



TRPA Operations & Governance Committee

September 27, 2023

AGENDA ITEM 3

Recommend Approval of August Financial Statements

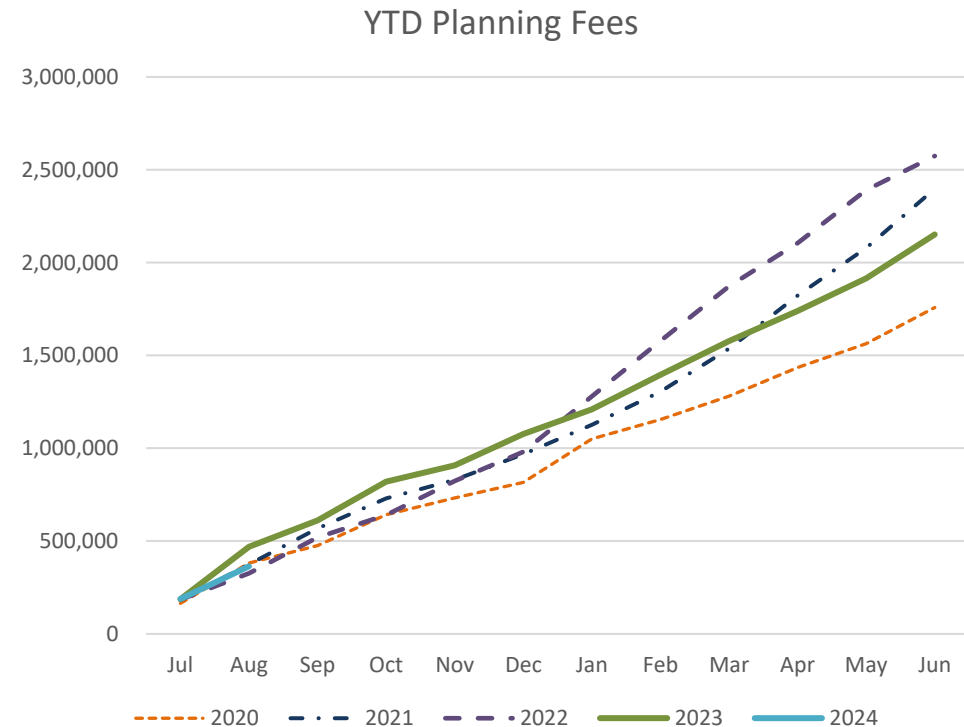
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Highlights

- Expenditures running low
 - Most AP invoices are accrued to FY 2023
 - Payroll is partially accrued as well
- Revenues running high, but will average out over the year
 - State revenue recorded up front
 - Planning fees are a little lower, but track with long term average



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Revenue	State & Local	Fees	Grants	Total
Fees for Service		868,241		868,241
Grants	11,024	725	241,622	253,371
State Revenue	8,053,000			8,053,000
Local Revenue				
Rent Revenue		50,780		50,780
Other Revenue	40			40
TRPA Rent Revenue		114,830		114,830
Revenue Total	8,064,064	1,034,576	241,622	9,340,262
Expenses				
Compensation	673,340	317,492	162,861	1,153,692
Contracts	103,036	175,824	153,833	432,693
Financing	(245)	19,667		19,422
Other	178,661	25,371	53,566	257,598
Rent	121,595	5,602		127,197
A&O/Transfers	(248,129)	172,297	75,758	(74)
Expenses Total	828,257	716,253	446,018	1,990,528
Net	7,235,807	318,324	(204,396)	7,349,734

Revenues:

- Fees revenue is tracking, but slightly lower than budget
- State revenue collected up front
- Grant revenue will catch up

Expenses:

- Labor showing small underrun for accruals
- Contracts are mostly accrued to FY23

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TRPA Totals	Ann Budget	YTD	Remaining	% Spent
Revenue				
State Revenue	8,479,456	8,053,000	426,456	95%
Grants	14,069,747	253,371	13,816,376	2%
Fees for Service	4,069,663	868,241	3,201,422	21%
Local Revenue	150,000		150,000	
Rent Revenue	329,623	50,780	278,842	15%
TRPA Rent Revenue	688,980	114,830	574,150	17%
Other Revenue	100,000	40	99,960	0%
Revenue Total	27,887,469	9,340,262	18,547,207	33%
Expenses				
Compensation	8,901,174	1,153,692	7,747,482	13%
Contracts	16,618,623	432,693	16,185,930	3%
Financing	620,260	19,422	600,837	3%
Rent	788,525	127,197	661,328	16%
Other	1,293,388	257,598	1,035,790	20%
A&O/Transfers	13,838	74	13,764	1%
Expenses Total	28,208,133	1,990,528	26,217,605	7%
TRPA Net	(320,664)	7,349,734	(7,670,398)	

Revenues:

- Fees (Planning, AIS, and Shoreline)

Expenses:

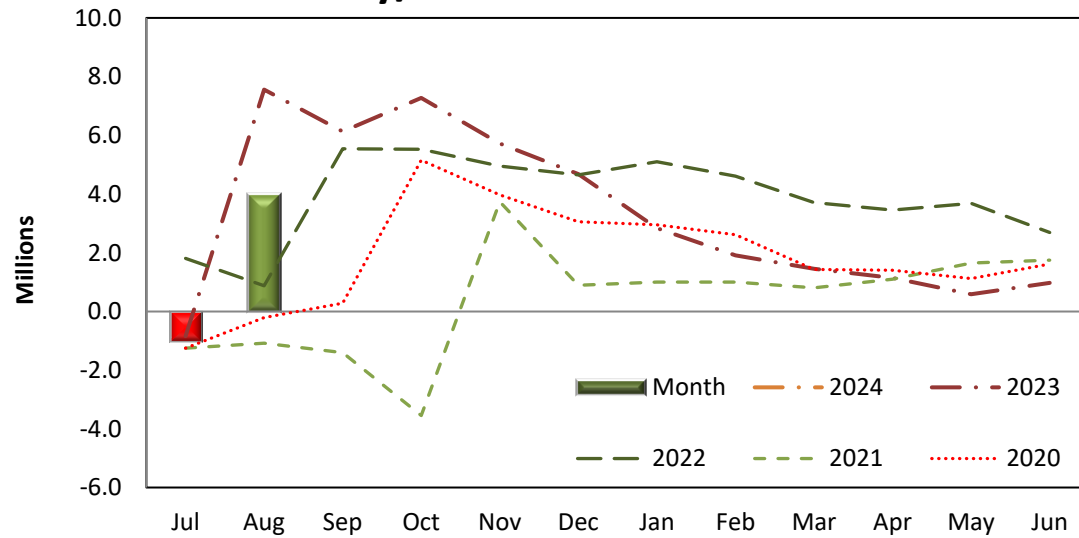
- Mostly below budget
- Compensation at 13% YTD
- Contract expenditures at 3%
 - almost all invoice accrued to FY23
 - Traditionally lags significantly
- Other at 20%
 - software licenses paid at beginning of FY
 - purchase of two new vehicles
 - data purchase

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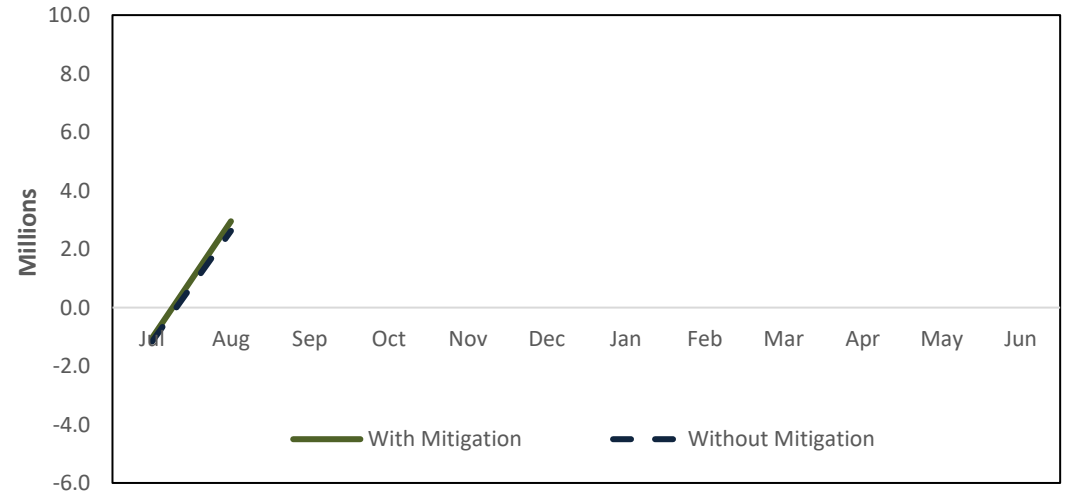
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Monthly/Cumulative Cash Flow



Fiscal Year-to-date Cash Flow



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Public Comment

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Monthly Financials

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AGENDA ITEM 4

Release of FY2024 Nevada Funding to the Tahoe Transportation District

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TRPA requested funding from the State of Nevada for TTD

- TTD is not in the Nevada Budget, so request was made by TRPA
- \$330,000 was approved for FY 2024
- Funds will be used to support TTD's general operations

Legislative Discussion

- Legislators were supportive of TTD's request
- Due to unknowns for next budget cycle, this was not added as permanent item
- We were encouraged to submit request for funds in the next cycle – 2025 legislative session

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Public Comment

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Release of FY2024 Nevada Funding to TTD

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Upcoming Topics

TRPA Operations & Governance Committee

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October Ops Committee

- Planning Fee inflation adjustment
- Rental Car Mitigation Fee inflation adjustment
- Working session on Procurement Policy

November Ops

- Briefing by TRPA Investment Advisor

December Ops

- Presentation of final FY 2023 Audit

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Procurement Policy Update

Current TRPA	CA (Fi\$Cal)	NV	2 CFR Part 200
\$5,000	\$5,000	\$5,000	\$35,000
\$25,000	\$25,000	\$25,000	\$800,000
> \$25,000	> \$25,000	> \$25,000	> \$800,000

Type of Procurement

Micro Purchase. No quotes required

Small Purchase, multiple quotes required

Formal procurement (RFP)

- Question: What levels of procurement require more formal bidding process
- State's have not updated their rules to reflect current OMB guidelines
- We will propose increased levels in each category, but not as high as USG

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Question is when we contract without using a formal RFP process

- TRPA has 11 exceptions to formal RFPs
- OMB has 6

Unique circumstances that make RFPs inappropriate

- Teaming arrangements with partner entities
 - TRCD on AIS
- Continuation effort on long-term projects originally awarded by competitive process
 - LTINFO
 - Certain AIS control projects
- Use of GSA or Nevada purchasing contracts
- Only one practical source
- 100% compliance (AIS boat ramps)