

MEMORANDUM

TO: Board of Trustees

FROM: Steven J. Pinkerton
General Manager

SUBJECT: General Manager's Status Report
Prepared for the meeting of September 26, 2018

DATE: September 19, 2018

Financial Transparency

The Monthly District Financials are posted on the Financial Transparency page <https://www.yourtahoepace.com/ivgid/financial-transparency>.

Through the second month of the new Fiscal Year, District-wide revenues are \$422,995 ahead of projected budget and District-wide operating uses at \$460,816 below projected budget.

Also a reminder that the Month and Year Ending June 30, 2018 (Pre-Audit) is now posted as well. As June 30 is the end of the Fiscal Year, these financials provide the final pre-audit numbers for the 2017-18 Fiscal Year.

The Financial Transparency page also includes the Capital Improvement Expenditures and Debt Service Expenditures for the Three Quarters Ending March 31, 2018. This is available by clicking on the Capital Improvement Projects icon on the page.

Also, as noted for the last seven months, the Capital Improvement Project Expenditures for the Year Ending June 30, 2017 is posted in the Capital Improvement Projects section of the Financial Transparency page. This is the information that was presented at the October 25, 2017 Board of Trustees Meeting.

Venue Status Reports

Just a reminder that Venue Status reports are available on a monthly basis for key venues and operations. Reports are prepared for Public Works, Parks & Recreation, Finance/Accounting, Risk Management, Human Resources and Ski and Golf when they are in season.

These reports are used to provide the Board of Trustees and the community with a summary of the activities for each venue, including significant expenditures performed under the General Manager's authority. For example, the Public Works status report for June notes that two construction contracts were issued that month valued between \$17,191 and \$51,100. The July report notes that no additional contracts were issued for that month.

In addition, it provides real time updates of construction in progress. For example, the July Public Works Status Report provides detailed information on the three major projects currently underway. It notes the Original Contract Amount, Change Orders to Date, Current Total Contract Amount, Total Payments for Work Completed to Date, and Current Balance to Completion (including retainage).

The Finance/Accounting and Risk Management Status Report for July provides an update on the State of Nevada Sales Tax Refund in Washoe County and a number of other timely issues along with an update on the District's cash investments. It also includes a discussion about additional updates to our account structure for 2019 in connection with our transition to Special Revenue Fund Accounting.

In addition, the June Finance/Accounting and Risk Management Status Report published the Notification to Spend for Fiscal Year 2019. In the past, we'd sent this as an email to the Board of Trustees. It is now in the Monthly Status Report so that it is available for public review.

The Venue Status reports are typically posted by the middle of each month and can be accessed on the District's "Resources" web page.

Bidding Opportunities

The District's "Resources" web page also includes a Bidding Opportunities link for businesses and the community.

Invitations to Bid, a quarterly update of projects awarded in excess of \$25,000 in value since April 30, 2015 along with a link to pertinent Nevada Revised Statutes (NRS) code sections related to procurement and contracts are included in this section of the web page.

In addition, it includes a link to planetbids.com, which is where interested parties can search for District bid opportunities and review all bid documents. For recent bidding opportunities, it includes a list of prospective bidders and bid results.

Capital Projects Update

Effluent Export Pipeline Repairs

PICA has been onsite beginning September 10 to conduct confirmatory gauging test runs and comprehensive SeeSnake RFT evaluations. The tool has successfully made five runs to date and is passing previous obstructions without damaging critical components. Upon completion of the SeeSnake runs, PICA will complete analysis of the collected RFT data. This process will take eight to ten weeks and will provide the District with a comprehensive condition assessment of the evaluated pipeline Segments. This assessment provides critical information to the District about each individual pipe segment installed

On-Call Crew Quarters

Work on the On-Call Quarters is substantially complete as of September 3, 2018. Staff are currently residing on-site.

Incline Park Ballfields Renovations

The project formally advertised for bids on April 27th with bid opening on May 24th. No bids were received. Staff has consulted with the project donor, as well as the bidders that had expressed interest in the project, and the project will be rebid in this fall with a construction schedule covering May through October 2019. Currently Staff is obtaining final structural and electrical design components on the scoreboard to simplify the construction documents, with the intent of reducing the overall construction bids.

Robert and Robin Holman Family Bike Park

The inaugural season for the bike park has been a popular success. Design work on the signage is the highest priority and currently underway. The District will continue to coordinate with the Incline Tahoe Foundation to fundraise for the second phase of the advanced pump track as well as irrigation and drinking fountains.

Diamond Peak Culvert Rehabilitation

The upper 400 feet of 60-inch Steel pipe slip-lining was completed September 8th. This is a huge milestone for the project as it was the element of the project with the most uncertainty and complexity. The steel pipe will now have grouting around the pipe to fill the annular space between the host pipe and steel pipe as

well as outside the host pipe to fill any void space. The steel pipe then receives a mortar lining. The focus now turns to the 36-inch and 72-inch HDPE open trenching. This is a much more straight-forward approach of pipe installation with high production rates. Currently we anticipate an October 15th substantial completion date.

Other Projects

A variety of smaller projects including picnic tables, an ADA ramp, and exterior improvements including new doors, windows and trim were all completed at Aspen Grove by the end of August. An insurance claim project on Championship Golf Course Maintenance building roof will be completed in the upcoming two weeks. Ongoing projects including the Recreation Center condensing units, Diamond Peak Base Lodge deck improvements, Snowflake roof replacement and the Public Works office reconfiguration are currently awarded and beginning construction.

Citizen Survey Tool

As we mentioned in previous updates, the District has amended its agreement with OpenGov to add their *Open Town Hall* citizen engagement platform to enhance our ability to receive feedback from the community.

This community survey tool is already used by Washoe County along with many other public agencies.

The District has issued two surveys to date and plans on issuing another survey shortly. This third survey will include questions about our beaches.

Washoe County Federal Lands Bill

On September 12, 2018 I sent you a letter from the Chair of the Washoe County Board of County Commissioners regarding the status of the Washoe County Economic Development and Conservation Act (also referred to as the Washoe County Federal Lands Bill).

The letter informed IVGID that they would not be able to include any of our parcels in their request for federal legislation.

In each case, the land was removed in part, due to opposition from the U.S. Forest Service. The County did indicate that the Forest Service would be willing to

entertain proposals for potential use of the parcels by IVGID, which has always been our understanding.

We will be following up with the Forest Service in the near future regarding potential opportunities for IVGID to provide beneficial public use of the proposed parcels.

Pending Litigation

At our last meeting, District Legal Counsel disclosed that IVGID was served with a summons and complaint initiated by Mark Smith requesting "Declaratory and Injunctive Relief and to Compel Disclosure of Public Records."

The matter was referred to the POOL/PACT for coverage of legal costs to defend the District. Since the POOL/PACT coverage does not include defense of Declaratory Relief, the District was denied coverage.

Normally, District Legal Counsel would provide the District's defense. Since District Legal Counsel was named in the action, we obtained outside legal counsel.

Thomas Beko of Erickson, Thorpe & Swainston successfully defended the District in a similar public records action in conjunction with the Katz lawsuit. Mr. Beko has been retained for this action as well.

BUILD Grant Letter of Support

On July 6, 2018, Board Chair Kendra Wong signed a letter of support for the Tahoe Transportation District's (TTD) BUILD grant application for the next phase of the State Route 28 Shared Use Pathway.

As noted in the letter, IVGID is one of 13 project partners, and is providing \$300,000 in funding, via a January 2013 interlocal agreement with TTD (amended October 2014), for the current Environmental Analysis which is on track to be completed this year. (staff reports attached)

As we've noted many times in the past, we have been setting aside funding during this decade for the eventual replacement of our Effluent Pipeline which also is located along State Route 28. Co-locating our pipeline with the Bike Path would result in significant cost savings to the District's rate payers.

Currently the District's replacement project is estimated to cost approximately \$23 million. Co-locating with the bike path could create a cost savings of \$7 million. This would save each ratepayer approximately \$1000. Getting the BUILD Grant

would greatly increase the chances of funding for the bike path and therefore the District gaining significant cost savings via co-location.

Please note that the letter signed by Chair Wong (attached) simply is a letter of support for TTD's application. It points out that IVGID has set aside funding for the Effluent Pipeline project which could be used as the project grant match. However, a careful reading of the letter will confirm that this letter does not create any binding commitment for IVGID to pledge any funds to the Grant. It is merely a letter of support.

Mountain Course Clubhouse – Kitchen Fire

As noted in the last update, the Mountain Course Clubhouse kitchen sustained major fire damage on August 11, 2018. In addition, due to the smoke damage throughout the facility, all areas of the building are being evaluated for potential mitigation.

Since that time, staff and the POOL/PACT have been assessing the damage and determining the amount of the insurance claim for replacement of the portions of the building impacted by the fire.

Staff is considering what would be the appropriate operational structure for the building post fire.

We will be providing the Board of Trustees with monthly updates as we evaluate long term solutions for the future operation of the building.

MEMORANDUM

TO: Board of Trustees

THROUGH: Steven J. Pinkerton
General Manager

THROUGH: Joseph J. Pomroy, P.E.
Director of Public Works

FROM: Bradley A. Johnson, P.E.
Engineering Manager

SUBJECT: Authorize an Amendment to the Interlocal Agreement with the Tahoe Transportation District for Co-location of the IVGID Export Pipeline with the SR-28 Bikeway - 2014/2015 Capital Improvement Project: Fund: Utilities; Division: Sewer; Project # 2524SS1010

DATE: October 30, 2014

I. RECOMMENDATION

Staff recommends that the Board of Trustees makes a motion to authorize Staff to enter into an Amendment to the Interlocal Agreement between the Tahoe Transportation District and the Incline Village General Improvement District to provide up to \$300,000 in IVGID funding to allow completion of preliminary design and environmental analysis for the co-location of IVGID's Export Pipeline with the SR-28 Bikeway.

II. BACKGROUND

At the January 9, 2013 meeting, the Board of Trustees authorized entering into an Interlocal Agreement with the Tahoe Transportation District (TTD) that allowed for the formal evaluation of the feasibility of co-locating the District's Export Pipeline within the alignment of the proposed bikeway running along the lake side of SR-28 between Sand Harbor State Park and the Junction of SR-28 and US-50 (see attached meeting minutes). The feasibility evaluation was completed and determined co-location is viable over the vast majority of the overlapping alignments. In the areas where co-location was determined to be less than ideal, due primarily to topography constraints, the Export Pipeline can

easily deviate from the non-viable bikeway alignment into SR-28 and then return to the bikeway when the topography is better suited for the pipeline.

The proposed Amendment for the existing Interlocal Agreement would allow the completion of the next steps of the project: completion of preliminary engineering and design and conducting the necessary environmental analysis of the proposed alignment to satisfy the National Environmental Policy Act (NEPA) and the Tahoe Regional Planning Agency (TRPA) requirements.

The proposed Amendment details the duties of each agency. TTD will hold all contracts and will be responsible for managing the design and environmental analysis process. IVGID will provide technical review and project management support.

Should TTD be able to secure funding for the final design and construction of the proposed SR-28 bikeway, District Staff estimates there will be substantial savings and long term operational and maintenance benefits by co-locating the pipeline within the bikeway. Depending on the total length of pipeline eventually replaced, the District could save upwards of \$7,000,000 out of the estimated \$23,000,000 total project cost via co-location and cost sharing with TTD over replacing the pipeline entirely within the SR-28 roadway.

III. FINANCIAL IMPACT AND BUDGET

The estimated cost of the proposed effort is \$1,045,000. TTD will provide the first \$745,000 of those costs and IVGID will be responsible for the remaining costs up to \$300,000.

A total of \$2,000,000 is included in the 2014/2015 Capital Improvement Program (CIP) Budget (see attached data sheet) and there is an additional \$5,200,000 carried forward and available from previous years' CIP budgets.

IV. ALTERNATIVES

The Board can choose not to authorize the interlocal agreement amendment and direct Staff to exclusively pursue planning, design, and construction of the Effluent Export Pipeline in the State Route 28 corridor. However, in doing so, the District is backing out of a partnership opportunity that has the potential to provide the District substantial cost savings.

V. COMMENTS

TTD is scheduled to begin construction of the bikeway from Incline Village to Sand Harbor in Spring of 2015. The project received approval from TRPA in September 2014 and is fully funded. The District has already replaced the effluent export pipeline in this section of SR-28. The success of this first phase of bikeway along with the partnerships established to support it is encouraging for the next phase of bikeway that includes the pipeline co-location.

VI. BUSINESS IMPACT

This item is not a "rule" within the meaning of Nevada Revised Statutes, Chapter 237, and does not require a Business Impact Statement.

New York Post Times article which stated that Mr. Trump is buying up a lot of golf courses.

Aaron Katz congratulated the new Trustees and said that he has two issues to talk about – when a member of the community wants something on the agenda, they can't get by the General Manager and that when he submitted an item, he received no response which is absolutely wrong. Mr. Katz continued that he made another request on November 26 and that he hasn't heard anything about that and that he expects he won't hear anything which is wrong. When any member of the community wants to come before the Board, it isn't fair to pick and choose who can or can't and that he has a written statement with a request. The second item is that there is unethical conduct going on by IVGID employees and it is going on right under the Board's noses. It is unethical for a public employee to solicit expense allowance and/or accept it from a private source in addition to their public salary. This is a good provision and it is the law in Washoe County. He has a friend who was confronted not only with a tip jar but on their food receipt, there is a tip line. This is unethical conduct and yet the General Manager has made the representation that he can establish the policies so the fault lies with the General Manager and that a recent decision, by the Attorney General, says that we can't go after them – it is wrong.

K. CONSENT CALENDAR (for possible action)

- K.1. Interlocal Agreement with the Nevada Division of State Lands for Sale and Transfer of Coverage Owned by Incline Village General Improvement District (Requesting Member of Staff: Director of Public Works Joe Pomroy)**
- K.2. Interlocal Agreement with the Tahoe Transportation District for Initial Scoping for the Co-location of the IVGID Export Pipeline with the SR-28 Bikeway (Requesting Member of Staff: Director of Public Works Joe Pomroy)**

Trustee Wolfe made a motion to approve the Consent Calendar items as submitted; Trustee Hammerel seconded the motion. Chairman Simonian called the question and the motion was unanimously passed.

L. GENERAL BUSINESS (for possible action)

- L.1. Resolution 1814: A Resolution in Support of the Consolidated Tax Bill Draft Generated by the Interim Subcommittee to Study**

M E M O R A N D U M

TO: Board of Trustees

THROUGH: William B. Horn
General Manager

FROM: Joseph J. Pomroy, P.E.
Director of Public Works

SUBJECT: Interlocal Agreement with the Tahoe Transportation District for Initial Scoping for the Co-location of the IVGID Export Pipeline with the SR-28 Bikeway

DATE: December 31, 2012

I. STAFF RECOMMENDATION AND PROPOSED MOTION

That the Board of Trustees makes a motion to:

1. Enter into an Interlocal Agreement between the Tahoe Transportation District and the Incline Village General Improvement District to complete the initial scoping for the co-location of IVGID's Export Pipeline and the SR-28 Bikeway.
2. Authorize Chair and Secretary to execute the Interlocal Agreement based on a review by General Counsel and Staff.

II. BACKGROUND

The District's effluent export pipeline transports treated wastewater from the District's wastewater treatment plant to the disposal point at the District's wetlands facility southeast of Carson City. This pipeline was constructed in the early 1970's as part of a regional effort to eliminate all wastewater effluent discharges in the Lake Tahoe Basin. The effluent export pipeline has been in continuous service since that time and is comprised of five segments totaling approximately 20-

miles in length. Three segments (Segments 1-3), totaling approximately 12-miles, are located within the Lake Tahoe Basin.

As part of the original Effluent Export Project, the District replaced approximately 6-miles of 16-inch diameter effluent export pipeline in the Lake Tahoe Basin. This was accomplished in multiple phases (starting in 2006 and finishing in 2009) and included approximately 18,000-linear feet of Segment 1 (Incline Village to Sand Harbor) and 11,000-linear feet of Segment 3 (around Spooner Meadow). During planning and design of the first phase approximately 13,700-linear feet of Segment 3 and all 17,300-linear feet of Segment 2 were identified to be in good condition and were not identified for replacement. These pipeline segments are in the southbound shoulder of State Route 28 between Sand Harbor and Spooner Meadow.

In August of 2009, a pipe break within the un-replaced portion of Segment 3 washed out State Route 28. An investigation conducted by District staff and a District hired corrosion consulting engineer revealed areas of advanced corrosion on the damaged pipeline section indicating the un-replaced portions of the export line may be nearing the end of their service life and replacement of the remaining pipeline should be planned and budgeted.

At the January 5, 2011 meeting, the Board of Trustees authorized a preliminary engineering services contract with HDR Engineering to begin Phase II of the Effluent Export Project. The project was initially scoped to replace the two remaining sections within the Lake Tahoe Basin (a total length of approximately 6-miles). Segment 2 is comprised of approximately 17,300-linear feet of welded, cement mortar lined, high pressure steel pipe. The remaining 13,700-linear feet of Segment 3 is comprised of bell and spigot, cement mortar lined, low pressure steel pipe.

At the October 10, 2012 meeting, the Board of Trustees authorized an engineering services contract to evaluate and provide recommendations on pipeline condition assessment technologies for

Segment 2, 17,300 linear feet of welded steel export pipeline, based on recently gathered data. As part of the construction of the Spooner Pumping Station Improvements Project this summer, a section of the high pressure welded steel pipe in Segment 2 was removed. The condition of this pipe section was better than anticipated and, if the section examined is representative of the condition of the rest of Segment 2, it could mean replacement of Segment 2 is not necessary in the near future. The contract also included additional engineering tasks for pipeline alignment, crossing of NDOT culverts and additional work zone analyses.

District staff for the last several years has been part of the Tahoe Transportation District (TTD) Project team that is analyzing the SR-28 corridor for improving transportation, parking, bikeways and access to the east shore of Lake Tahoe. A key part of this involvement has been direct discussions between TTD and District staff about the possibility of co-locating the effluent export pipeline with a new Bikeway on the east shore.

The Tahoe Transportation District was created by Congress in 1980 when the bi-State compact was amended. The agency is responsible for facilitating and implementing safe, environmentally positive, multi-modal transportation plans, programs and projects for the Lake Tahoe Basin, including transit operations. Specific tax revenue to support transit and transportation facilities can be allotted to the District. TTD may also acquire, own and operate public transportation systems and parking facilities serving the Tahoe region and provide access to convenient transportation terminals outside of the region.

The purpose of the Nevada Stateline-to-Stateline Bikeway is to provide non-auto transportation opportunities that link recreation areas, community centers, transportation facilities, and neighborhoods in the bikeway corridor to expand recreational access and transportation choices for residents and visitors to the Tahoe Basin. Separated bicycle facilities are not available along most of the Nevada side of Lake Tahoe. The bikeway would provide a spectacular recreation

opportunity to link public beaches and coves along the picturesque east shore.

The alignment of the Bikeway from Sand Harbor State Park to Spooner Summit area essentially follows the alignment of the existing export pipeline. Therefore, a new Bikeway could provide a great opportunity for construction of the new export pipeline out of the NDOT SR-28 Right-of-Way and under the Bikeway. There are numerous advantages for operating and maintaining the pipeline under a bikeway as opposed to under the busy SR-28 corridor. This agreement will look at the feasibility of this idea.

The specific agreement details the duties of each agency. The TTD will be preparing preliminary alignment drawings for the Bikeway from the Secret Harbor Parking lot (approx 2 miles south of Sand Harbor) to Spooner Summit that could include the export pipeline along with providing an initial analysis of key environmental constraints, co-location feasibility, and performing a cost-benefit analysis. IVGID will provide technical review of the preliminary phase documents as well as provide pipeline design requirements to be included in the analysis.

The deliverable of the initial scoping phase is to determine if a co-location of the export pipeline and the Bikeway is feasible along a three mile stretch of SR -28. If the conclusion is that a co-location is feasible, then both agencies will work towards an extension of the agreement to pursue further design analysis efforts.

III. FINANCIAL IMPACT AND BUDGET

The TTD will pay for all costs associated with the scope of work to prepare the preliminary alignment and cost benefit analysis for co-location of the Bikeway and the export pipeline. The District will provide pipeline design criteria, review of documents, attendance at meetings and general assistance throughout the initial scoping phase.

We anticipate that District staff will engage HDR Engineering, the design engineer for the Export Pipeline Project since 2002, to provide review, analysis, and cost estimating for this effort. This contract is expected to be less than \$25,000 and will be approved under staff authority.

IV. ALTERNATIVES

None.

V. BUSINESS IMPACT

This item is not a "rule" within the meaning of Nevada Revised Statutes, Chapter 237, and does not require a Business Impact Statement.

VI. COMMENTS

The Board can choose not to enter into the interlocal agreement and pursue planning, design and construction of the Effluent Export Pipeline in the State Route 28 corridor instead of co-location with the Bikeway.



Project Summary

Project Number:	2524SS1010	
Title:	Effluent Export Line - Phase II	
Asset Class:		
Division:	24 - Transmission	
Budget Year:	2015	
Scenario Name:		Active: Yes
Budget Status:	Data Entry	
Locations:		
Project	SS - Sewer System	
Something:		

Project Description
<p>As part of the original Effluent Export Pipeline Project, IVGID replaced approximately 6-miles of 16-inch Export Pipeline. These included approximately 18,000 linear feet (LF) in Segment 1 and 11,000 LF in Segment 3. During planning and design of the first phase approximately 13,700 LF of Segment 3 and all 17,300 LF of Segment 2 were identified to be in good condition and were not identified for replacement. In August 2009, a pipe break within the unreplaced portion of Segment 3 washed out State Route 28. Investigation of the leak by IVGID staff and an IVGID-hired corrosion consulting engineer revealed areas of advanced corrosion on the damaged pipeline section, indicating that unreplaced portions of the export line may be nearing the end of their service and replacement of the remaining pipeline should be planned and budgeted.</p> <p>The proposed project, Effluent Export Pipeline Project - Phase II, will replace these two remaining sections within the Tahoe Basin (a total length of approximately 6 miles). Segment 2 is comprised of approximately 17,300 LF of welded, cement mortar lined, high pressure steel pipe. The remaining 13,700 LF of Segment 3 is comprised of bell and spigot, cement mortar lined, low pressure steel pipe. The project will be completed over multiple years in a manner similar to the original Effluent Export Pipeline Project. Like Phase I, the Export line will be replaced using open-cut construction, moving the pipeline to the center of the Southbound travel lane.</p>
Project Internal Staff
The Engineering Department will manage all phases of this project.
Project Justification
<p>The effluent export line transports treated wastewater from Incline Village General Improvement District's (IVGID) wastewater treatment plant to the disposal point at the wetlands southeast of Carson City. This line was constructed in the early 1970's as part of a regional effort to eliminate all wastewater effluent discharges in the Lake Tahoe basin. The effluent export line has been in continuous service since that time. Approximately 6 miles of line was replaced as part of the Effluent Export Pipeline Project - Phase I. Phase II will pursue the replacement of the remaining 6 miles of pipe within the Tahoe Basin.</p> <p>The current Project Cooperation Agreement with the US Army Corps of Engineers will expire with the completion of the Phase I work. IVGID will look to enter into an expanded Project Cooperation Agreement with the US Army Corps of Engineers for 55% funding of all construction costs. The current political climate and financial issues in Washington D.C. make it unlikely that any future funding will be secured for this project. All grant funding has been removed for this project. IVGID will also place the project on the list for the Nevada State Revolving Loan Fund. Funding for this project will be the utility rates.</p>

Forecast

Budget Year	Total Expense	Total Revenue	Difference
2015			
Internal Services	100,000	0	100,000
Segment 3 Construction - Phase 3	1,900,000	0	1,900,000
Year Total	2,000,000	0	2,000,000
2016			
Internal Services	100,000	0	100,000
Segment 2 Construction - Phase 1	1,900,000	0	1,900,000
Year Total	2,000,000	0	2,000,000
2017			
Internal Services	100,000	0	100,000
Segment 2 Construction - Phase 2	1,900,000	0	1,900,000
Year Total	2,000,000	0	2,000,000
2018			
Internal Services	100,000	0	100,000
Segment 2 Construction - Phase 3	1,900,000	0	1,900,000
Year Total	2,000,000	0	2,000,000
2019			
Internal Services	100,000	0	100,000
Segment 2 Construction - Phase 4	1,900,000	0	1,900,000
Year Total	2,000,000	0	2,000,000
2020			
Internal Services	100,000	0	100,000
Segment 2 Construction - Phase 5	1,900,000	0	1,900,000
Year Total	2,000,000	0	2,000,000
2021			
Internal Services	100,000	0	100,000
Segment 2 Construction - Phase 6	1,900,000	0	1,900,000
Year Total	2,000,000	0	2,000,000
2022			
Internal Services	100,000	0	100,000
Segment 2 Construction - Phase 7	1,900,000	0	1,900,000
Year Total	2,000,000	0	2,000,000
2023			
Internal Services	100,000	0	100,000



July 6, 2018

The Honorable Elaine Chao
United States Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

RE: SR-28 Shared Use Pathway 2018 BUILD Grant Letter of Support

Dear Ms. Chao,

The Incline Village General Improvement District (IVGID) appreciates and supports the Tahoe Transportation District's (TTD) BUILD grant application for the next phase of the State Route 28 Shared Use Pathway. We are a rural area that relies upon this critical infrastructure and we are consistently challenged with safety issues and congestion along the State Route 28 corridor of the Lake Tahoe Basin. This is a narrow two-lane highway with steep topography and traffic at peak season can be delayed for hours impeding commuters, visitors, and emergency response vehicles. Working together, the project partners set the goal of this multi-phased project to clear congestion, provide safe multi-modal access to Lake Tahoe's east shore, provide road safety improvements, underground and replace 40-80+ year old utility infrastructure, and to control erosion along the highway shoulder in order to protect the highway and Lake Tahoe's water quality.

Within this corridor, IVGID operates and maintains approximately 11.5 miles of underground pipeline that carries treated wastewater effluent out of the Tahoe Basin. This pipeline, originally constructed in 1970, is approaching the end of its service life. IVGID has replaced 5.5-miles of the pipeline to date and condition assessment activities have identified an additional 3.75-miles that must be replaced in the near future. Additional condition assessment of the final 2.25-miles is scheduled for the fall of 2018.

It is IVGID's desire to relocate the replacement sections of pipeline to within the Shared Use Pathway as much as physically possible within the project area. As one of 13 project partners, IVGID is providing \$300,000 in funding, via a January 2013 Interlocal Agreement with TTD (amended October 2014), for the current Environmental Analysis which is on track to be completed this year.

The entire length of the 3.75-miles of pipeline identified for near term replacement is located within the alignment of the proposed next phase of the SR-28 Shared Use Pathway. IVGID believes there is a tremendous opportunity to relocate the pipeline out of the narrow highway footprint and into the pathway alignment. Doing so eliminates future traffic congestion during normal pipeline maintenance, substantially reduces pipeline construction costs, and halves the duration of traffic impacting construction. Additionally, co-location would allow the installation of fire hydrants on the replacement pipeline to support the firefighting activities in the event of a wildland fire along the eastern shore of Lake Tahoe. IVGID has \$7.5 million dollars available as a match for this BUILD grant to allow co-location and construction of the replacement 3.75-mile pipeline segment.

INCLINE VILLAGE GENERAL IMPROVEMENT DISTRICT
893 SOUTHWOOD BOULEVARD · INCLINE VILLAGE, NV 89451
PH: (775) 832-1100 · FAX: (775) 832-1122 · WWW.YOURTAHOEPLACE.COM

As you are aware, our small rural communities need assistance in replacing aging infrastructure. But just as important, this National Scenic Byway deserves our attention in providing the over 2.6 million motorists in this stretch a safe driving experience, the over one million visitors safe multi modal access to their public lands, and to protect the water clarity of this national treasure, Lake Tahoe.

Sincerely,



Kendra Wong
Chairwoman
Board of Trustees
Incline Village General Improvement District