

**From:** Linda Fletcher <[lfletcher@smfc.k12.ca.us](mailto:lfletcher@smfc.k12.ca.us)>

**Sent:** Sunday, April 23, 2023 8:30 AM

**To:** TRPA <[trpa@trpa.gov](mailto:trpa@trpa.gov)>

**Subject:** pier

To Whom It May Concern,

I am writing in response to an email I received concerning the building of a new pier on the West Shore/Meeks Bay Vista. My family goes back 3 generations on the West Shore and I am concerned about the impact this project will have on the lake.

Here is the letter I received and an attachment of the plans for the pier. I have reached out to all the members of the Lakeside Pier Association, the pier association to the left of the project. I am the secretary of this association. Our Association has worked with TRPA for MANY years to insure we are doing EVERYTHING we can to maintain Lake Tahoe.

I am shocked this project was approved this quickly!! I am shocked that this pier is allowed to project soooo far past the pier/lake line! Please review this plan!!

Thank you for your time, Linda Pilling-Fletcher

We hope you had a chance to enjoy the (crazy) snow this year in the Sierra - and that you are also looking forward to another amazing summer at the Lake!

As you might know, our family has been part of the Meeks Bay Ave community for the last 15 years. As such, we wanted to reach out to you and give you a quick heads-up about a notification you might receive by mail in the coming days. We were selected last year as eligible for filing a pier application with TRPA. Over the last few months, we have been in a process to collect information and expert assessments as for the suitability of the shoreline to build a pier. We subsequently filed a formal application with TRPA. For an upcoming review board meeting on April 26<sup>th</sup>, they will publish these materials and send you a formal notification about it. In case the pier receives a positive vote from the board, the earliest time construction would take place is likely in early Spring 2024 - with all efforts made to minimize any disturbances and to complete construction well before the Summer.

Please reach out to us in case you have any questions – we are happy to share any materials or get on the phone for a conversation.

We will be back at the Lake in July and hope to see you there!

Cheers,

Martin & Sabine

Tahoe Regional Planning Agency Governing Board Environmental Improvement, Transportation & Public  
 Out Reach Committee 4-26-2023 \$mil7-\$7mil-\$7mil plan  
 Douglas County Board of County Commissioner May 4, 2023  
 Ellie Waller Public Comment for the Record



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STAFF REPORT

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](#).

FFY23 Q2	Federal	State-CA	State-NV	Local/Private
<b>Target</b>	\$7,000,000	\$4,500,000	\$2,500,000	\$7,000,000
<b>Secured</b>	\$9,575,000	\$	\$2,600,000	\$7,148,000
<b>Difference</b>	+\$2,575,000	-\$4,500,000	+\$ 100,000	+\$ 148,000

Sustainable Funding Initiative Overview

The Sustainable Funding Initiative began shortly after the adoption of the 2020 RTP, guided by the Bi-State Consultation on Transportation, with the support of the TRPA Governing Board’s Environmental Improvement, Transportation and Public Outreach Committee (EITPO) and the board of the Tahoe Transportation District. The Tahoe Transportation Implementation Committee (TTIC) has also collaborated extensively on this initiative, helping to identify and secure new transportation funding sources to fulfill an annual \$20M minimum funding gap identified to achieve RTP goals.

The [Transportation Action Plan](#) is a strategic regional Capital Improvement Program (CIP) that includes regionally significant projects. With new funding available, it is critical for all sectors to move forward

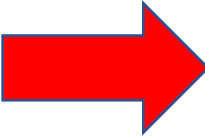
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 COMMITTEE ITEM NO. 6

Please provide written documentation from all the supporters (formal endorsements) listed above and multiple additional partners. Agencies and non-profits all supported at the Nevada legislative meetings while the public presented in opposition to many of the components.

The through-the-looking-glass approach is ASSUMING all local jurisdictions budgets can tolerate a \$7 million-dollar annual contribution for 20 or so years and is not guaranteed. Other individual requests also come from micro-transit organizations programs asking to support “free” transit for users. How many times can a local jurisdiction be asked to go to the pot of gold?

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**State sector:** Legislative and administrative pursuits for funding are underway in both states. California is facing an estimated \$24 billion budget shortfall causing uncertainty for financial commitments. A recent \$22.5M California budget request did not move forward, however new funding requests are submitted and pending. This includes a significant TTD application for over \$48 million to the Transit and Intercity Rail Capital Program (TIRCP). TRPA is also exploring other legislative vehicles to align the recognition of the federal population of 210,000 that was designated for Tahoe to apply to various state transportation formula funding programs.

In Nevada, new funding for the Spooner Mobility Hub and AIS Inspection Station project has been secured (\$2.6M) from the Nevada Department of Transportation (NDOT). With this new critical funding investment, the project is now fully funded and can move forward to final planning and implementation. Funding discussions are also in progress with the Nevada Division of State Lands regarding Tahoe EIP Bonds and Conserve Nevada programs to support recreation access along the SR 28 corridor. The Nevada Legislature is also considering a resolution of endorsement of the Tahoe Transportation Action Plan and the 7-7-7 funding strategy via ACR5, and the authorization of additional Tahoe EIP Bond capacity.

**CA Target: \$4.5M**  
**Secured \$0 Target Not Met**

**NV Target: \$2.5M**  
**Secured \$2.6M Target Met**

**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**

For additional information visit the funding initiative website: [Sustainable Funding Initiative | Tahoe Regional Planning Agency - TRPA](#)

**Contact Information:**

For questions regarding this agenda item, please contact Nick Haven, MPO Director, at 775-589-5256 or [nhaven@trpa.gov](mailto:nhaven@trpa.gov).

**Attachment:**

- A. 7-7-7 Transportation Funding Tracking Worksheet

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What formula and criteria were used to determine 210,000 recognized federal population?  
Please provide documentation.

Reality Check for public health and safety requires REMOVAL of on highway parking in many dangerous areas on SR 28 East Shore route from Incline Village to intersection of Hwy 50 to Carson City and South Lake Tahoe.

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Attachment A

**7-7-7 Transportation Funding Tracking Worksheet (Qtr. 2 - as of 4/1/23)**

This working list of secured funding includes funding above and beyond expected revenue anticipated by the 2020 Regional Transportation Plan. This list will be updated as new funding is secured during the balance of the 2022-23 Federal Fiscal Year.

**Federal:**

CDS/Earmarks Received:	SR 28/Spooner Mobility Hub	\$2,000,000
	TTD Transit Maintenance Facility	\$2,000,000
	Kahle Drive Complete Streets	\$1,385,000
	TTD Strengthening Mobility and Revolutionizing Transportation (SMART)	\$1,045,000
	Regional Grant Program – IJA Increased Project funds(STBG, CMAQ, and CRP)	\$ 745,000
	SNPLMA (USFS) – SR 28 Chimney Beach Parking	<u>\$2,400,000</u>
	<b>Total FY23</b>	<b>\$9,575,000</b>

**State of CA:**

- CA facing \$24 billion budget shortfall, TRPA budget request not moved forward.
  - Pending TTD Application for Transit and Intercity Rail Capital Program (TIRCP) for \$48,000,000.
  - Exploring legislative fix to recognize Federal Population change in state programs (145,000 CA + 65,000 NV) Estimated resulting funding \$4,000,000 annually.
- |                   |            |
|-------------------|------------|
| <b>Total FY23</b> | <b>\$0</b> |
|-------------------|------------|

**State of NV:**

- Multiple active legislative requests:
  - ACR 5 NV support of Tahoe Transportation Action Plan and 7-7-7 strategy.
  - Tahoe EIP Bond capacity authorization

NV Department of Transportation - Spooner Mobility Hub/AIS	<u>\$2,600,000</u>
<b>Total FY23</b>	<b>\$2,600,000</b>

**Local/Private:**

City of South Lake Tahoe	Microtransit (\$200k/ yr+ \$662k seed)	\$ 862,000
Placer County	Microtransit+Projects (TART Connect)	\$2,400,000
El Dorado County	Microtransit (Lake Link)	\$ 200,000
Douglas County	Microtransit (Lake Link)	\$ 520,000
	Kahle Complete Streets	\$ 250,000
Washoe County	Microtransit (TART Connect)	\$ 130,000
	Microtransit (TART Connect) RTC	\$ 290,000
Private Sector	Lake Link Private Consortium	\$1,000,000
	League to Save Lake Tahoe (Micro)	\$ 120,000
	IVCBVB Incline Microtransit	\$ 65,000
	Kahle Complete Streets	\$ 350,000
	Tahoe Fund (SR 28 & Incline Micro)	\$ 961,000
	<b>Total FY23</b>	<b>\$7,148,000</b>

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To be clear: Douglas County \$520 contribution was a one-time contribution so far. Just after the funds were obtained SB213 was brought forward. Some entities and/or persons drafted Senator Flores to bring forth SB213 at the 82<sup>nd</sup> legislative session to elicit support to give the Tahoe Douglas Visitors Authority the entire Douglas County TOT pool of \$1.2 million. THIS IS/WAS AN OUTRAGEOUS ACTION TAKEN and I believe Senator Flores was not provided the entire picture by whomever spoke with him or his staff. Douglas County was not and still is not receiving fair-share service for their contribution. I'd like to know who spoke with Senator Flores or his staff. Please standup and identify yourselves for accountability.

Please provide written documentation of \$250K from Douglas County \$250 contribution for Kahle Complete Streets and Tahoe Fund SR 28 & Incline Micro.

**I support the following statements from: John Burnham, Carmen Britton, Judy Crocket, Trina Padden, Alexandra Robertson, Jessica Hoover and any others with a similar message. I personally add that the public is being mistreated during many agency meetings by being called names, stating we are misinformed, etc. This is unacceptable behavior from those elected and appointed to represent the local constituents and should be held to a higher standard**

Comments 1-6 on TRPA website as of 4-24-23 “The number one cause of Tahoe’s problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA)and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn’t mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.”

As Concerned citizens we want solutions...Not more greenwashing.

We are getting further trapped in this culture of more. More residents, more development, more tourists at more times of the year, more taxes, more attractions, more, more, more.It is clearly not working. We mostly have more problems.

We are considering a petition that TRPA and the Counties do the following:

1. Determine the carrying capacity of the Lake Tahoe Basin and develop methods to stay within that maximum. This may mean not allowing more large projects and attractions.
2. Stop automatically renewing development permits every three years.
3. Require current environmental analysis of projects approved more than 5 years prior that result in more than 100 vehicle trips per day. Particularly traffic analysis.
4. Don’t allow phasing of projects to circumvent and delay required mitigations such as traffic analysis, water quality and employee housing.

**From TRPA documentation “TRPA has established a transparent inclusive regional transportation planning process that invites and solicits public input on proposals.”**

My opinion: TRPA invites and solicits but does not incorporate, when the public most affected, disagrees and does bring some solutions to the table. More solutions would be forth-coming if at-large concerned-citizens were actually included in the stakeholder process.

Listening sessions and workshops do not accurately or adequately capture public sentiment and are being used more frequently at the dismay of the public that attends.

Yes, public comment can be provided in written form but attending in person is much more effective at getting a comment heard and understood. No guarantee our comments are actually read but glad they are a part of the record for future contextual use.

Often various agencies have meetings the same day. TRPA staff, local agency staff, etc. are paid to attend and have no scheduling conflicts.