

<https://www.trpa.gov/wp-content/uploads/April-26-27-Governing-Board-Packet.pdf>

TRPA Staff

Subject: 2023 Regional Grant Program Briefing and Adoption of the Active Transportation Program Metropolitan Planning Organization Program of Projects

2. 2023 Federal Transportation Improvement Program (FTIP) Action/Approval Page 259
Amendment No.1

TRPA Staff: Subject: Approval of Amendment No. 1 to the 2023 Federal Transportation Improvement Program

Amendment No. 1 includes six Nevada projects; updating four existing projects and adding two new projects to the 2023 Federal Transportation Improvement Program. **The Transportation District (TTD)** has requested to modify two of the State Route (SR) 28 Central Corridor projects. The SR 28 projects implement various elements of the SR 28 Corridor Management Plan (CMP) and have been identified a regional priority in the Transportation Action Plan. The scope and funding of the SR 28 Central Corridor

- **Sand Harbor to Spooner - Parking, Transit, Trail, and Safety Improvement is being modified to reflect a new phasing of improvements.** The implementation of the SR 28 transit mobility hub is being transferred to create a **new Spooner Mobility Hub project**. This will facilitate efficient tracking of funding and project delivery, along with the removal of the Skunk Harbor parking element from the project for future implementation in the SR 28 South Corridor. **The SR 28 Spooner Mobility Hub will include transit mobility hub elements, along with an Aquatic Invasive Species (AIS) Inspection Station**, 0.5 miles of multi-use trail, and a pedestrian crossing that will be implemented by Nevada Department of Transportation (NDOT).

1. Existing Project: SR 28 Central Corridor - Sand Harbor to Spooner- Parking, Transit, Trail, and Safety Improvements

Updates to the project include:

- Title: SR 28 Central Corridor – Sand Harbor to Thunderbird Cove – Trail, Transit, and Safety Improvements
- Description: In Douglas County, located on SR 28 project includes design and construction of 1.75 miles of shared-use path between Sand Harbor State Park to Thunderbird Cove, and vista pullouts, and safety improvements. Total Project Cost \$31M. Completion: 2027.
- **Removal of the transit mobility hub and 250 parking spaces (Moved to new project)**
- Removal of the Skunk Harbor 40 parking spaces
- **Transfer the \$2,000,000 Congressional Directed Spending funds to SR 28 Spooner Mobility Hub**
- Update Nevada State funds \$638,000 to Private Funds/Tahoe Fund \$656,000

More clarification needed : what project was slated for 250 parking spaces and where? Where can the public find information on the Spooner Mobility Hub? When will Douglas County Board of County Commissioners receive a presentation/public comment on this proposed project as it's within the County boundaries?

Tahoe Regional Planning Agency April 26, 2023 ENVIRONMENTAL IMPROVEMENT,
TRANSPORTATION & PUBLIC OUTREACH COMMITTEE TMPO items

4. *New Project: SR 28 Spooner Mobility Hub*

Description: In Douglas County, located on SR28 near the intersection of SR 28 and US Hwy 50, design and construct a transit mobility hub with 250 parking spaces, restrooms, AIS Inspection Station, 0.5 miles multi-use path and a pedestrian crossing.

Total Project Cost \$7,157,000. Completion: 2025

Funding:

Funding Source	Total
Nevada Surface Transportation Block Grant (STBG) Flex	\$2,509,000
United States Fish and Wildlife Service (USFWS)	\$2,267,000
Nevada Department State Lands (NDSL)	\$72,000
FY22 Congressional Directed Spending	\$2,000,000
Nevada State Match	\$309,000
Totals	\$7,157,000

Page 261

6. *Existing Project: Kahle Drive Complete Street*

Description: In Douglas County, rehabilitate 0.5 miles of Kahle Drive from US-50 west to the end of Kahle; incorporating drainage improvements, sidewalks, crosswalks, bicycle lanes, accessible transportation options, and aesthetic improvements. Total Project Cost \$3,631,000.

Completion: 2024

Updates to the project include:

- Change Implementing Agency to Douglas County
- Add additional \$2,525,000 to fund project to 100%

Funding:

Funding Source	Total
Douglas County	\$250,000
Private (NV Energy)	\$150,000
Nevada Tahoe Bond	\$740,000
FY22 Congressional Directed Spending	\$1,385,000
Totals	\$2,525,000

When can I find the \$250K Douglas County funding commitment documentation?

TMPO Consent Item #3

3. 2023 Regional Grant Program Briefing and Adoption of the Active Action/Approval Page 295
Transportation Program Metropolitan Planning Organization
Program of Projects

2023 Regional Grant Program Briefing and Adoption of the Active Transportation Program
Metropolitan Planning Organization Program of Projects

Summary and Staff Recommendation:

Staff will give a presentation on the Regional Grant Program and recommends adoption of the attached resolution approving the 2023 Active Transportation Program Metropolitan Planning Organization

Program of Projects

Tahoe Regional Planning Agency April 26, 2023 ENVIRONMENTAL IMPROVEMENT,
TRANSPORTATION & PUBLIC OUTREACH COMMITTEE TMPO items

Projects	Recommended Funding
Kings Beach Western Approach	\$1,500,000
<i>Apache Avenue Pedestrian Safety and Connectivity*</i>	\$1,701,000
Pioneer Trail/ U.S. Highway 50 Intersection Safety Improvement	\$3,675,000
<i>Pioneer Trail Pedestrian Improvement Project Phase II *</i>	\$1,200,000
Microtransit EV Charging Base Station	\$269,956
North Tahoe Shared-Use Trail	\$1,826,802
Free-to-User Transit Program	\$1,000,000
<i>*ATP MPO funding recommendations</i>	\$11,172,758

Please provide additional clarification for: 1) Microtransit EV charging base station: location?
2) \$1 million to Free-to-User Transit Program. Is this allocated amount divided between Nevada and California? How much to each state?

Please accept this Public Comment for the TRPA Governing Board Environmental Transportation & Public Outreach Committee 4-26-2023

Thank you ~Ellie Waller

Environmental Improvement, Transportation, & Public Outreach Committee - Beginning no earlier than 9:15 a.m.

Date: April 19, 2023

To: Environmental Improvement, Transportation, & Public Outreach Committee

From: TRPA Staff Subject: Transportation Funding Update

Summary and Staff Recommendation:

No action is requested at this time. This is an informational item. Staff will provide an update on transportation funding through Quarter 2 of the Federal Fiscal Year (October 1, 2022 – March 31, 2023).

Background:

Transportation funding remains a priority for TRPA and partners to deliver on VMT reduction and other

goals identified in the Lake Tahoe Regional Transportation Plan (RTP). **The**

momentum around the

shared funding approach (the 7-7-7 strategy) remains strong. Since the last update, there have been

additional formal endorsements of the 7-7-7 shared funding approach by Placer County, Washoe

County, Secretary of Natural Resources in California, Director of the Nevada Department of

Conservation and Natural Resources, and City of South Lake Tahoe. Formal endorsement is also in

motion by multiple additional partners, including a pending resolution of support in the Nevada

Legislature. The collaborative momentum and commitment to the 7-7-7 strategy across multiple sectors

and partners has resulted in significant new funding for transportation projects and services identified in

the Transportation Action Plan

Agency and non-profit support remains strong while public opposition and dismay continues to be voiced at many different agency meetings on a variety of topics.

Please provide written documented support from those listed above entities. As stated by me at the 4-5-2023 Natural Resources committee on ACR5 as related to the 7-7-7 Plan: My observation that day was that non-profits and agencies supported while the

public opposed. Also, there is no way of knowing which local jurisdictions will pony-up funds or how much their budgets can tolerate. Examples of opposition 1) An Incline Village resident stated Commissioner Alexis Hill supported but that she didn't represent the many constituents that opposed the proposed Incline Village Mobility Hub. Furthermore at a recent meeting after the 4-5- and 4-10 Natural resources committee meetings there was more proof of public opposition of the IV mobility hub. Highway 50 road-diet reduction opposition was mentioned by speakers as well.

Summary and Staff Recommendation:

A schedule of milestones to close the funding gap for the Regional Transportation Plan and reduce vehicle miles traveled (VMT) was adopted by the TRPA board in 2021. The next upcoming milestone is the realization of funding source(s) that are reasonably expected to meet the needs set forth for it in the Regional Transportation Plan by December 31 st , 2023. **If this is not achieved, the standard of significance for all land uses shall be no-net unmitigated VMT**, except for deed restricted affordable and/or workforce housing. This measure will remain in effect until the funding sources described in DP-5.4.B are

realized.

Provide details of what (projects, short-term rental visitors VMT actually included and analyzed, etc.) triggers the no-net unmitigated VMT.

Summary and Staff

Local/Private sector: The commitment to the 7-7-7 funding strategy has been illustrated by the **increased funding participation from local governments and the private sector.** The expansion and support of new pilot microtransit around Lake Tahoe has resulted in an expanding public/private partnership to deliver new services. **New funding totaling over \$7 million has been secured to operate new microtransit services in Incline Village, North, and South Lake Tahoe.** The additional funding has also contributed critical local match for Transportation Action Plan Projects along SR 28, Douglas County, South Tahoe, and in Placer County. Transportation investments continue to be

a priority for local governments and new private sector partners, in addition to the Tahoe Fund and League to Save Lake Tahoe.

Local/Private Target: \$7M

Secured \$7.05M Target Met

Please provide secured funding information for the \$250K from Douglas County for Kahle Drive. No new funding has been secured for FY 23/24 for microtransit from Douglas County.

<https://www.trpa.gov/wp-content/uploads/EITPO-Item-No-6-Transportation-Funding-Update.pdf>

Sustainable Transportation Funding Initiative

The [2020 Lake Tahoe Regional Transportation Plan](#) is the region's blueprint for a world-class transportation system. Unfunded priorities of the RTP total \$400 million over the next 20 years, or a minimum \$20 million annual gap in known revenue sources to achieve the desired RTP project priorities and benefits. Without this funding, the region will not be able to achieve the important goals set by the RTP or meet statewide priorities.

The Tahoe Regional Planning Compact directs Tahoe's transportation programs to reduce dependency on the automobile. Since 2017, the Director of the Nevada Department of Conservation and Natural

Resources and the Secretary of the California Natural Resources Agency have convened a Bi-State

Consultation on Transportation for Lake Tahoe. The Bi-State working group brings together public and

private sector partners to achieve needed transportation investment in the Tahoe Region.

7-7-7 Strategy

The Bi-State Consultation working group **met throughout 2021** to identify a strategy framework to meet the RTP's unfunded \$400 million gap, directing the work then to the policy boards of the Tahoe Regional Planning Agency (TRPA) and the Tahoe Transportation District (TTD), representing local elected officials, state appointees, private sector representatives, and the state departments of transportation to resolve details of the approach. These various bodies have been meeting frequently to arrive at consensus.

Priority Projects

Tahoe partners have created an initial 10-year priority project list. Projects are organized within the focus areas below to create an innovative transportation system at Tahoe. Partners determined funding needs and priority project based on Lake Tahoe Basin plans, project lists, and regional importance. Each project directly addresses equity, environmental, economic, and climate goals.

	Total Cost	Secured	Remaining Need
Transit	\$ 574 M	\$ 67 M	\$ 507 M
Trails	\$ 67 M	\$ 3 M	\$ 64 M
Technology		Integrated across all focus areas	
Communities and Corridors	\$ 291 M	\$ 12 M	\$ 279 M
Operations and Maintenance	\$ 20 M	\$ 5 M	\$ 15 M
Totals	\$ 952 M	\$ 87 M	\$ 865 M

When will the Bi-State Consultation Team meet and review the 7-7-7 plan? When was their last meeting and where are meeting minutes? I've asked several times.

<https://www.trpa.gov/transportation/funding/sustainable-funding-initiative/>

From: [Ellie](#)
To: [Marja Ambler](#)
Cc: [Julie Regan](#); [Jeff Cowen](#)
Subject: Public Comment TRPA Governing Board April 26, 2023
Date: Friday, April 21, 2023 11:16:09 AM

Please accept this Public Comment for the TRPA Governing Board April 26, 2023
Ellie Waller for the Record

Governing Board Members,

The Waldorf Astoria is located at Stateline in Washoe County. In previous years large projects located in Washoe have been heard at The Chateau in Incline Village. Many people drove to TRPA offices for the Regional Plan Implementation hearing. Why was this not scheduled where the greatest density of people is being affected?

Planning in advance knowing what projects are being heard is part of your process. Your "Retreat" on April 27 is at the Tahoe Center for Environmental Science on the UNR Tahoe Campus in Incline Village, Nevada. Why was it so difficult to have scheduled the day before in Incline Village for April 26?

TRANSPARENCY goes hand in hand with FAIRNESS meaning have the meetings in several locations where the most affected population resides. The controversial roundabout project in Kings Beach was held at the North Tahoe Events Center as an example. Olympic Valley proposed expansion heard in Olympic Valley. Martis Valley West heard in Kings Beach, etc.