Public input is a vital component of each of these documents, and ultimately results in needed improvements to Lake Tahoe’s transportation system. Per CFR 450.316(1), the outreach protocols on the following pages explicitly describe the procedures, strategies, and desired outcomes of the public participation plan.

Plan	Update Cycle	Current Plan
Regional Transportation Plan & Sustainable Community Strategy	Four years	2017
Transportation Improvement Program	Two years	2018
Public Participation Plan	Approx. four years, prior to RTP update	2019
Overall Work Program	Annual	FY 2019/20
Modal Plans	Various	Various

Table 4: Overview of Plan Update Cycles



2017 Regional Transportation Plan Workshop

3.1 REGIONAL TRANSPORTATION PLAN & SUSTAINABLE COMMUNITIES STRATEGY

The Regional Transportation Plan (23 CFR 450.322) addresses a 20-year planning horizon. Through this document, the TMPO brings together transportation projects and programs set forth by different agencies into one plan, creating a financial constrained and unconstrained list. The RTP includes both long-range and short-range strategies that lead to the development of an integrated multi-modal transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and facilitates the safe and efficient movement of people and goods. Federal law requires that the Regional Transportation Plan be fiscally constrained and meet air quality conformity standards and other state and federal requirements. The TMPO revises the RTP every four years as the Tahoe Region is in a maintenance area for air quality. Regions that are not in maintenance for air quality revise their RTPs every five years; although the TMPO has recently achieved this status, the RTP will continue to be updated every four years to stay aligned with other regional needs. In accordance with SB 375, RTPs must also include a Sustainable Communities Strategy that outlines how the Region will meet greenhouse gas reduction targets. The public participation plan for development of the Sustainable Communities Strategy is incorporated into the RTP outreach protocol.

Table 5: Regional Transportation Plan Outreach Protocol

Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Time Required	Two	30-day comment period and circulated not less than 55 days before adoption of a final	60-day incorporation period
Locations	North & South Shore, with notification to all five counties	E-mail, written mail, and fax	In document alterations & comment/ response posted on TMPO website
General Details	Central locations, ADA accessible, Public Transit accessible, information available online	Two public hearings in different parts of the Region	Comments and response will be summarized presented to TMPO Board for approval
Additional Services	Targeted workshops for Spanish speaking community & visualization techniques	If final RTP differs significantly from the draft, an additional 10-day public comment period added	Comments and response will be summarized presented to TMPO Board for approval
AMENDMENTS			
Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Administrative	None	7-day public review period	In document alterations & comment/ response posted on TMPO website
Formal (conformity analysis triggered)	Monthly TTC meeting and advertised on TMPO website	30-day public review period	Comments and response will be summarized presented to TMPO Board for final adoption

3.2 TRANSPORTATION IMPROVEMENT PROGRAM (23 CFR 450.324)

The Transportation Improvement Program is a four-year document that includes all surface transportation projects in the Region that are either federally funded, regionally significant, or require a federal action. All projects in the TIP are consistent with the RTP. High priority projects from the RTP are selected for inclusion into the TIP through the public process and a final decision by the TMPO Board. For each project or project phase, the TIP includes a project description, estimated project cost, amount of federal funds to be programmed by year, responsible agency, and other project details. The TIP also includes a financial plan that demonstrates how the approved TIP can be implemented and recommends additional financing strategies for needed projects and programs. Only projects with assured or reasonably expected funding may be included in the TIP. TIP projects are now tracked in the EIP tracker online: <https://eip.laketahoeinfo.org/EIPFocusArea/Detail/3>

Table 6: Transportation Improvement Program Outreach Protocol

Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Time Required	One	30-day comment period	60-day incorporation period
Locations	TTC Monthly Meeting	E-mail, written mail, and fax	In document alterations & comment/response posted on TRPA website
General Details	Central locations, ADA accessible, Public Transit accessible, information available online	Public Hearing at TTC Meeting	Comments and response will be summarized & presented to TMPO Board for final adoption
Additional Services	Not Necessary	If final TIP differs significantly from the draft, an additional 10-day public comment period added	Comments and response will be summarized & presented to TMPO Board for final adoption
AMENDMENTS			
Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Administrative Modification	None	Available to the public via the TRPA website. Hard copies of the modification will be available upon request	
Amendment	Presented at TTC meeting	7 -day comment period	Presented to TMPO Board for final adoption

3.3 PUBLIC PARTICIPATION PLAN (23 CFR 450.316)

The Public Participation Plan (PPP) is a document that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of disabled individuals, and other interested parties such as advocacy organizations with reasonable opportunities to be involved in the metropolitan transportation planning process.

Table 7: Public Participation Plan Outreach Protocol

Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Time Required	Public workshops will be held in combination with other transportation planning workshops	45-day comment period	14- day incorporation period
Locations	North & South Shore	E-mail, written mail, and fax	In document alterations & comment/response posted on TMPO website
General Details	Central locations, ADA accessible, Public Transit accessible, information available online	Public Hearing at TTC Meeting	Comments and response will be summarized presented to TMPO Board for final adoption
Periodic Review	Coordinated with adoption of the RTP	TTC and TMPO will conduct a review of the Public Participation Plan to ensure effectiveness of procedures and to ensure a full and open participation process	Same procedures as above



Regional Transportation Plan Mapping Activity
Photo: Stantec



Regional Transportation Plan Online Voting Tool.
Photo: Heidi Hill Drum

3.4 OVERALL WORK PROGRAM (23 CFR 450.308)

The Overall Work Program (OWP) is a statement of work produced annually by the TMPO that identifies the planning priorities and activities staff will carry out within the metropolitan planning area. The OWP includes a description of the planning work, resulting products, time frames for completing the work, and the source of funds.

Table 8: Overall Work Program Outreach Protocol

Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
Time Required	None	30-day comment period	60-day incorporation period
Locations	North & South Shore	On-line, E-mail, and written mail	In document alterations & comment/response posted on TMPO website
General Details	Central locations, ADA accessible, Public Transit accessible, information available online	Public Hearing at TTC Meeting	Comments and staff response will be summarized presented to TMPO Board for final adoption

3.5 AIR QUALITY CONFORMITY AND INTERAGENCY CONSULTATION

TMPO prepares several technical companion documents for RTP updates. These include a program-level environmental review per California Environmental Quality Act (CEQA) and TRPA guidelines, and transportation air quality conformity analysis (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents.

Per CFR 17.8.1305, inter-agency consultation is also required. The TMPO consults with the California Air Resources Board, the Nevada Department of Environmental Protection, the Federal Highways Administration, the U.S. Environmental Protection Agency, the California Department of Transportation and the Nevada Department of Transportation as part of the air quality conformity process. TMPO includes proactive public involvement to ensure access to technical and policy information is available. The public is also given opportunities to review and comment on the environmental analysis, through the outreach process described in the RTP Outreach Protocol section.

To ensure adequate interagency consultation the TMPO conducts the following activities:

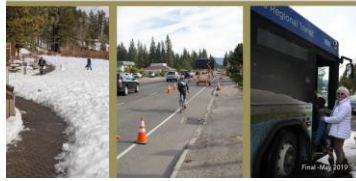
1. Identification of roles and responsibilities of each agency.
2. Provides a clear process for circulating documents and supporting materials.
3. Provides a clear process for the development of a list of transportation control measures in the applicable implementation plan.
4. Evaluates and chooses models, methods, and assumptions.
5. Determines which projects should be considered regionally significant.
6. Provides a clear process to resolve conflicts.

3.6 MODAL PLANS

TMPO produces a variety of modal plans that are incorporated into the Regional Transportation Plan by reference and in some cases as policies and strategies for implementation. Each plan uses different outreach tools during development depending on need, and provides a minimum of a 10-day comment period. All plans utilize a technical advisory committee.

Modal plans produced by TMPO include:

- Tahoe Basin Intelligent Transportation System Strategic Plan
- Active Transportation Plan
- Coordinated Human Services Transportation Plan



SECTION 4: EVALUATION & PLAN DEVELOPMENT

This plan serves as a guide for effective public outreach and stakeholder coordination and represents current practices and up-to-date techniques for reaching broad audiences in an exciting and engaging way. To ensure continuous improvement, TMPO evaluates the effectiveness of ongoing protocols, the use of new techniques and requests ideas on how to better reach and interact with stakeholders.

4.1 PERFORMANCE MEASURES

TMPO has generated performance measure baselines to create targets that will illustrate successful implementation of the public participation plan in future years. Each **Target (2019)** was adopted in the 2016 PPP to be evaluated for the 2019 PPP update. Each **Target (2023)** is the new target set for the next four years. These 2023 targets will be assessed during the 2023 update of the PPP. TMPO evaluates all performance measures periodically, in conjunction with the PPP update cycle. Additionally, TMPO evaluates the success of individual programs and plan outreach activities. For each program or plan, TMPO staff generates an outreach strategy that indicates target audience and outreach methods this is provided in Appendix C. During outreach, staff collects data that helps to illustrate if we are reaching our target audiences and how. This data also assists in reporting on our performance measures. Post outreach implementation, staff will analyze the data collected as well as describe if the feedback received is what we hoped to accomplish. An outreach strategy template and our sign-in sheet template can be found in Appendix C. These actions will assist staff in quickly adapting our practices and will be used for the development of future Public Participation Plans.



2018 America's Most Beautiful Bike Ride Rest Stop

Performance Measure 1: Total number of public participants reached through proactive outreach.

Description and Baseline: This performance measure consolidates the total estimated number of public reached over a four-year period from proactive outreach activities including door-to-door, workshops, Tahoe Talks, events, and association meetings. From 2012 – 2015, TMPO reached 790 people through proactive outreach with a target to increase that number by five percent in 2019. Between 2016 – 2018, TMPO reached over 4,000 people through proactive outreach, an increase of 434 percent from the baseline.

Table 9: Total Public Participants Reached by Type

TYPE	NUMBER OF ATTENDEES
Association Meetings	2,319
Events	1,460
Tahoe Talks	63
Pop-Ups	63
Workshops	315
TOTAL	4,220

Target (2019): Increase by 5% to **830 people** reached over a four-year period.

Target (2019) Assessment: Between 2016 and 2018, TMPO increased public participation through proactive outreach by 434% from 790 people to 4,220 people.

Percent of Public Reached by Proactive Outreach
N=4,220

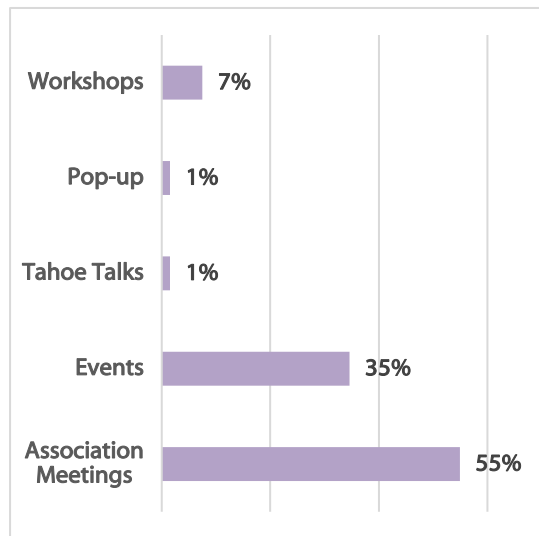


Figure 1: Percent of Public Reached by Type. Source: TMPO

Target (2023): Increase by 5% to **4,431 people** reached over a four-year period.

Performance Measure 2: Total number of public participants reached through quantitative methods.

Description and Baseline: This performance measure consolidates the total estimated number of public reached over a four-year period through quantitative methods, such as surveys. Surveys from the transportation department and communications department that comprised transportation questions are included. The baseline presented here, 2,162 survey respondents, includes the period between 2012 – 2015.

Surveys conducted during this period include:

2016:

- TTD Short Range Transit Plan survey conducted by TTD
- Transportation survey conducted by the Cromer Research Group (Communications Department)
- Vehicle ownership consumer survey conducted by TRPA
- Regional Transportation Plan survey conducted by TRPA

2017:

- Unmet transit needs survey conducted by TRPA

2018:

- Summer travel mode share survey conducted by TRPA
- Sustainable recreation survey conducted by TRPA
- Transit passenger survey conducted by Warner Transportation Consulting, Inc.
- Bicycle parking needs assessment survey conducted by TRPA

Table 10: Number of Survey Respondents by Year

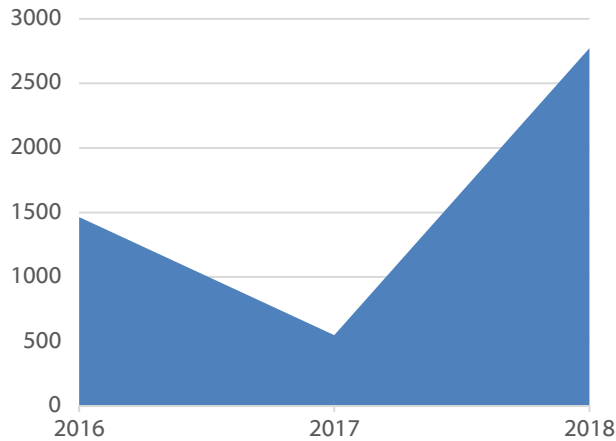
SURVEY YEAR	NUMBER OF RESPONDENTS
2016	1,464
2017	549
2018	2,773
TOTAL	4,786

Target (2019): Increase by 3% to **2,227 people** reached over a four-year period.

Target (2019) Assessment: Between 2016 and 2018, TMPO increased public outreach through quantitative methods by 120% from 2,162 people to 4,786 people.

**Number of Public Reached through Surveys
N=4,786**

Figure 2: Number of Public Reached through Surveys.
Source TMPO

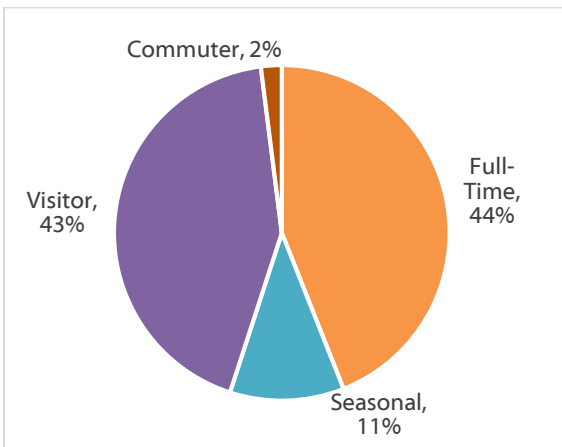


Target (2023): Increase by 5% to **5,025 people** reached over a four-year period.

Performance Measure 3: Percentage of survey respondents who are full time residents, seasonal residents, visitors, and commuters.

Description and Baseline: This performance measure differentiates by percentage between full time residents, seasonal residents, visitors¹ and commuters² reached over a four-year period through quantitative methods, such as surveys. Surveys from the transportation department and communications department that included transportation questions are included. Surveys conducted between 2016 and 2018 form a baseline presented below.

	FULL TIME	SEASONAL	VISITOR	COMMUTER
2016	422	105	88	31
2017	42	0	3	4
2018	349	95	696	8
TOTAL	813	200	787	43
PERCENT (%)	44%	11%	43%	2%



Target (2019): The percentage differential should be **10% of out-of-basin people** reached (seasonal residents, visitors, and commuters) and **90% of full-time residents** reached.

Target (2019) Assessment: Between 2016 and 2018, TMPO reached 56% of out-of-basin people and only 44% of full-time residents. TMPO did not reach the 2019 target.**

Figure 3: Distribution of full-time residents, seasonal residents, visitors, and commuters reached

**In 2019, TMPO did not reach the target set and adopted in the 2016 Public Participation Plan. After reassessing using data collected between 2016 and 2019, the new 2023 target is more realistic based on system use and travel patterns.

Target (2023): The percentage differential should be **40% of out-of-basin people** reached (seasonal residents, visitors, and commuters) and **60% of full-time residents** reached.

Performance Measure 4: Total number of primarily Spanish speaking residents reached.

Description and Baseline: This performance measure consolidates the total estimated number of Spanish speaking public reached over a four-year period. Proactive and quantitative outreach is included. The baseline presented here, 131 Spanish-speakers reached, includes the period between 2012 – 2015.

¹ Occasional visitor to Lake Tahoe

² People who live outside the Tahoe-Truckee Region, but commute in to work

OUTREACH TYPE	NUMBER OF PUBLIC
Association Meetings	17
Surveys	561
TOTAL	578

Target (2019): Increase by 50% to 196 people reached over a four-year period.

Target (2019) Assessment: Between 2016 and 2018, TMPO reached 578 primarily Spanish speaking residents, which was an increase of 340% from 2016.

Target (2023): Increase by 10% to 636 people reached over a four-year period.

4.2 DATA FOR PLAN DEVELOPMENT & IMPLEMENTATION

To inform the standard and project-specific outreach methods included in the public participation plan, TMPO will be implementing protocols that public outreach surveys will all include asking stakeholders and public citizens to tell us how they prefer to be informed about outreach opportunities and if our outreach is effective. In the past, between 2014 – 2016, see figures and details below, TMPO used a tear-off survey attached to our hardcopy brochure, the Linking Tahoe: Active Transportation Plan survey, and the Public Participation Plan survey to gather data. These surveys can be found in Appendix B. Data supported the development of this plan and will direct implementation of the plan moving forward. TRPA will begin including a standard question on surveys to ensure feedback is obtained on engagement preferences and continue to use this information to direct implementation of the 2019 updated Public Participation Plan.

Tracking Data: Figure 4 compares data collected from the 2010 public participation plan survey to 2015 data collected through the Linking Tahoe: Active Transportation Plan survey and hardcopy brochure survey. The percentage of people who prefer digital to traditional media has remained the same. The 2010 and 2015 surveys provided slightly different news outlet choices which reflect best practices of each time period. In both 2010 and 2015, email, newspapers, and the internet are the most preferred news outlets.

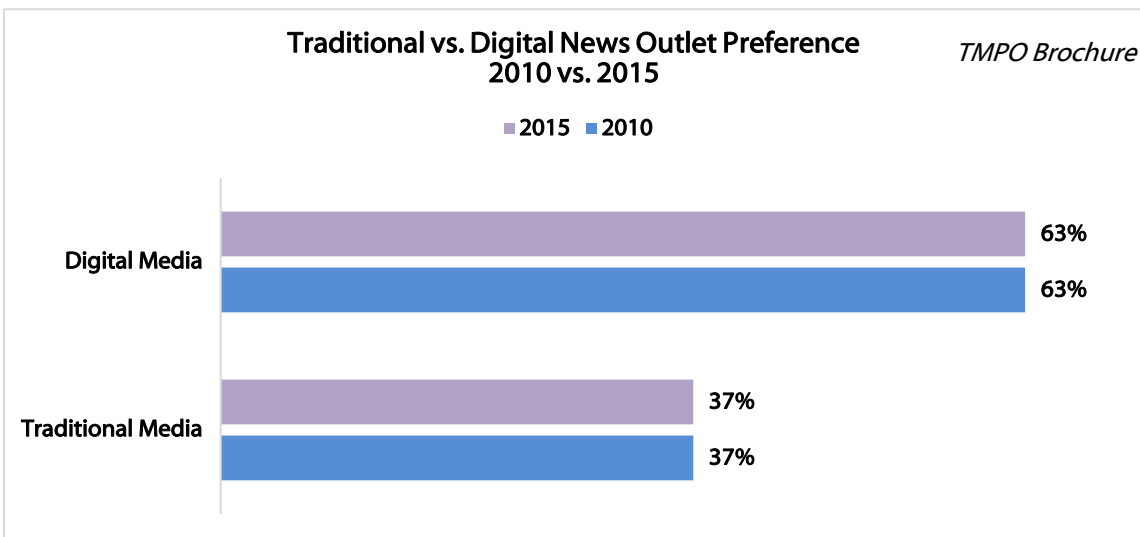


Figure Error! No text of specified style in document.4: Traditional vs. Digital News Outlet Preference. Source: 2010 PPP Survey, 2015 ATP Survey, and 2015 hardcopy brochure.

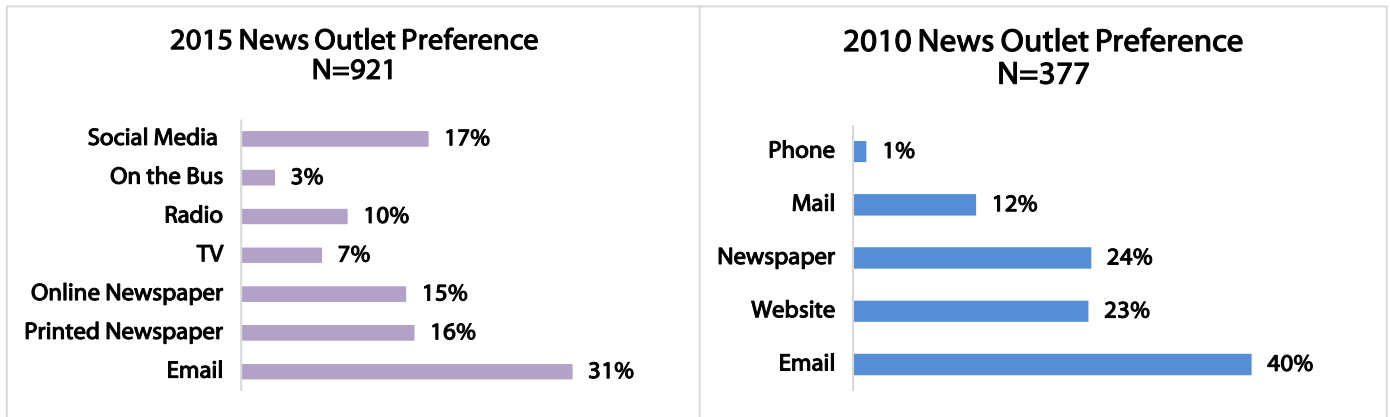
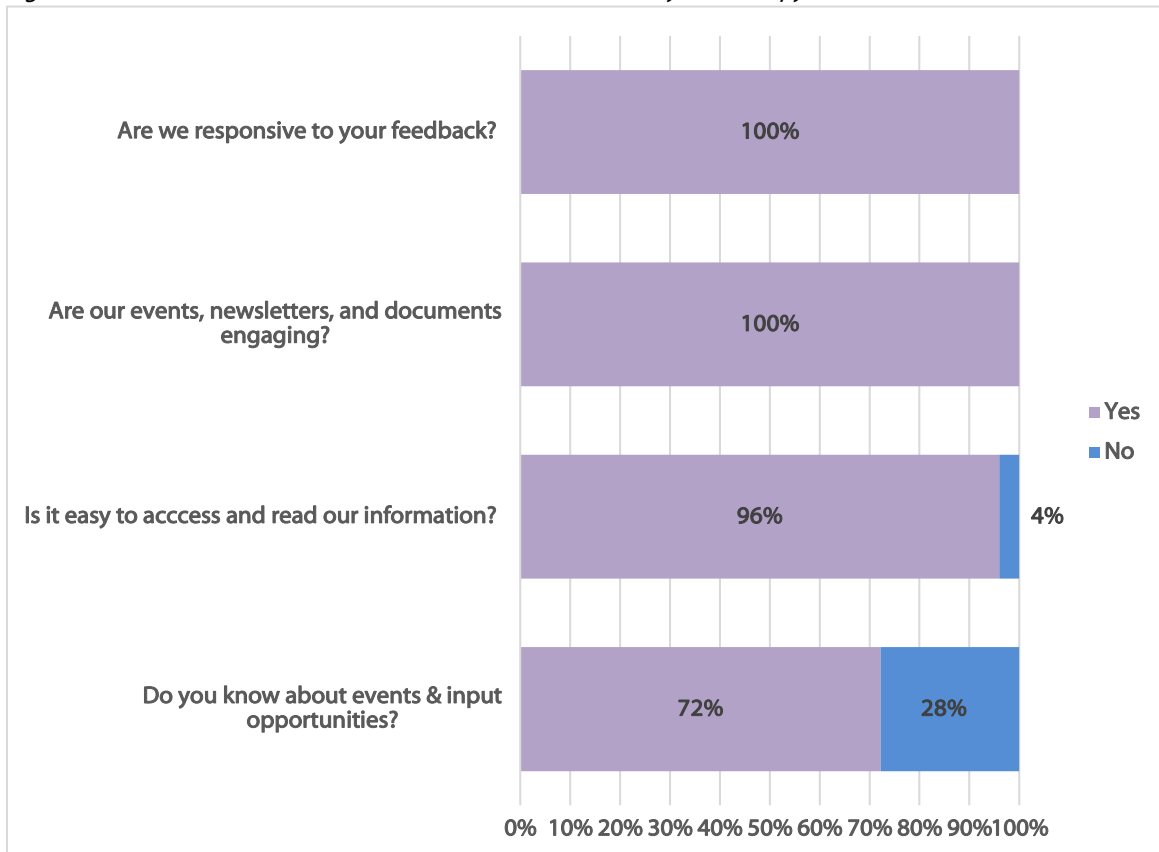


Figure 5: 2015 vs. 2010 News Outlet Preference. Source: 2016 PPP Survey, 2015 ATP Survey, Hardcopy Brochure

Social media was an emerging outreach tool in 2010, thus TMPO does not have data related to social media preference from that period. In 2015, social media is a major player in connecting with the public, with 17% of the Region using social media for input opportunities. TMPO asked respondents to tell us which social media news outlets they most prefer (see Figure 6).

Figure 6: 2015 Social Media Preferences. Source: 2015 ATP Survey & Hardcopy Brochure



To help identify if TMPO is successfully meeting our goals by following our guiding principles described in *Section 1.1*, TMPO sought feedback from agency stakeholders and the community. A short survey was provided at association meetings, and public hearings. The survey will continue to be provided at upcoming workshops and online. Figure 7 illustrates what we heard from 37 respondents. For a copy of the survey, see Appendix B.

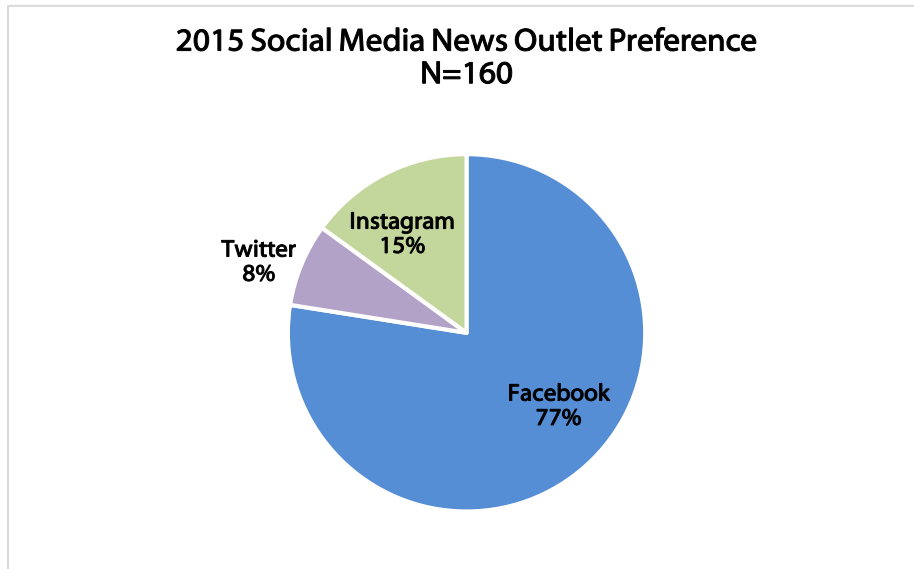


Figure 7: 2016 PPP Survey Results. Source TMPO

The 2016 PPP survey was formatted as an open response to receive as wide an array of information as possible. This will help TMPO format questions in future surveys and investigate the use of many different outreach ideas. First, we asked respondents if they were aware of our events and input opportunities, and how. Figure 8 illustrates how respondents most commonly receive information. Similar to our 2010 and 2015 data, hardcopy and online newspapers, and email are most common.

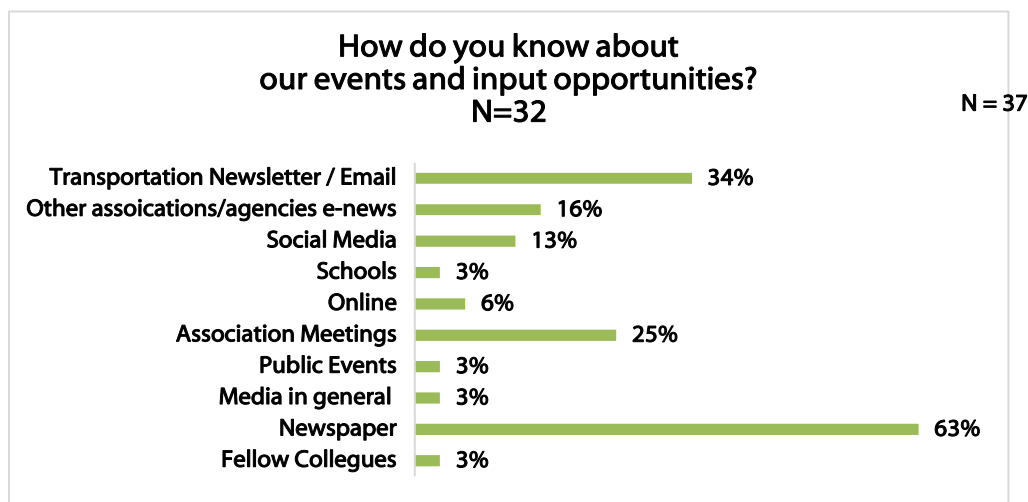


Figure 8: Common Information Methods. Source: 2016 PPP Survey

We then asked if it is easy to access and read TMPO's information. As Figure 7 shows, overwhelmingly respondents indicated yes. Respondents also gave us feedback on how we could improve this metric.

- Suggestions for improvement include:**
- Always explain acronyms
 - Use more readable font for document text
 - Provide a one-step webpage (www.linkingtahoe.org)
 - Provide document summaries in "layman's terms"
 - Reach out to part-time residents in their out of basin location
 - Provide bike maps at public locations such as post office, and libraries
 - Advertise on the radio

Finally, we asked respondents if and how our documents, newsletters, and events could be more engaging. Respondents acknowledged TMPO's successful presentations, visually attractive materials, and informative educational series - *Tahoe Talks*.

- Suggestions for improvement include:**
- More advance warning for input opportunities
 - More hardcopy mailers to residents
 - Before and after project photos
 - Tag onto existing meetings and do not make conflicting meetings
 - More meetings on the North Shore
 - Provide incentives for giving feedback, such as coupons to bike shops
 - Give presentations to local Councils and Board of Supervisors
 - Clearly underscore context for individual opportunities
 - Utilize local jurisdictions and school district online calendars and newsletters
 - Be consistent with including events in local newspaper calendars
 - Include a calendar with events in Tahoe-in-Depth
 - Engagement at more events on the North Shore and West Shore



TMPO Fact Sheets

THANK YOU!

Thank you to all our partners, the public, and TRPA/TMPO staff who work together to engage the community. This collaborative effort increases our ability to reach a broad spectrum of residents, visitors, and commuters. TMPO continually seeks to improve outreach efforts through education, workshops, traditional and proactive methods. We hope to bring forward the vision that speaks to the community's needs and help our partners implement that vision through productive collaboration. If you have ideas for how we can improve and reach an even broader audience, let us know!



2017 Transportation in the 21st Century at Lake Tahoe: A Workshop on Growing Public-Private Partnerships around Technology and Travel
Photo: Federal Highway Administration

Attachment B

Friends of the West Shore Comment Letter and Response



Tahoe Metropolitan Planning Organization
Attn: Kira Smith
PO Box 5310
Stateline, NV 89449

August 28, 2019

Subject: Draft 2019 Public Participation Plan

Dear Ms. Smith:

The Friends of the West Shore appreciates this opportunity to provide comments on the Draft 2019 Public Participation Plan (PPP). The Friends of the West Shore (FOWS) works toward the preservation, protection, and conservation of the West Shore, our watersheds, wildlife, and rural quality of life, for today and future generations. FOWS represents community interests from Tahoma to Tahoe City. FOWS provides the following comments on the PPP:

Membership – Stakeholder Meetings:

The PPP lists numerous “stakeholder meetings” that staff attends. However, in many cases, the same representatives serve on multiple groups (i.e. TRPA, TMPO, TTD, TTC, APC, Bi-State Consultation, TIE-SC, and EIP Committee). It would be helpful for the PPP to identify the members and/or positions that comprise each group and ensure coordination with a wide variety of stakeholders.

E-lists:

The PPP reports that “*TMPO’s e-newsletter list contains 875 recipients, and newsletters average a 34% open rate. TRPA’s e-newsletter contains 1,921 recipients with a 40% open rate.*” (p. 13). This means that approximately 1,066 people (combined) actually open the newsletters. This is a relatively small percent of the public, especially given the number of residents (approx. 60,000 full time), commuters, and millions of visitors to the Basin.

- What efforts can be taken to increase sign-ups and ‘opens’ on these newsletters?

Performance Measure 1 - Total number of public participants reached:

Events - The PPP reports outreach by the number of attendees by type. It appears that the PPP therefore calculates the total number reached by the number of people who attended an event, not the number of people who were engaged by TMPO efforts. For example, how many people attending the events actually stopped to learn more about the TMPO, take a survey, etc.? Simply reporting the number of attendees may inflate the extent of public engagement. We suggest including a performance measure that a certain percentage of attendees at events be engaged at the event (e.g. booth representatives approach/call out to attendees, ask questions, etc.).

Association Meetings - It is unclear whether the results simply reflect the number of public attendees at the Association Meetings that were attended by TMPO staff, or if these numbers reflect those who attended a meeting specifically for a transportation-related matter? We request this be clarified in the PPP. If this tally is simply counting the number of other public attendees at these meetings, then it would appear this value overestimates the reach of outreach efforts; we recommend the performance measures be modified to ensure the performance measure is evaluated based solely on public participation with transportation-specific items.

Door-to-door - It does not appear that any door-to-door efforts were made during the 2016-2018 time period; is this correct? We recommend efforts include door-to-door outreach, especially during the summer months when many part time residents and millions of visitors are in the Basin.

Other suggestions:

We support the list of suggestions included on page 33, with additional emphasis on providing more advance notice for input opportunities, avoiding conflicting meetings, increasing meetings on the North (and West) shore, and reaching out to part-time residents in their out of basin locations.

In addition, we recommend engagement at more events, including the Octoberfest in Tahoe City and events listed in the Tahoe Weekly and North Lake Tahoe Visitor Guide, and posting at more locations along the West Shore (where allowed), including the Save Mart in Tahoe City, West Shore Market in Sunnyside, Obexer's General Store in Homewood, and the Tahoma Market (formerly the PDQ).

In conclusion, FOWS hopes these comments will assist the TMPO in finalizing a 2019 PPP that is clear, transparent, and ensures adequate public outreach in the future. Please feel free to contact Jennifer Quashnick at jqtahoe@sbcglobal.net if you have any questions.

Sincerely,



Judith Tornese,
President



Jennifer Quashnick,
Conservation Consultant



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

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

September 5, 2019
Friends of the West Shore
Attn: Jennifer Quashnick

Dear Ms. Quashnick,

Thank you for submitting comments on the draft 2019 Public Participation Plan (PPP) on behalf of Friends of the West Shore (FOWS). Below are a few responses to your comments and recommendations.

Membership – Stakeholder Meetings:

Under each group and advisory body listed in Section 2 of the PPP, we have included a link to the group page. The group pages have the most up-to-date information about the member structure of each stakeholder group and advisory body.

E-Lists:

Our e-lists do reach a relatively small percentage of the resident population. TRPA/TMPO adds an optional sign-up link to most of online public outreach materials. We will consider adding the sign-up links to other outreach mediums such as board packets, meeting notices, and different website links as suggested.

Performance Measure 1 – Total number of public participants reached:

Events – The number of participants we report reaching at events reflects the number of people who engaged directly with TMPO staff or listened to a presentation about transportation. We feel this accurately captures the number of people who were engaged in transportation topics at these events.

Association Meetings – Typically, the number of participants reported under this category matches the total number of attendees at the meeting. However, we only report on public engagement at association meetings if TMPO staff presented or solicited feedback on a transportation topic or plan.

Door-to-door – TMPO has not conducted door-to-door outreach since the development of the 2016 Active Transportation Plan in 2015. During that time, TMPO was targeting hard-to-reach populations around the region, like the Spanish speaking community. We focused our door-to-door outreach on targeted neighborhoods and hired a translation consultant to conduct the work. Going forward, we will consider additional door-to-door efforts on a project by project basis. If a project or plan warrants additional targeted outreach in the future, and if our outreach budget allows, we will certainly consider a door-to-door approach

Other Suggestions:

We appreciate your suggestions to conduct public outreach at more events in Tahoe City and along the West Shore. We have added these suggestions to page 33 of the 2019 PPP and will consider each of your recommended locations when we advertise events.

Thank you for your comments on TMPO's existing outreach efforts as documented in the draft 2019 PPP.

Sincerely,

Kira Smith

Associate Transportation Planner

775-589-5236

ksmith@trpa.org



STAFF REPORT

Date: September 18, 2019

To: TRPA Forest Health & Wildfire Committee

From: TRPA Staff

Subject: Tahoe Fire and Fuels Team Forest Action Plan Overview

Summary and Staff Recommendation:

Forest Schafer of the California Tahoe Conservancy will present the Lake Tahoe Basin Forest Action Plan developed by the Tahoe Fire and Fuels Team. This item is for informational purposes and no action is required.

Background and Review:

The partner organizations of the Tahoe Forest and Fuels Team developed the Forest Action Plan to proactively minimize growing risk, including wildfire, a potential beetle epidemic, and drought. The Forest Action Plan contains three strategies that support completing and maintaining all wildland urban interface treatments and implementing large landscape restoration: match the scale of the solution to the scale of the treat; build capacity for all phases of the forest landscape management cycle; and, leverage technology for rapid, large-scale, efficient implementation. The plan aligns with state and federal plans that seek to increase the pace and scale of forest restoration.

Contact Information:

For questions regarding this agenda item, please contact Kathleen McIntyre, at (775) 589-5268 or kmcintyre@trpa.org.

Attachments:

Follow below link to access the Lake Tahoe Basin Forest Action Plan developed by the Tahoe Fire and Fuels Team:

<https://tahoe.ca.gov/wp-content/uploads/sites/257/2019/08/Lake-Tahoe-Basin-Forest-Action-Plan.pdf>

STAFF REPORT

Date: September 25, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: Update on the Main Street Management Plan and Other Components of the US 50/South Shore Community Revitalization Project

Summary and Staff Recommendation:

This staff report provides a brief update on the Main Street Management Plan and the South Shore Community Revitalization Project. This item is for informational purposes and no action is required.

Project Description/Background:

Prior to permit acknowledgement of Phase 1 of the South Shore Community Revitalization Project (SSCRP), the Main Street Management Plan (MSMP) must be developed and adopted by the TRPA Governing Board. The MSMP will provide a plan for the transition of the Main Street area after its conversion from a five lane US highway to a space which enhances the business environment, visitor experience and environmental sustainability. TRPA, as a partner agency and in coordination with the Tahoe Transportation District (TTD), is the lead in developing the MSMP. TTD is the lead in developing and completing three components of the MSMP and the remaining project conditions/components of the SSCR, as shown in the table below.

Project Condition/Component	Lead Entity
Main Street Management Plan must be approved by TRPA before proceeding with roadway realignment	TRPA
<ul style="list-style-type: none"> • Main Street Design and Wayfinding • Main Street Management Plan Transit Circulator • Main Street Management Plan Property and Improvements Ownership, Management, and Funding • Parking Management 	TRPA TTD TTD TTD
Replacement Housing - 109 Transit Oriented Development (TOD) Residential Units (102 low income, 7 moderate income).	TTD
<ul style="list-style-type: none"> • 76 units shall be constructed prior to displacement of any residents for any part of the SSCR. • No less than 33 units shall be constructed before or concurrent with the roadway realignment. 	
Rocky Point Neighborhood Amenities Plan	TTD

US 50 Engineering and Construction Plans	TTD
Secure Project Funding	TTD

TRPA Status Report:

TRPA staff and consultants wrapped up work in Phase 2.3 of the Work Plan with a Stakeholder Working Group meeting and public open house. The stakeholders, along with community input, selected three key alternatives to move forward for analysis.

Main Street Management Plan Stakeholder Working Group

- The third Stakeholder Working Group meeting was held on August 27th. The meeting included a presentation by Design Workshop of best practices and draft streetscape options for bike and pedestrian infrastructure, transit, parking, greenspace and more. Using a design charrette format, the Stakeholder Working Group developed three alternatives for the section of Main Street between Lake Parkway and Park Avenue. Each alternative varied in specific layout but included one travel lane in each direction, bike and pedestrian facilities, green space, and flexible open space for events. In the upcoming months, the consultant team will analyze each alternative for safety, traffic flow, cost, and maintenance, among other criteria, and will include the feasibility of closing portions of the street for events. The next meeting is scheduled for November.
- In July, the Stakeholder Working Group had the opportunity to see two real world examples of community revitalization and redevelopment with an organized tour of Victorian Square in Sparks and downtown Reno. Led by Planning and Public Works staff from both cities, the Regional Transportation Commission (RTC) and the Downtown Reno Partnership, the tour consisted of insights and lessons learned on event management, cost and maintenance of ongoing operations, coordination of transit, and safety, among other topics. The day began with a walking tour of Victorian Square, where staff explained the nuances of holding special events along the corridor and suggested energy sources, storage, and safety be considered in the overall design and construction of the corridor. RTC staff gave a presentation as the bus followed the Lincoln Line, the high frequency Bus Rapid Transit route that connects Victorian Square to Reno’s 4th Street Station. Before returning to the lake, the group learned about Reno’s unique special events structure and the Downtown Reno Partnership, which provides ambassadors for maintenance, navigation, safety, and social services for the downtown area. Stakeholders were encouraged to bring takeaways from the tour to the August Stakeholder Working Group meeting.

Main Street Management Plan Staff Steering Committee

- The Staff Steering Committee met in late July to discuss funding for implementation of the MSMP. TRPA staff are working to identify ownership, management and estimated costs of maintenance for existing facilities along the Main Street corridor. This information will be used as a baseline to identify options for future ownership, operations and management of the redesigned corridor.

Outreach

- Following the Stakeholder Working Group meeting, TRPA held the second public open house in the evening of August 27th. The community was shown the three street section alternatives developed by the Stakeholder Working Group and asked to provide input and specific comments on what worked and suggested improvements. The input received from the community will be incorporated into the alternatives analysis and presented to the Stakeholder Working Group at the next meeting.
- TRPA staff were invited to provide a brief overview of the status of the Main Street Management Plan and planning process at the Park Avenue Development Management Association (PADMA) board meeting in August. PADMA currently funds and maintains the area of Heavenly Village outside

of the Caltrans right of way. The association is supportive of the plan and TRPA staff will continue to provide ad hoc updates as the plan develops.

TTD Status Report:

Main Street Management Plan

- As mentioned above, TRPA staff are assisting TTD with the MSMP ownership, management and funding task.
- TTD staff, working with Wood Rogers, are reaching out to business and property owners along the Main Street corridor to gather information regarding current operational logistics. This information will help inform the parking management plan and the design and implementation of Main Street.

Replacement Housing

- TTD received two bids in response to the Request for Qualifications for partners in the development of 109 units of replacement housing and have entered into two MOUs with the City of South Lake Tahoe and both developers. The MOUs were approved by the City of South Lake Tahoe City Council on August 20th and the TTD Board on September 13th. TTD expects to have a development agreement in place with both developers by November.

Outreach

- TTD and the City of South Lake Tahoe staff will hold a public event on September 18th in the Rocky Point Neighborhood. The purpose of the meeting is to provide information and gather input from Rocky Point Neighborhood residents on housing, neighborhood amenities, roadway design, and safety.

Contact Information:

For questions regarding this agenda item, please contact Alyssa Bettinger, Associate Planner, at (775) 589-5301 or abettinger@trpa.org.

STAFF REPORT

Date: September 18, 2019

To: TRPA Forest Health & Wildfire Committee

From: TRPA Staff

Subject: Update of TRPA Code of Ordinances Chapter 61 (Vegetation and Forest Health)

Summary and Staff Recommendation:

Chapter 61 of the TRPA Code of Ordinances addresses vegetation management and forest health. TRPA's Forest Health Initiative includes a thorough review and update of Chapter 61 standards. The staff presentation will include a short overview of work to date, a work plan for revising the chapter, a proposed outline for Chapter 61 including a justification for reorganization, and a proposed revision of the prescribed fire section of the code, also for discussion.

This item will require action from the FHWC. Potential actions to be taken by the committee include:

- Approval of proposed work plan
- Direction from the committee regarding proposed outline and prospective prescribed fire code changes.

Background and Review:

Previous staff presentations to the committee provided background for the initiative and the Chapter 61 code update. Staff will present a brief overview on the contents of Chapter 61 and recommendations for changes made by the Tahoe Forest and Fuels Team.

Work Plan:

TRPA staff will present a proposed work plan for accomplishing a full Chapter 61 update. Under the proposed work plan, staff will review and propose to the committee updates to the code in several sessions, as follows:

1. September 25th: Discussion and review of proposed changes to the Prescribed Burning code language.
2. Meeting 2: Discussion and review of proposed changes to Standards for Tree Removal.
3. Meeting 3: Discussion and review of proposed changes to the Reasons for Tree Removal.
4. Meeting 4: Discussion and review of proposed changes to the Vegetation Protection code language and present on potential Vegetation Protection code updates.
5. Meeting 5: Final review of proposed changes discussed in prior committee meetings for recommendation to the full TRPA Governing Board.

New Chapter 61 Outline:

The new outline for Chapter 61 creates a chapter that flows logically, clearly, and avoids redundancy. Most changes made in the outline consolidate subject areas that were previously found in multiple spots within the chapter. Revisions include:

1. "Tree Removal Standards" are moved up to the front of the chapter and condensed into one section. The chapter starts with General Standards, moves to Minimum Standards, followed by Special Conditions within Stream Environment Zones (SEZs).
2. "Reasons for Tree Removal" are consolidated into one list. These were previously two lists in Chapter 61 that were redundant. Ecosystem Management Goals and EIP-related objectives are all together in a subheading under this section.
3. The "Prescribed Burning" section is condensed into essential subheadings.
4. All sections regarding protections are moved under "Vegetation Management and Protection" including SEZs, Old Growth, Wildlife, etc.
5. Some section titles have been updated to reflect more current language. For example:
 - a. "Historic Resource Protections" equates to "Cultural Resource Protections"
 - b. "Tree Removal for Enhancement of Forest Health and Diversity" replaces "Tree Removal to Improve Forest Health and Resilience."

Proposed Revisions to Section 61.2 (Prescribed Burning):

Current Code Section 61.2 "sets forth standards and regulations pertaining to the use of fire in controlled circumstances for vegetation management." Prescribed burning provides a variety of valuable benefits in terms of forest restoration and reduced wildfire risk. Benefits of prescribed fire include reduced fuels which increase protection of communities, property, infrastructure and natural resource values as well as the ability for direct suppression, thereby increasing firefighter and public safety. Additionally, prescribed burning is a cost-effective way to maintain forest health and restoration treatments in comparison to continual hand or mechanical thinning. Sawmills have either closed or restricted purchase agreements, further reducing available markets for treatment by-products. Limited end users have contributed to an increased need to utilize prescribed fire to dispose of treatment by-products that would have otherwise gone to biomass facilities. Furthermore, research indicates that prescribed fire typically generates half the amount of smoke and particulates as a wildfire in the same location, due to the ability to control ignition, time of burn, and burn duration with a prescribed fire as opposed to a wildfire (Huff et al. 2005). Large wildfires emissions typically exceed ambient air quality standards.

The above prescribed fire benefits have been identified as critical in several key documents relevant to Lake Tahoe Basin forest management. The Blue-Ribbon Commission and the Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy identify prescribed burning as a key component of forest restoration as well as critical to the reduction of catastrophic wildfire risk. Additionally, prescribed fire is increasingly relied upon as a forest restoration tool by most land management agencies within the Basin including but not limited to the USDA Forest Service, California State Parks, and the Nevada Division of Forestry. When conducting prescribed burning these agencies must comply with strict regulations to conduct prescribed burning overseen by several state agencies

depending on jurisdiction and land ownership such as the California Air Resources Board, CAL-FIRE, the Nevada Division of Forestry, and the Nevada Division of Environmental Protection.

The regulations set forth by both California and Nevada are as stringent or more stringent than the current requirements set forth in the TRPA code of ordinances. Nevada and California require proposed burn plans to include: a description and map of the area to be burned, a description of planned burn techniques, project boundary, vegetation and fuel types, meteorological conditions, anticipated flame length, the projected duration and timing of the prescribed burn, a list of staffing and resources available during the planned prescribed burn, amongst other details. Additionally, permittees are required to not only get a burn permit, but a smoke permit for emissions.

Current TRPA regulations require a burn prescription including: a detailed statement of the purpose of a prescribed burn, description including a map of the location and extent, description of the timing of the burn, meteorological information that demonstrates that the timing of the prescribed burn will normally allow complete dispersion of smoke, a list of applicable standards of TRPA and other government agencies, and a detailed description of the proposed burning operation including safety procedures.

TRPA staff recommend that TRPA code requirements for prescribed burning projects be replaced reference to state regulations. Current sections to remain under the Prescribed Burning regulations include: Purpose, Applicability, Prescribed Burning Allowed, Limitations, and Standards of Other Government Agencies. There will be a proposed addition regarding the submission of a copy of the permitted burn plan with any applicable permits issued through other agencies for conformity check. These changes will streamline the permitting process while maintaining the necessary regulatory oversight. This change is one step in updating Chapter 61 to increase the pace and scale of forest restoration to maintain and achieve TRPA's environmental thresholds and forest restoration goals.

Contact Information:

For questions regarding this agenda item, please contact Kathleen McIntyre, at (775) 589-5268 or kmcintyre@trpa.org.

STAFF REPORT

Date: September 18, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: Review of proposed Short-Term Rental (STR) Neighborhood Compatibility Guidelines and a proposed Performance Review System Code Amendment (TRPA Code, Section 50.5.2)

Summary and Staff Recommendation:

The Short-Term Rental Neighborhood Compatibility Working Group (Working Group) is asked to review and provide a recommendation on the draft Performance Review System Code Amendment (Code Amendment) and updated Short-Term Rental (STR) Neighborhood Compatibility Guidelines (Guidelines).

Background:

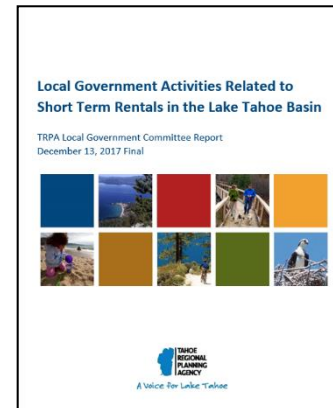
On March 24, 2004, the Tahoe Regional Planning Agency (TRPA) Governing Board updated the definition of Single-Family Dwelling and Multiple-Family Dwelling to recognize the rental of a residence as an allowed use provided that the jurisdiction in which they were located established neighborhood compatibility requirements as defined in TRPA Code. TRPA Code, Section 90.2, defines local government neighborhood compatibility requirements as:

Requirements implemented and enforced by a local government through a cooperative agreement with TRPA that regulate vacation rentals to ensure neighborhood compatibility. Such requirements include, but are not limited to, mitigating the potential adverse impacts related to refuse/garbage, parking, occupancy, noise, lighting, and signage.

The 2004 TRPA/local jurisdiction vacation rental interlocal agreements are available at: www.trpa.org/short-term-rental-neighborhood-compatibility. In the case of Douglas County, only the minutes from the County Commission meeting when the interlocal agreement was discussed and the resulting ordinance are available.

On December 13, 2017, the Local Government Committee released the report entitled *Local Government Activities Related to Vacation Home Rentals in the Lake Tahoe Basin*, available at: www.trpa.org/short-term-rental-neighborhood-compatibility. The conclusion of this report read:

The local jurisdictions are acting responsibly to resolve VHR issues so that the concerns of residents and stakeholders, and policies of the Regional Plan are addressed. The TRPA Board and Local Government Committee played a productive role in raising important questions and organizing an overview of best practices and current actions underway on VHR management. We recommend that the Local Government Committee convene periodically (e.g., once a year) for an update on VHR management strategies and actions within the Region, and report to the full Governing Board and public with updates on this report.



On April 24, 2019, prior to the TRPA Governing Board distribution of the 2019 and 2020 residential allocations to local jurisdictions, the Local Government and Housing Committee (Committee) agreed to develop a code amendment to make STR neighborhood compatibility a third criterion of the Performance Review System for the future release of residential allocations and to bring the amendment before the Governing Board by the end of the calendar year (December 2019).

On June 12, 2019, the Committee endorsed a Short-Term Rental Neighborhood Compatibility Work Program (Work Program), including the formation of a Working Group that includes Committee members, representatives from neighborhood and environmental groups, the real estate community, the building industry, and the community in general. The Working Group was created to ensure stakeholder and public interest is represented and considered throughout the process. The Working Group was tasked with development of a draft STR neighborhood compatibility code amendment and guidelines that will further implementation of Regional Plan Goals and Policies and support environmental threshold standards' maintenance and attainment. The Work Program and information on the Working Group is available at: www.trpa.org/short-term-rental-neighborhood-compatibility.

On June 12, 2019, members of the Working Group and public identified examples of STR Neighborhood Compatibility Best Practices, including locational, operational, and enforcement requirements, that could be included in local jurisdiction STR neighborhood compatibility programs. This list has been included in the updated version of the *Local Government Activities Related to Vacation Home Rentals in the Lake Tahoe Basin Report (2019)*.

On July 17, 2019, the Working Group reviewed and provided input on an updated draft of the *Local Government Activities Related to Vacation Home Rentals in the Lake Tahoe Basin Report (Report)*. The Report includes the best practices developed at the Committee meeting on June 12, 2019, a summary of best practices being implemented or under consideration at the local level, and a summary of current local jurisdiction STR programs. The Report has since been finalized and is now available on the Working Group website (www.trpa.org/short-term-rental-neighborhood-compatibility), along with additional information on local jurisdiction STR permitting, enforcement, and educational programs.

On August 14, 2019, the Working Group reviewed and provided input on the draft Code Amendment and Guidelines. The draft Code Amendment would add a third criterion to the Performance Review System. The Performance Review System (TRPA Code, Section 50.5) currently requires residential allocation deductions if a local jurisdiction does not score 90 percent or greater on:

Criterion 1: Annual Residential Permit Review and Code Compliance Audit

Criterion 2: Lake Tahoe Total Maximum Daily Load (TMDL) Implementation

The proposed Code amendment would require TRPA also deduct residential allocations if a local jurisdiction does not achieve a score of 90 percent or greater based on the proposed STR Neighborhood Compatibility Guidelines. TRPA staff has not made any changes to the draft Code Amendment since the August 14th meeting. The draft Code Amendment is provided as **Attachment A**.

On August 14, 2019, TRPA staff presented draft Guidelines that included the best management practices, including locational, operational, and enforcement requirements, for STR neighborhood compatibility developed by the Working Group and tied them to Regional Plan Goals and Policies and environmental threshold categories. As directed by Working Group members, proposed numerical values for scoring purposes were included.

The draft Guidelines included the following categories:

1) Locational

The locational component requires local jurisdictions demonstrate that STRs will be located consistent with land uses and the transportation goals in the Regional Plan and through policies that address issues such as the over saturation (“clustering”) of STRs and the construction of large STRs in residential neighborhoods.

2) Operational

The operational component requires local jurisdictions demonstrate that they have an ordinance in place that addresses, at a minimum, noise, occupancy, parking, refuse, defensible space, water quality, public health and safety, public/visitor education and other program elements, such as on-line permitting and annual renewal/registration.

3) Enforcement

The enforcement component requires local jurisdictions demonstrate that they have a program in place for enforcing the locational and operational STR requirements, bringing illegal STRs into conformance, and addressing “bad actors.”

After receiving significant public input on the draft Guidelines, the Working Group provided direction to prepare the final draft of the Guidelines. TRPA staff updated the draft Guidelines as follows:

- Incorporated corrections recommended by Working Group members.
- Removed direct references to Regional Plan Goals and Policies and environmental threshold categories.
- Clarified that the list of best management practices is a “menu” that local jurisdictions may pick from to earn locational, operational, and enforcement points. In addition, the option for local jurisdictions to develop their own best management strategies for location, operation, and enforcement consistent with threshold standards and/or the Regional Plan was included.
- Reduced the number of points in the operational category from 40 to 30 and increased the number of points in the enforcement category from 30 to 40.

- Worked with local jurisdictions to ensure the location category includes best management practices that will work for each of the five local jurisdictions and will support implementation of Regional Plan land use and transportation goals and policies.

Prior to applying the Performance Review System for the distribution of residential allocations and convening the Performance Review Committee, which is a Committee convened every two years that consists of local jurisdiction and TRPA staff and is tasked with ensuring the Performance Review System is applied appropriately, the Agency anticipates giving local jurisdictions an opportunity to provide a written response as to how they are managing STR neighborhood compatibility based on the Guidelines. The updated draft Guidelines are provided as **Attachment B**.

Location of Short-Term Rentals:

In response to Working Group members expressing the need to know the location of STRs for regional planning purposes, TRPA staff reached out to all five local jurisdictions in the Tahoe Basin and mapped the density of permitted STRs. The only jurisdiction that has not provided location information is Washoe County because room tax is collected by the Convention and Visitors Authority, which is subject to confidentiality requirements. For the below analysis, TRPA created alternate data for Washoe County using online sources. Washoe County has committed to providing its source data once it has a STR permitting program in place.

The below Tables show the location of existing STRs in the Tahoe Region by jurisdiction. This information is provided to analyze the percentage of existing STRs that would meet proposed locational guidelines in each jurisdiction.

Table 1: Percentage of STRs within a Town Center, Within a Quarter Mile of a Town Center, Transit Stop, and Major Highway by Jurisdiction in the Tahoe Region

	City of South Lake Tahoe	Douglas County	El Dorado County	Placer County	Washoe County**
Total STRs	1,545	469	860	2,653	963
% within a Town Center	10%	0%	0.2%	5%	9%
% within a quarter mile of a Town Center	35%	10%	3%	15%	46%
% within a quarter mile of a Transit Stop	28%	34%	3%	41%	33%
% within a quarter mile of a Major Highway	45%	55%	43%	71%	68%

*Percentages in the above table are calculated independently of each other, so they do not total to 100%.

** Washoe County percentages were calculated using the locations identified off of AirBnB, while the total number of STRs is what was counted by Host Compliance and reported to us via the North Lake Tahoe Fire Protection District.

Table 2: Percentage of STRs within Regional Land Use Districts by Jurisdiction in the Tahoe Region

	City of South Lake Tahoe	Douglas County	El Dorado County	Placer County	Washoe County**
Total STRs	1,545	469	860	2,653	963
% within Residential Regional Land Use	89.4%	97.6%	97.9%	86.2%	85.6%
% within Mixed Use Regional Land Use	5.8%	0.3%	0.5%	5.9%	5.1%
% within Tourist Regional Land Use	4.6%	0.0%	0.0%	7.7%	7.9%
% within Other Regional Land Use	0.2%	2.1%	1.6%	0.2%	1.4%

*Percentages in the above table are dependent of each other (i.e. they add up to 100%).

** See note below Table 1.

***The Regional Land Use Map depicts the dominate land use for area within the Tahoe Region. In the future, TRPA plans to analyze the location of STRs based on permissible uses within Area Plans, Community Plans, and Plan Area Statements.

In addition, in response to concerns raised with STRs contributing to the increased traffic congestion, and impacting access for first-responders, TRPA staff prepared a memorandum regarding STR trip generation and the Regional Plan locational strategy for reducing trips in the Lake Tahoe Basin. The memorandum is provided as **Attachment C**.

To present the draft Code and Guidelines to the Advisory Planning Commission (APC), Regional Plan Implementation Committee (RPIC), and Governing Board by the end of the calendar year (December 2019) as scheduled, it is anticipated that this will be the last Working Group meeting. It is therefore important that Working Group members bring their final recommendations to the meeting and come to consensus on all outstanding issues. If the Working Group cannot come to a consensus, the Local Government and Housing Committee will be convened to resolve outstanding issues before the proposed Code Amendment and Guidelines are forwarded to the APC, RPIC, and the Governing Board for consideration and possible adoption.

Public Comment:

Public comment regarding this agenda item has been posted at: www.trpa.org/short-term-rental-neighborhood-compatibility.

Contact Information:

For questions regarding this agenda item, please contact Brandy McMahan, AICP, Local Government Coordinator, at (775) 589-5274 or bmcMahon@trpa.org.

Attachments:

- A. Draft Performance Review System Code Amendment
- B. Draft Short-Term Rental Neighborhood Compatibility Guidelines
- C. Memorandum on STR Trip Generation and the Regional Plan Locational Strategy for Trip Reduction

Attachment A

Draft Performance Review System Code Amendment

Staff Proposed New Short-Term Rental Neighborhood Compatibility Code Language

Allocation Performance:

Pursuant to TRPA Code, Section 50.5.2, no jurisdiction shall receive more allocations than the maximum base allocations or fewer allocations than the minimum as shown in Table 1 below.

Table 1: Allocation Performance Table*			
Jurisdiction	Minimum Allocations with Deductions	Deduction Increments	Maximum Base Allocations
Douglas County	2	2	10
El Dorado County	8	5.5	30
Placer County	11	6.5	37
City of South Lake Tahoe	10	5.75	33
Washoe County	3	1.75	10
Total	34		120

*Table 50.5.2-2 in the TRPA Code of Ordinances.

Notes:

- 1) One deduction increment equals the number of allocations shown for individual jurisdictions. If the final allocation results in a decimal ending in 0.5 or higher the allocation will be rounded up to the nearest whole number, if the decimal is below 0.5 the allocation will be rounded down to the nearest whole number.
- 2) Allocations not distributed under the Performance Review System are assigned to TRPA’s residential allocation incentive pool.

The base allocation for each jurisdiction may be awarded or reduced by the PRC as follows:

- 1) Total Maximum Daily Load Compliance
 - a. A jurisdiction shall receive their base allocation for achieving above 90 percent or greater conformance with State approved annual Lake Clarity Credit targets; or
 - b. A jurisdiction shall be penalized one increment of deduction for less than 90 percent to 75 percent conformance with State approved annual Lake Clarity Credit targets; or
 - c. A jurisdiction shall be penalized two increments of deduction for less than 75 percent conformance with State approved annual Lake Clarity Credit targets.
- 2) Permit Monitoring and Compliance
 - a. A jurisdiction shall receive its base allocation for an average score of 90 percent or greater for both the project review portion and the compliance portion of the audit; or
 - b. A jurisdiction shall be penalized one increment of deduction for average audit scores for both the project review portion and the compliance portion of the audit between 75 and 90 percent.
 - c. A jurisdiction shall be penalized two increments of deduction for average audit scores for both the project review portion and the compliance portion of the audit below 75 percent.

The **staff proposed new Short-Term Rental Neighborhood Compatibility Code language**, Section 50.5.2.E.3, reads as follows:

3) Short Term Rental Neighborhood Compatibility

- a. A jurisdiction shall receive its base allocation for a score of 90 percent or greater based on short-term rental neighborhood compatibility guidelines established by TRPA that address short-term rental location, operations, and enforcement; or
- b. A jurisdiction shall be penalized one increment of deduction for a short-term rental neighborhood compatibility score between 75 and 90 percent; or
- c. A jurisdiction shall be penalized two increments of deduction for a short-term rental neighborhood compatibility score below 75 percent.

Attachment B

Draft Short-Term Rental Neighborhood Compatibility Guidelines

Draft Tahoe Regional Planning Agency Short-Term Rental Neighborhood Compatibility Guidelines for Local Jurisdictions

9/18/2019

(Print on Tabloid 11" by 17" Paper)

These Guidelines are to be used by the Tahoe Regional Planning Agency (TRPA) when evaluating local jurisdiction Short-Term Rental Neighborhood Compatibility Programs during the application of the Performance Review System (TRPA Code, Section 50.5) for the distribution of residential allocations in the Tahoe Region.

Local jurisdiction: _____ Date: _____ Prepared by: _____

DRAFT LOCAL JURISDICTION SHORT-TERM RENTAL NEIGHBORHOOD COMPATIBILITY GUIDELINES

Example STR Neighborhood Compatibility Best Practices

<p><i>The purpose for using best practices is to attain and maintain threshold standards and implement Regional Plan goals and policies as specified in the TRPA Compact. The threshold standards include vegetation, recreation, water quality, soils/SEZ conservation, fisheries, scenic resources, air quality, noise and wildlife. The Regional Plan includes land use, transportation, conservation, recreation, and public services and facilities goals and policies (http://www.trpa.org/wp-content/uploads/Adopted-Regional-Plan_20190722.pdf). Local jurisdictions may pick from the "menu" of examples of best practices below or develop their own best practices to earn points provided the practices achieve the purpose described above and in the guidance statement below.</i></p>	<p align="center">Local Jurisdiction Response (to be provided before convening PRC*)</p>	<p align="center">Points (Max.) (to be determined by Working Group)</p>	<p align="center">Points Awarded (to be determined by TRPA/PRC)</p>
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LOCALITIONAL

Guidance: To receive 30 points, a local jurisdiction must demonstrate that STRs will be located consistent with: 1) Regional Plan **Land Use** goals and policies, including directing STRs towards town centers, tourist lodging and/or commercial areas, major non-auto dependent transportation corridors and/or near tourist-oriented regional recreational amenities (10 points); 2) address **Residential Compatibility** issues such as the over saturation ("clustering") of STRs and the construction of large STRs in residential neighborhoods (10 points); and 3) by supporting Regional Plan **Transportation** goals and policies, including directing STRs to areas where alternative transportation options (bike/pedestrian trails and public transit) are available (10 points). Examples of best practices that a local jurisdiction may implement to address these locational components are provided below.

Example Land Use Best Practices (10 points)

1. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within Town Centers.
2. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within designated tourist lodging and/or commercial areas.
3. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs within major non-auto dependent transportation corridors (e.g., bus routes, bike/pedestrian trails, etc.) that can be used to access non-residential uses without using an automobile.
4. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs in and/or adjacent to tourist-oriented regional amenities that can be accessed without an automobile, such as a ski resort.
5. The STR neighborhood compatibility program includes requirements, and can include incentives, for location of STRs that clearly reinforce the development pattern and uses as designated by the Regional Plan goals and policies and/or adopted Regional Plan or Area Plan planned land use map.

**30 points
(max)**

Example Residential Compatibility Best Practices (10 points)

1. The STR neighborhood compatibility program includes requirements to allow STR use in residential areas only if the home is occupied by a primary resident the majority of the year (i.e., make STRs an accessory use)
2. The STR neighborhood compatibility program limits the size of STRs and/or includes additional requirements for larger STRs (e.g., special use permit, prohibition on use of large new homes with 4-5 bedrooms as STRs through a deed restriction, requirement for a business license for large STRs, limit total number, require separation distance, require additional permit and/or mitigation fees, etc.)

<ol style="list-style-type: none"> 3. The STR neighborhood compatibility program limits the total number of STRs in each jurisdiction (e.g., ratio of STRs to occupied housing, maximum number issued by lottery or on a first come/first served basis, etc.). 4. The STR neighborhood compatibility program limits the number of STRs in designated neighborhoods. 5. The STR neighborhood compatibility program establishes a waiting period after home construction or sale for STR permit eligibility in neighborhoods vs. other areas (e.g., five year waiting period for properties with single-family zoning and no waiting period for properties in town centers). 6. The STR neighborhood compatibility program establishes a ratio of long-term to short-term rentals. 7. The STR neighborhood compatibility program requires minimum spacing between STRs in residential areas, such as requiring at least 500 feet between parcels with STRs, to address clustering. 8. The STR neighborhood compatibility program limits the number of STRs per parcel. 9. The STR neighborhood compatibility program requires a two-day minimum stay for STRs in residential areas to lessen impact of move-ins and move-outs. 10. The STR neighborhood compatibility program caps the number of nights per year a unit may be rented as an STR in residential areas, such as 30 days per year. 11. The STR neighborhood compatibility program caps the number of times an STR may be rented in residential areas, such as four times per month. <p>Transportation Best Practices (10 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program only allows STRs within ¼ mile of public transit and/or bike/pedestrian trails and amenities. 2. The STR neighborhood compatibility program uses transit occupancy tax collected from STRs to offset tourist impacts (e.g. increase transit availability, provide on-demand transit in residential areas, etc.). <p>Example Other Best Practices (Can substitute for up to 30 points from above)</p> <ol style="list-style-type: none"> 1. The local government has created a working group to develop policies and programs for location of STRs, those policies and programs are consistent with the threshold standards and Regional Plan goals and policies, and the local government has implemented those policies and programs. 			
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OPERATIONAL

<p>Guidance: To receive 30 points, a local jurisdiction must demonstrate that they have regulations in place that address, at a minimum, Noise (5 points), Occupancy (2.5 points), Parking (5 points), Refuse (5 points), Defensible Space (2.5 points), Water Quality (2.5), Public Health and Safety (5 points), public/visitor Education (2.5 points), and Other program elements that will further STR neighborhood compatibility. Examples of best practices that a local jurisdiction may implement to address the operational component are provided below.</p> <p>Example Noise Best Practices (5 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program establishes quiet hours (e.g., 10:00 p.m. to 7:00 a.m.). 2. The STR neighborhood compatibility program requires a noise management plan. 3. The STR neighborhood compatibility program requires installation of noise monitoring devices. <p>Example Occupancy Best Practices (2.5 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program establishes occupancy limits (e.g., limits the number of visitors by bedrooms, such as 2 per bedroom, unless under 5 years of age, and additional parking is available). <p>Example Parking Best Practices (5 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program requires adequate off-street parking. 2. The STR neighborhood compatibility program requires snow removal. 3. The STR neighborhood compatibility program requires a parking management plan that includes a location for snow storage. <p>Example Refuse Best Practices (5 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program requires proper garbage containment, such as bear boxes and trash service. <p>Example Defensible Space Best Practices (2.5 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program requires defensible space inspections and maintenance. 2. The STR neighborhood compatibility program prohibits outdoor fires, fire pits, charcoal BBQ grills, etc. <p>Example Water Quality Best Practices (2.5 points)</p>		<p>30 points (max)</p>	
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1. The STR neighborhood compatibility program requires stormwater Best Management Practices be installed/recertified.
2. The STR neighborhood compatibility program requires mitigation of all excess on-site coverage.

Example Public Health and Safety Best Practices (5 points)

1. The STR neighborhood compatibility program requires public health and safety inspections for new permits and permit renewals (require appropriate handrails, adequate electrical for hot tubs, CO2 and smoke detectors, exit signs, etc.).
2. The STR neighborhood compatibility program limits the total number of STR permits based on emergency medical services, fire, and law enforcement resources & availability.
3. The STR neighborhood compatibility program uses transient occupancy tax revenues and permit fees to fund needed public services, such as law enforcement and fire.
4. The STR neighborhood compatibility program charges commercial water and sewer fees for STRs to cover the cost and impact of increased usage.

Example Education Best Practices (2.5 points)

1. The STR neighborhood compatibility program requires all renters to be provided with education about being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options.
2. The STR neighborhood compatibility program requires interior and exterior signage with permit information and regulations.
3. The STR neighborhood compatibility program requires permit numbers to be on all STR advertisements.
4. The STR neighborhood compatibility program requires STR permit holders and/or renters to read rules and responsibilities, and to sign an acknowledgement.

Example Other Best Practices (Can substitute for up to 30 points from above)

1. The STR neighborhood compatibility program requires an STR permit and annual renewal.
2. The STR neighborhood compatibility program provides a web-based permitting service and annual renewal service.
3. The STR neighborhood compatibility program requires permit fees, inspection fees, & annual renewal fees.
4. The STR neighborhood compatibility program requires permit holders to have insurance that is specifically for STRs.
5. The STR neighborhood compatibility program requires permit applicants to identify and disclose HOA and/or CC&R regulations on STRs.
6. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied.
7. The STR neighborhood compatibility program requires on-site professional management.
8. The STR neighborhood compatibility program provides incentives for full-time hosted/shared or professionally managed STRs (e.g., fee discounts, permit exemptions, etc.).
9. The STR neighborhood compatibility program only allows permanent residents to operate STRs.
10. The local government has created a working group to develop policies and programs for operation of STRs and implemented those policies and programs.

ENFORCEMENT

Guidance: To receive 40 points, a local jurisdiction must demonstrate that they have an **Implementation** program in place for enforcing locational and operational STR requirements, including bringing illegal STRs into conformance and addressing “bad actors” (15 points), adequate enforcement program **Funding** (10 points), effective **Penalties** (5 points), and an **Education** program (10 points). Examples of best practices that a local jurisdiction may implement to address the enforcement component are provided below.

Example Implementation Best Practices (15 points)

1. The STR neighborhood compatibility program requires a full-time certified local contact (or professional management firm) be available anytime an STR is occupied.
2. The STR neighborhood compatibility program provides a 24 hour/7 day a week enforcement hotline.
3. The STR neighborhood compatibility program utilizes a rental activity monitoring service or program to identify STRs that do not have permits or certificates and uses that information to require compliance with applicable regulations and requirements.
4. The STR neighborhood compatibility program prohibits repeat violators from applying for additional STR permits.

**40 points
(max)**

<ol style="list-style-type: none"> 5. The STR neighborhood compatibility program provides a web-based format for community members to report STR violations. 6. The STR neighborhood compatibility program grants fee and permit condition waivers or reduced requirements for full-time hosted STRs (e.g., fee discounts, permit condition exemptions, etc.). 7. The STR neighborhood compatibility program provides timely resolution of complaints and violations. 8. The STR neighborhood compatibility program includes unscheduled and non-complaint based inspections to encourage compliance. <p>Example Funding Best Practices (10 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program uses permit fees, transient occupancy tax or room tax revenues, or money generated from fines to fund STR code enforcement. 2. The STR neighborhood compatibility program has higher fees for larger homes to fund potentially greater enforcement costs resulting from the higher number of occupants. 3. The STR neighborhood compatibility program allows for cost recovery to be built into STR permit fees and fines to fund code enforcement staff. <p>Example Education Best Practices (10 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program requires interior and exterior signage with the local contact name and phone number. 2. The STR neighborhood compatibility program requires permit numbers be on all STR advertisements. 3. The STR neighborhood compatibility program provides education on being a good neighbor, fire safety, Lake Tahoe stewardship, geotourism, parking, and public transportation options. 4. The STR neighborhood compatibility program includes a system to track and report complaints (type of complaint, location, response time, resolution, number of complaints at that location, owner, etc.) and uses the results for enforcement (e.g., condition and/or deny new and/or renewal of permits, etc.). <p>Example Penalties Best Practices (5 points)</p> <ol style="list-style-type: none"> 1. The STR neighborhood compatibility program revokes STR permits for repeat violations or for STRs that do not meet public health and safety standards. 2. The STR neighborhood compatibility program increases violation fines for repeated violations by the STR permit holder, property owners, and/or visitors. 3. The STR neighborhood compatibility program places a lien on a property if fines for violations have not been paid. 4. The STR neighborhood compatibility program includes mandatory eviction provisions for violations in rental agreements. <p>Other Best Practices (Can substitute for up to 40 points from above)</p> <ol style="list-style-type: none"> 1. The local government has created a working group to develop policies and programs for STR enforcement and implemented those policies and programs. 		<p>100 points (max)</p>	
TOTAL		100 points (max)	

*Every two years, TRPA convenes the Performance Review Committee (PRC), a Committee made up of one TRPA staff member and one staff member from each local jurisdiction, to review the Performance Review System and ensure the provisions of TRPA Code, Chapter 50, have been applied correctly and provide a recommendation to TRPA's Advisory Planning Commission and Governing Board regarding the distribution of residential allocations to the local jurisdictions.

Attachment C

Memorandum on STR Trip Generation and the Regional Plan Locational Strategy for Trip Reduction

MEMORANDUM

Date: September 18, 2019

To: Short-Term Rental Neighborhood Compatibility Working Group

From: TRPA Staff

Subject: STR Trip Generation and the Regional Plan Locational Strategy for Trip Reduction

One of the key concepts underlying the 2012 Regional Plan amendments is the focus on mixed use, transit supported, walkable, bikeable higher density town centers vs. continuing the pattern of segregating different land uses including lower density single-family residential development. Whether those single-family residential units are used for owner-occupied residences or as short-term rentals (STRs), there is clear evidence that both higher density and mixed-use development generate fewer trips as well as other benefits. Three of the sources of information utilized in 2012 are summarized below.

1. Higher Density Development: Myth and Fact - This 2005 Urban Land Institute publication was also supported by organizations ranging from the National Multi Housing Council, to the American Institute of Architects, to the Sierra Club. In the introductory section of the report written almost 15 years ago it stated that “Most land use professionals and community leaders now agree that creating communities with a mix of densities, housing types, and uses could be the antidote to sprawl when implemented regionally.” (p. 7). It then debunks multiple myths about higher density development using studies of existing developments with quantified results. Regarding traffic, on page 16 it states “Myth: Higher-density development creates more regional traffic congestion and parking problems than low-density development. Fact: Higher-density development generates less traffic than low-density development per unit; it makes walking and public transit more feasible and creates opportunities for shared parking.” The report goes on to state that “according to one study using data from the National Personal Transportation Survey, doubling density decreases the vehicle miles traveled (VMT) by 38%.” This article is available at: www.trpa.org/short-term-rental-neighborhood-compatibility.
2. Internal Trip Capture for Mixed Use Development – This 2007 Texas Institute of Traffic Engineers (TexITE) conference presentation summarized data from five previous studies, provided an assessment of the ITE internal trip estimation method used at that time, and used detailed information from two mixed use developments in different states to estimate internal trip capture (i.e., the number of trips that did not occur because different uses are close enough together that a trip between them is avoided). The results from that work indicated that the overall trip reduction is 39.4 to 42.6%. The results by type of land use are shown in the following table.

Table 1. Land Use Percentage Trip Reduction

Land Use	Percentage Trip Reduction
Retail	36.3-42.7%
Restaurant	43.1-64.8%
Residential	26.4-52.0%

The presentation also made it clear that these numbers will vary based on the uses present, site layout, availability of alternative transportation modes, etc. Nevertheless, mixed-use development reduces trip generation. This presentation is available at: www.trpa.org/short-term-rental-neighborhood-compatibility.

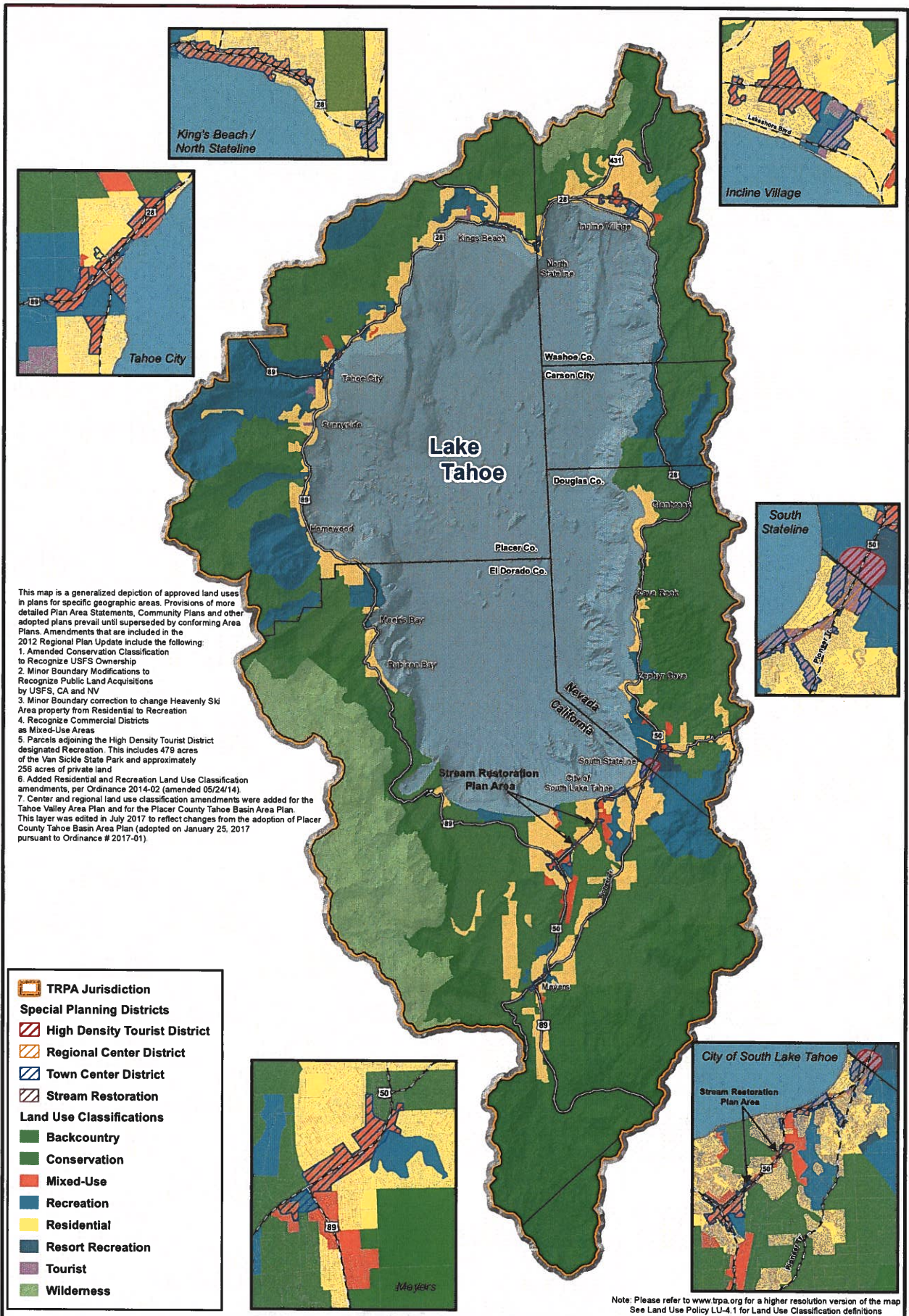
3. Final Environmental Impact Statement (EIS) for the Lake Tahoe Regional Plan Update (2012) – The Final EIS, Volume I, Master Response 11, found that “Actual traffic data from Lake Tahoe supports the premise that proximity of land uses reduces vehicle trip lengths... The average trip length in traffic analysis zones (TAZs) containing town centers is 6.3 miles versus an average trip length of 9.6 miles in outlying TAZs. This indicates a substantial, VMT-reduction benefit of more concentrated land use areas in the Region. Even in town centers that have lower intensity development, such as the Myers area, locating more development in this town center versus in an outlying area would still have a beneficial impact on VMT, because it would encourage shorter trips and greater use of existing facilities for non-auto travel (e.g., bicycle trails, pedestrian facilities, transit), even if the magnitude of VMT savings is not as great as in more urban town center areas.” The Lake Tahoe Regional Plan Update Final EIS is available at: www.trpa.org/wp-content/uploads/Volume_1_RPU_FEIS.pdf.

The Regional Plan established at least one town center in each of the five jurisdictions in the Lake Tahoe Region. The Regional Land Use Map is provided at Exhibit 1.

When the Regional Plan was updated in 2012 the decision on the development pattern and where uses oriented to tourists (i.e., those who obviously utilize retail, restaurant, and residential uses) should be located was “data-driven” and based on substantiated concepts. One of the key reasons for this decision, as illustrated above, was that this would reduce trip generation and VMT in the region when compared to continuing to locate land uses as had been done in the past, not to mention other benefits such as redeveloping economically obsolete buildings that do not meet current environmental standards.

Exhibit:

1. Regional Land Use Map



This map is a generalized depiction of approved land uses in plans for specific geographic areas. Provisions of more detailed Plan Area Statements, Community Plans and other adopted plans prevail until superseded by conforming Area Plans. Amendments that are included in the 2012 Regional Plan Update include the following:

1. Amended Conservation Classification to Recognize USFS Ownership
2. Minor Boundary Modifications to Recognize Public Land Acquisitions by USFS, CA and NV
3. Minor Boundary correction to change Heavenly Ski Area property from Residential to Recreation
4. Recognize Commercial Districts as Mixed-Use Areas
5. Parcels adjoining the High Density Tourist District designated Recreation. This includes 479 acres of the Van Sickle State Park and approximately 255 acres of private land
6. Added Residential and Recreation Land Use Classification amendments, per Ordinance 2014-02 (amended 05/24/14)
7. Center and regional land use classification amendments were added for the Tahoe Valley Area Plan and for the Placer County Tahoe Basin Area Plan.

This layer was edited in July 2017 to reflect changes from the adoption of Placer County Tahoe Basin Area Plan (adopted on January 25, 2017 pursuant to Ordinance # 2017-01)

- TRPA Jurisdiction
- Special Planning Districts**
- High Density Tourist District
- Regional Center District
- Town Center District
- Stream Restoration
- Land Use Classifications**
- Backcountry
- Conservation
- Mixed-Use
- Recreation
- Residential
- Resort Recreation
- Tourist
- Wilderness

Note: Please refer to www.trpa.org for a higher resolution version of the map. See Land Use Policy LU-4.1 for Land Use Classification definitions.



Map 1 Conceptual Regional Land Use Lake Tahoe Region

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