

1575 - Planning and design of Tahoe-Pyramid Trail from Sparks to Mustang

Application Details

Funding Opportunity: 1002-Planning Projects - Recreational Trails Program 2022 Grants
Funding Opportunity Due Date: Nov 2, 2021 12:00 AM
Program Area: Recreational Trails Program
Status: Under Review
Stage: Final Application

Initial Submit Date: Nov 1, 2021 4:15 PM
Initially Submitted By: Janet Phillips
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Active User*: Yes
Type: External User
Name: Ms. Janet Middle Name Phillips
Salutation First Name Last Name
Title: President
Email*: janet@tahoepyramidtrail.org
Address*: 4790 Caughlin Parkway #138

Reno Nevada 89519
City State/Province Postal Code/Zip

Phone*: 775-233-9799 Ext.
Phone
##-####

Fax: ### ##-####

Comments:

Organization Information

Status*: Approved
Name*: Tahoe-Pyramid Trail
Organization Type*: Non-Profit Organization
Tax Id: 55-0895667
Organization Website: <https://tahoepyramidtrail.org>
Address*: 4790 Caughlin Parkway #138

Reno Nevada 89519-
City State/Province Postal Code/Zip

Phone*: 775-233-9799 Ext.

##-####

Fax: ### ##-####

Benefactor:

Vendor ID:

Comments:

RTP Pre-Application - PLANNING

Project Description

Classification*: Organization
Please choose one.

Organization Classification: Non-Profit
Please choose one.

**Grant Manager/
Primary Point-of-Contact
(if grant is awarded)*:** Janet Phillips
First Name Last Name

Title*: President
Email Address*: janet@tahoepyramidtrail.org
Telephone*: 775-825-9868
Address*: 4790 Caughlin Parkway #138
Address Line 1
Address Line 2

Land Owner*: Reno Nevada 89519-
City State Zip Code

Classification of Land Control*: UPRR, NDOT, NDOW

Classification of Land Control*: Private Land, Public Land
Select all that apply.

Project Costs
Please do not submit match not directly related to the project.

Grant Request*: \$60,000.00

Match Amount*: \$135,000.00
20% of total amount required for planning projects

Total Project Amount: \$195,000.00

Match Sources*: In-Kind, Private

Please Describe Source(s)*:
Cash on hand from private donations and foundations.
Pro-bono engineering services.

Trail Use*: Mountain Biking, Pedestrian (hiking/trail), Pedestrian (urban/path)
Select all that apply.

If Other, Please List:

Project Type*: Planning
Select all that apply.

If Other, Please List:

Scope of Work
Describe exactly what work will be completed, include miles of trail or other measurable goals. Please be specific to the actual project being built.

Scope of Work*:

The Tahoe-Pyramid Trail is complete over 59 miles from Tahoe City to Sparks. The next trail section, and focus of this project, is 5 miles from Sparks to Mustang, which will connect Reno/Sparks to Tahoe Reno Industrial Center and points east.

This planning grant would fund the following components of design and permitting:

- Identify our federal partner and lead agency, which we anticipate will be FHWA due to part of the trail being on I80 right-of-way
- Gain UPRR and NDOT encroachment permits for their respective properties

~~_____~~

- Complete NEPA compliance

– Develop final approved engineering design for railroad crossing

The goal of this planning grant is to qualify for construction funding in fall 2022, and to build the trail in 2023.

Project Location

Congressional District(s)*: District 2
Select all that apply.

County*: Washoe

Municipality/Town/City*: Reno

Environmental Compliance

See page 10 of the RTP Handbook for more information.

Does not apply to Planning or Education projects with no ground disturbing activities.

Is a Federal agency involved in this project as an applicant, partner, or landowner?

Federal Agency*: Yes

If yes, environmental clearances have likely been completed for your project area.

Please indicate which NEPA document was produced.

Please attach the document to this application.

NEPA Document Produced: NEPA pending/in progress

NEPA Document:

Historic Resource Compliance

Please provide the following information:

Describe the extent of ground disturbance for this project. Specifically, describe the length, width, and depth of the most significant instances of excavation/digging.

Ground Disturbance:

Describe both current and past uses of the project area.

Project Area Use:

[Redacted text]

Maps

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
General location map (showing project area within the state and/or county)		Map of entire Truckee River and TPT, with missing segments highlighted in red.	Overview_Oct2019.jpg	jpg	2 MB	11/01/2021 03:24 PM
Topographic map with project boundary and map name (7.5 minute series quadrangle, 1:24,000 scale)		Topo map of Sparks-Lockwood	VistaQuad_TPT.png	png	5 MB	11/01/2021 03:25 PM
Detail map indicating specific project elements (e.g., structures, trail alignment)		Detail map of trail alignment and railroad crossing.	Structures map.png	png	1 MB	11/01/2021 03:26 PM

Photos

Description	File Name	Type	Size	Upload Date
Aerial photo of corridor, looking west from Lockwood	aerial photo from CFWN.jpg	jpg	113 KB	10/18/2021 01:25 PM
Proposed bridge over railroad track would be on elevated rock outcrop.	photo of bridge site.jpg	jpg	6 MB	10/18/2021 01:25 PM

Shape Files

Description	File Name	Type	Size	Upload Date
Zip file of shapefiles. (if you cannot open these files, please let me know and I will connect you to our map guru, Sam Limerick).	SparksMustang_PREFERREDRoute_WebMercator_shapefile.zip	zip	3 KB	10/18/2021 01:25 PM

Authorization

Authorized Individual*: Janet Phillips 10/29/2021
First Name Last Name Date

Title*: President

Agency/Organization*: Tahoe-Pyramid Trail

RTP Application - PLANNING PROJECTS

Project Description

Standards/Guidelines Applied to Project*: USFS Standard Specifications for Construction & Maintenance of Trails

If Other, Please List:

List all permits required to complete project.

Permits:

No permits for planning phase.
Permits for construction will include UPRR, NDOT and SHPO.

Does the project include a paved bicycle path?

Bicycle Path*: N/A

Plan Title:

If Not Applicable,

Please Describe: This is planning for a dirt trail.

Has the applicant received funding from the Recreational Trails Program in the past?

Past Funding*: Yes

Number of Projects Funded: 4

Amount of Funding Received: \$441,000.00

Describe the nature and extent of public engagement with this project and what is being done to mitigate any concerns conveyed by the public.

Public Engagement*:

May 4, 2021: Public meeting of Washoe County Parks Commission
June 8, 2021: Public meeting of Washoe County Commission

The only public comment received was an adjacent landowner who wants to be indemnified if the trail crosses his land. This will be provided if applicable.

NEPA compliance requirements include public engagement, which will be scheduled in 2022.

Describe the implementation of best practices in each phase of the project (e.g., planning, budgeting, construction, etc.).

Project Phases*:

Planning: After 18 years of success as an all-volunteer organization with engineering support from Robison Engineering, TPT has hired an experienced trail firm, Wood Rodgers, to assist us in this planning project. They will be providing support through planning, environmental compliance, cost estimating and construction planning. They have special expertise with railroads.

Budgeting: After many years of trail construction in difficult settings, including adjacent to Interstate 80 and on steep slopes, we have in-depth data on trail costs, including structures. We will develop the expense side of the budget from this past data. With regard to income, we know from experience that actual costs always exceed planned costs, so we have learned to keep sufficient funds in reserve to cover overruns. Also, our major donors have been willing to step up when needed to see the project through to completion.

Construction: This project will be built using professional contractor(s). We have learned from experience that the low bidder is not necessarily the best bidder. We will require experience with earthen trail building AND structures, which may lead to a 2-firm collaboration, and also familiarity and demonstrated compliance with highway and railroad regulations.

In addition to the four RTP grants from Nevada that were successfully executed in the past, two large RTP grants were awarded by California RTP for the Tahoe-Pyramid Trail to be built from Truckee to Verdi. These totaled \$2,442,000 and were managed by the TPT team on behalf of Truckee Donner Recreation and Park District.

How does the project promote sustainability goals and principles (e.g., social, environmental, economic) in the design criteria?

Sustainability*:

One of the basic premises of this trail section proposal is to enable some commuters from Reno/Sparks to Tahoe Reno Industrial Center to ride bikes to work. The distance for most area residents would be about 15 miles, which is too far for many, except with the advent of e-bikes. If this displacement of cars by bikes materializes, then a little improvement to traffic, green house gases, and smog will result.

There also will be the opportunity for cyclists to visit the Nature Conservancy's beautiful McCarran Ranch (at Mustang Rd) without driving their car to get there.

In terms of sustainability of the trail itself, the USFS standards of construction are designed for sustainability in the specifications of drainage management, tread durability, and maintenance minimization.

Alignment with Nevada's Recreation Goals

How will project planning activities contribute to the maintenance and/or rehabilitation of existing outdoor infrastructure?

Existing Outdoor Infrastructure*:

Along the intended route of the Sparks-Mustang trail is an old highway rest area that has been closed for many years. It once provided picnicking and river access, but due to substandard freeway on/off ramps, was closed. The proposed TPT trail will allow the area to be used for these recreational pursuits again, by bike/ped access.

How will planning activities incorporate safety into the design, maintenance, and management of the project?

Safety*:

There are two safety concerns with this proposed trail:

- An elevated bridge over the railroad tracks. It will have railings as prescribed by UPRR, both to prevent trail users from falling off the bridge and also to prevent debris from being thrown down onto the tracks.
- Proximity to eastbound I80 in some locations. We will position the trail as far away from the freeway as possible, and if required by NDOT, add debris fencing. It should be remembered though, that without this trail, the only alternative route for bicycling is ON the freeway or railroad.

We do not anticipate many multi-user conflicts, as this location is not conducive to horseback riding, and will be posted against ORV use.

How will planning activities lead to a more comprehensive approach to linking existing trails that connect communities and trail users?

Connectivity*:

Connectivity is the primary goal of this proposed trail because it would close the gap between two major existing sections of the Tahoe-Pyramid Trail:

- 59 miles west from Sparks to Tahoe City
- 10 miles east from Mustang to USA Parkway

The Tahoe Reno Industrial Center is a major commuter destination from Reno/Sparks and is forecast to continue growing. This trail section will provide a separated route to commute by bike.

Does the plan address the need to engage youth in the design, development, and use of trails?

Youth Engagement*:

There may be a modest use of this trail section by youth who live in Lockwood and have no self-propelled means to travel 3 miles to Sparks at present. Anecdotally, teenagers in Lockwood would ride their bikes to Sparks' water park if there was a safe route to do so.

Does the plan describe how new outdoor recreation facilities will be developed, maintained, and/or managed?

New Outdoor Recreation Facilities*:

This new trail will be designed by professional engineers and built by professional contractor(s) to the standards required by NDOT and UPRR. A new amenity that TPT is collaborating with NDOW to create is increased fishing access to the Truckee River at a State Land property just west of Lockwood.

Maintenance of the trail will be determined through an agreement between Tahoe-Pyramid Trail Inc., and Washoe County. During past years of trail expansion, we have had success with our "adopt-a-trail" program, whereby each half mile to one mile of trail are cared for by a company or group of volunteers.

How do planning activities, or the planned project, contribute to the economic vitality of the community?

Economic Vitality*:

The proposed trail section will provide a nonmotorized way of commuting from Reno/Sparks to Tahoe Reno Industrial Center, one of the fastest growing locations of new jobs in Northern Nevada. This is the basis for the project endorsement from Economic Development Authority of Western Nevada (EDAWN).

We are excited by the potential for employees of Apple, Tesla, Switch, Walmart, Blockchain, and other major international corporations to use the Tahoe-Pyramid Trail to ride to work!

Describe how conservation and/or rehabilitation of water and habitat have been incorporated into the planning activities.

Water and Habitat*:

There are no wetlands or sensitive habitats within the footprint of the proposed trail. Water use during construction will be minimal, and the contractor(s) will be required to manage wash water in a way that does not reach the Truckee River.

Applicant History

Summarize your organization's grant management record. If your organization is new to grants, please summarize the organization's project management record.

Grant Management Record*:

NEVADA RTP GRANTS:

2004: Mogul-Verdi \$100,000 project completed as planned
2006: Pyramid Lake \$82,000 project completed as planned
2008: Waltham Way \$59,000 project completed as planned
2011: Fleish Bridge \$200,000 project completed as planned

CALIFORNIA RTP GRANTS*:

2013: Farad-Puny Dip \$425,000 project completed as planned
2015: Hirschdale-Floriston \$2,017,000 project completed as planned

*Note that the fiduciary agency for these grants was Truckee Donner Recreation and Park District, with Tahoe-Pyramid Trail managing the projects.

Describe your organization's capacity to maintain facilities for the next 25 years.

Maintain Program*:

We built and opened our first trail section at Mogul-Verdi in 2005 and have successfully maintained it since. Pursuant to a cooperative agreement, the City of Reno also participates in trail maintenance.

Tahoe-Pyramid Trail Inc recently was awarded an endowment grant of \$1.5 million, which will provide permanent income for future trail maintenance.

Authorization

Authorized Individual*:

Janet Phillips 10/31/2021
First Name Last Name Date

Agency/Organization*:

Tahoe-Pyramid Trail

Title*:

President

Supporting Documentation

Supporting Documentation

Named Attachment	Required Description	File Name	Type	Size	Upload Date
General location map (showing project area within the state or county)	Regional map of the entire Truckee River, with two missing sections highlighted in red.	Overview_Oct2019.jpg	jpg	2 MB	11/01/2021 02:49 PM
Topographic map with project boundary and map name (7.5 minute series quadrangle, 1:24,000 scale)	Sparks to Lockwood topo map	VistaQuad_TPT.png	png	5 MB	10/28/2021 07:35 PM
Detail map indicating specific project elements (e.g., structures, trail alignment)	Map showing trail alignment and railroad overcrossing.	Structures map.png	png	1 MB	11/01/2021 12:35 PM
At least two (2) overviews of the project area from different angles and distances	Overview of corridor, looking west	aerial photo from CFWN.jpg	jpg	113 KB	10/21/2021 12:15 PM
		Photo of trail	jpg	787 KB	10/21/2021
Letter or statement certifying that the appropriate official has reviewed this project and approved of the property					
Documentation certifying that the appropriate official has reviewed this project and meets their approval					
USACE 404 and/or other applicable permits					
Erosion and sedimentation control plan for stream crossings or general construction activities					
Copy of any building permits that may be required by the local township or statement permit not needed					
Sewage disposal permit					
Transmittal letter	Cover letter providing context for proposed planning effort, and itemized list of tasks.	Transmittal letter Sparks-Mustang.doc	doc	894 KB	11/01/2021 02:54 PM
Letter of Support	EDAWN letter of support	EDAWN support letter.pdf	pdf	152 KB	10/21/2021 12:35 PM

Additional Documentation

Description	File Name	Type	Size	Upload Date
Regional Transp Letter of support	RTC support letter.pdf	pdf	66 KB	10/21/2021 12:35 PM
Trail will be between RR and I80	DJI_0230 1.jpg	jpg	971 KB	10/21/2021 12:37 PM
Letter of Support from City of Sparks	Sparks Support Letter.pdf	pdf	348 KB	10/28/2021 07:32 PM
Support letter from City of Reno	Reno Support Letter.pdf	pdf	60 KB	10/28/2021 07:30 PM
MOU between Washoe County and TPT	TPT MOU_FINAL.pdf	pdf	506 KB	10/28/2021 07:34 PM

Budget

Percentages

Grant Request

Federal Grant Percentage: 30.77%

Match

Federal Match Percentage: 0.0%

Non-Federal Match Percentage: 69.23%

TOTAL MATCH PERCENTAGE: 69.23%

Design and Engineering Costs

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
UPRR mandatory plan review	1.00	lump sum	\$75,000.00	\$75,000.00	\$0.00	0.00	\$0.00	0.00	\$75,000.00	100.00	Cash in bank from private donations
Design railroad crossing	1.00	per crossing (based on 10% of est cost)	\$50,000.00	\$50,000.00	\$25,000.00	50.00	\$0.00	0.00	\$25,000.00	50.00	Cash in bank from private donations
\$125,000.00					\$25,000.00		\$0.00		\$100,000.00		

Planning Costs for Match

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
NEPA compliance, incl cultural resources	1.00	lump sum	\$40,000.00	\$40,000.00	\$20,000.00	50.00	\$0.00	0.00	\$20,000.00	50.00	Cash on hand; volunteer professionals
Coordination with agencies; other permits	1.00	lump sum	\$30,000.00	\$30,000.00	\$15,000.00	50.00	\$0.00	0.00	\$15,000.00	50.00	Cash on hand; volunteer professionals
\$70,000.00					\$35,000.00		\$0.00		\$35,000.00		

Direct Labor (Salaries or Actual)

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
We have no paid employees			\$0.00	\$0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	
\$0.00					\$0.00		\$0.00		\$0.00		

Labor (Volunteer or Donated)

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
Please see included in planning above			\$0.00	\$0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	
			\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		

Equipment Purchase/Rent/Lease

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
-------------	------------	-----------	-----------	-----------------	---------------	--------------------------	---------------	--------------------------	-------------------	------------------------------	--------------

No Data for Table

Contracts

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
-------------	------------	-----------	-----------	-----------------	---------------	--------------------------	---------------	--------------------------	-------------------	------------------------------	--------------

Contract engineering included above			\$0.00	\$0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	
			\$0.00	\$0.00	\$0.00		\$0.00		\$0.00		

Materials

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
-------------	------------	-----------	-----------	-----------------	---------------	--------------------------	---------------	--------------------------	-------------------	------------------------------	--------------

No Data for Table

Fuel, Vehicle Maintenance & Travel

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
-------------	------------	-----------	-----------	-----------------	---------------	--------------------------	---------------	--------------------------	-------------------	------------------------------	--------------

No Data for Table

Other Expenses

Description	# of Units	Unit Type	Unit Cost	Total Unit Cost	Federal Grant	Federal Grant Percentage	Federal Match	Federal Match Percentage	Non-Federal Match	Non-Federal Match Percentage	Match Source
-------------	------------	-----------	-----------	-----------------	---------------	--------------------------	---------------	--------------------------	-------------------	------------------------------	--------------

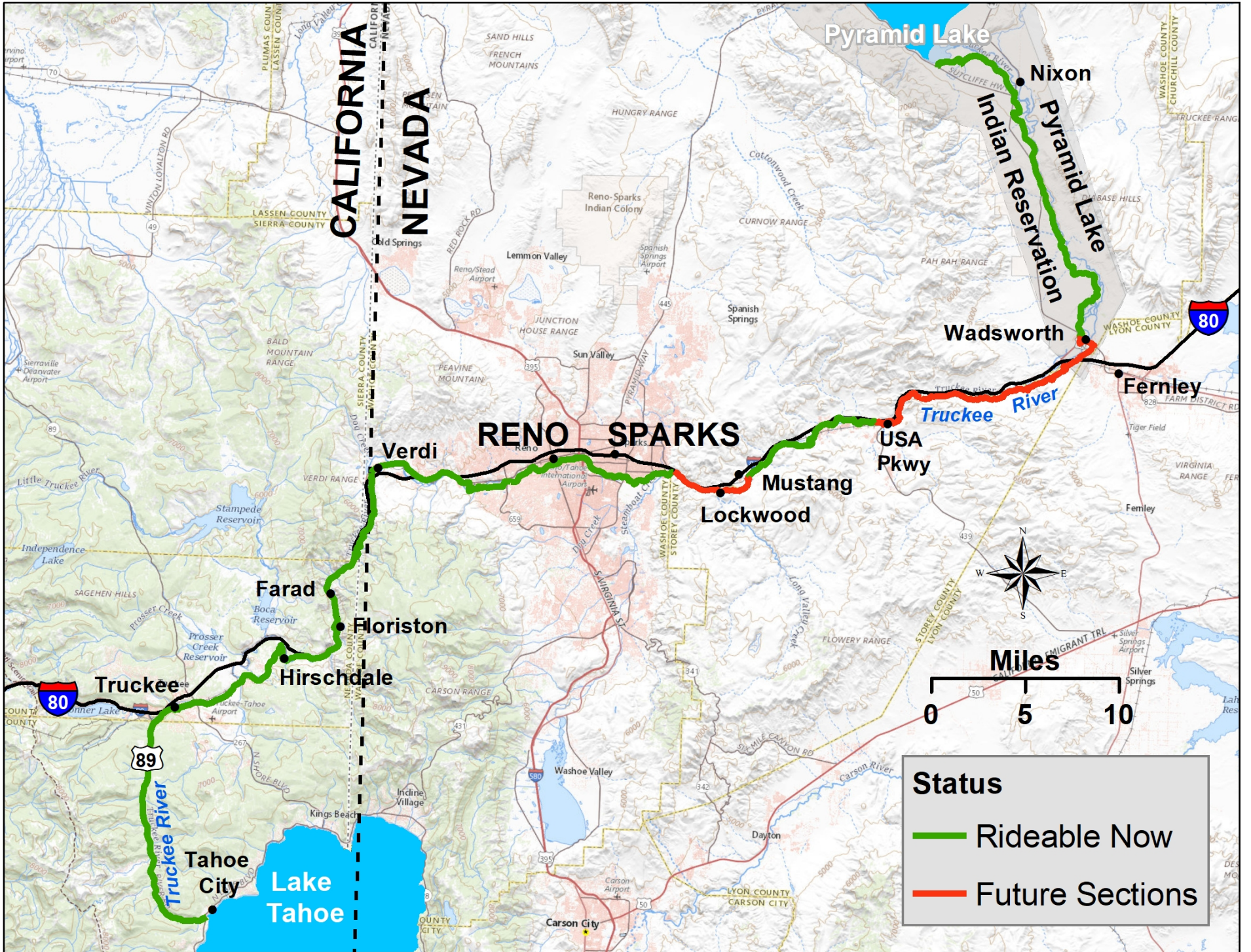
No Data for Table

Totals

Total Federal Grant Amount: \$60,000.00
 Total Federal Match Amount: \$0.00

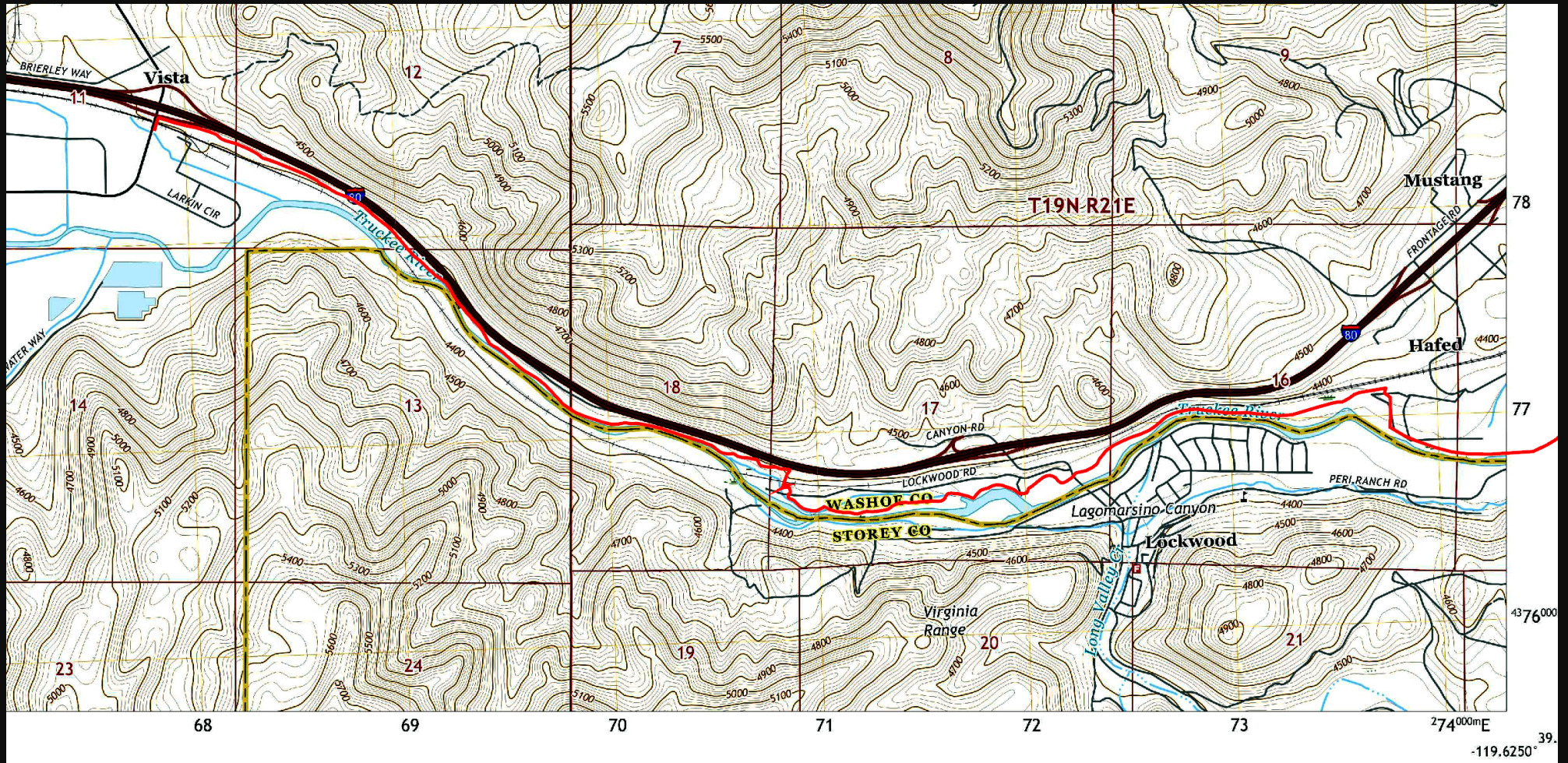
Total Non-Federal Amount: \$135,000.00

Total Amount: \$195,000.00

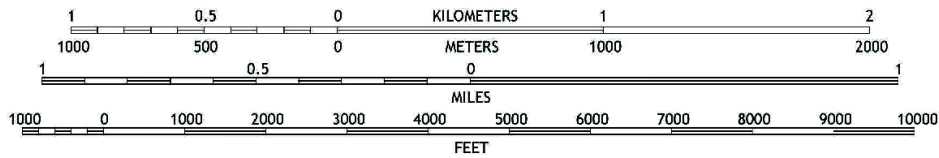


Status

- Rideable Now
- Future Sections



SCALE 1:24 000



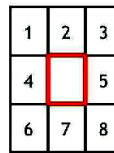
QUADRANGLE LOCATION

ROAD CLASSIFICATION



CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard, 2011. A metadata file associated with this product is draft version 0.6.18

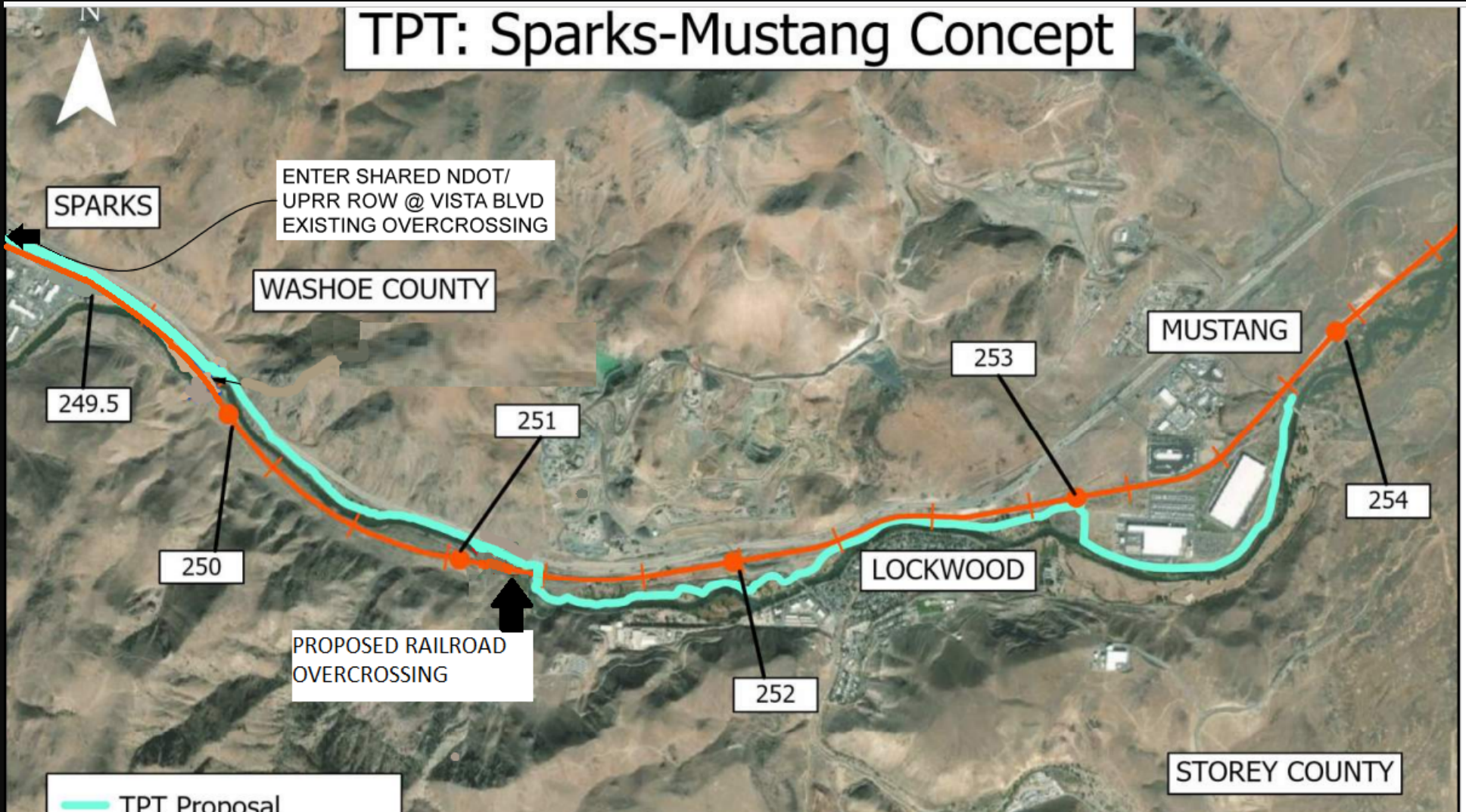


- 1 Reno NE
- 2 Griffith Canyon
- 3 Spanish Springs Peak
- 4 Reno
- 5 Patrick
- 6 Mount Rose NE
- 7 Steamboat
- 8 Chalk Hills

ADJOINING QUADRANGLES

VISTA, NV
2018

TPT: Sparks-Mustang Concept



- TPT Proposal
- Railroad
- Railroad Mile Markers

**Robison
Engineering**
COMPANY, INC.

846 VICTORIAN AVENUE
SPARKS, NV 89431
www.robisoneng.com

PREPARED FOR:
**TAHOE-PYRAMID
TRAIL**

4790 Caughlin Pkwy.
Reno, NV 89519
(775) 825-9868

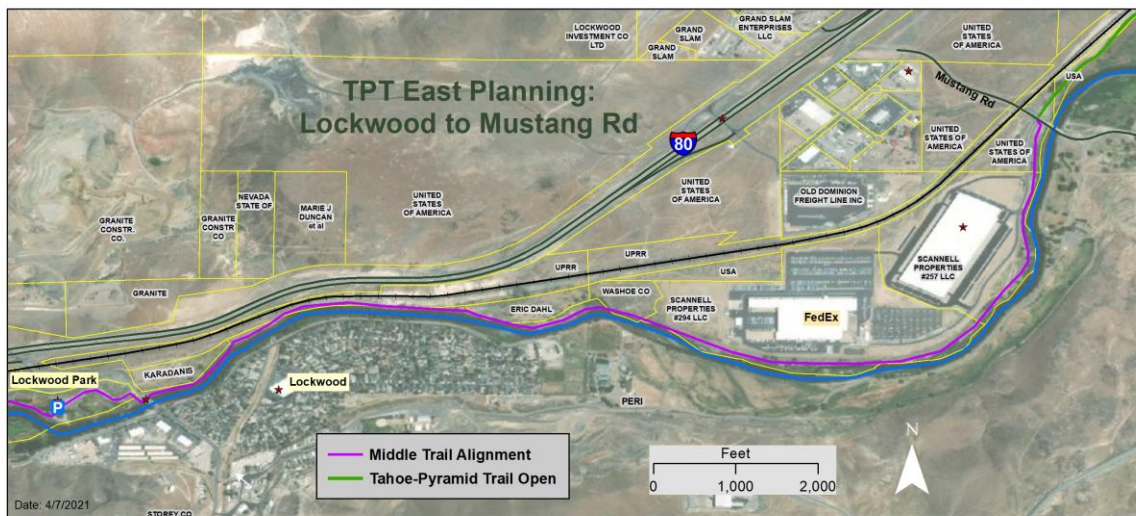
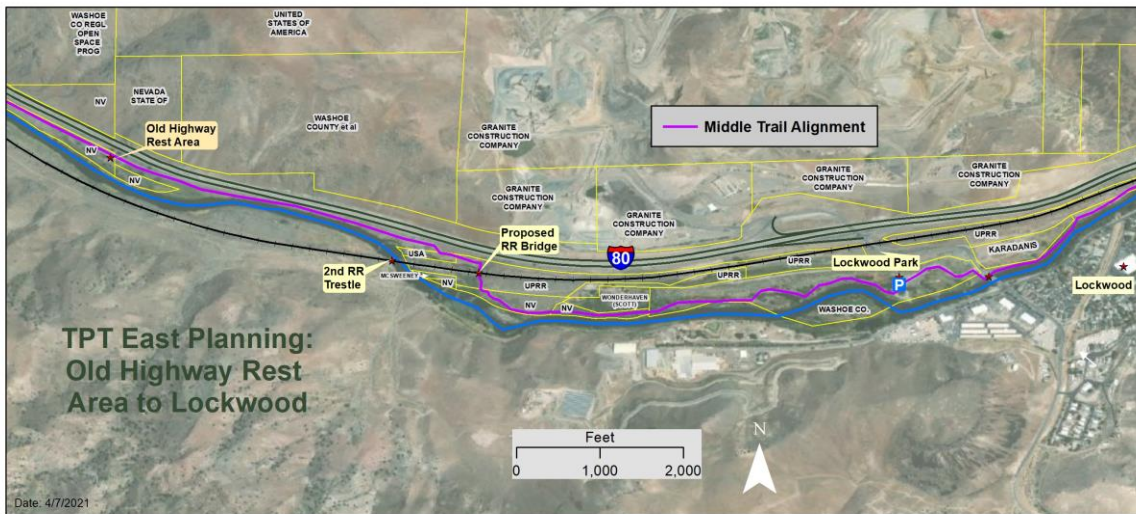
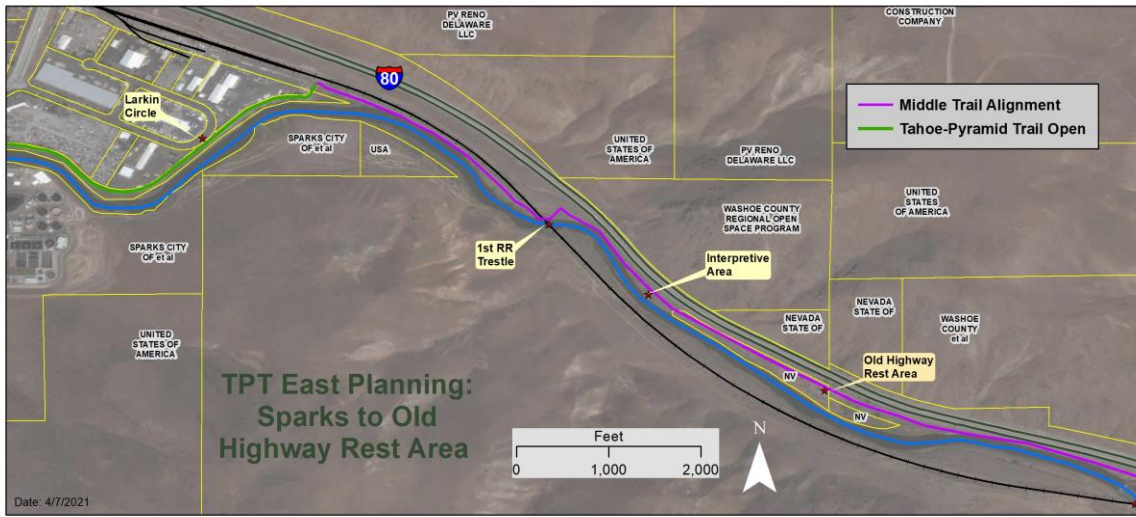
0 1/4 1/2
SCALE IN MILES

TAHOE-PYRAMID TRAIL
Sparks-Mustang Section

UPRR ENCROACHMENT APPLICATION

WASHOE COUNTY NEVADA
PROJECT NO. 1-622-06.001

Exhibit 1—"Middle Trail" alignment













a 501(c)(3) organization
www.tahoepyramidtrail.org

November 30, 2021

Amended transmittal letter

Department of Conservation and Natural Resources
Division of State Parks
Attn: *Heather Giger, Park and Recreation Program Manager*
Via online portal

Re: RTP planning grant: Planning and design of Tahoe-Pyramid Trail from Sparks to Mustang

Dear Ms. Giger and the Recreational Trails Program (RTP) Committee:

The Tahoe-Pyramid Trail (TPT) launched and incorporated as a 501(c)(3) nonprofit organization in 2005, with the vision of a trail alongside the Truckee River from its beginning at Lake Tahoe to its terminus as Pyramid Lake. TPT connected Tahoe to Reno/Sparks through the Truckee River Canyon in 2019, and is now 80% complete. There are two missing gaps in the trail, and this grant application would plan and permit one of them: 5 miles from Sparks to Mustang.*

TPT has been the recipient of numerous national and regional awards, including “outstanding use of Recreational Trails Program Funds” from Coalition for Recreational Trails. Since inception, grants (including RTP grants in both California and Nevada), donations and the work of many dedicated volunteers are making this vision a reality.

By way of clarification of our application, the required approvals listed in “Supporting Documentation” would be the major tasks of this planning effort—they are not in hand yet. These include:

- Identify our federal partner and lead agency, which we anticipate will be FHWA due to part of the trail being on I80 right-of-way
- Gain UPRR and NDOT encroachment permits for their respective properties
- Gain SHPO and Tribal approvals for proximity to cultural resources, including Sec 106
- Complete NEPA compliance
- Develop final approved engineering design for railroad crossing

As required, and regrettably I didn't realize it applied to planning grants which have no federal involvement during planning but WILL have federal involvement during implementation:

***a)** Since there is no pre-existing trail, the project will not facilitate motorized activities on trails that have been predominantly used by non-motorized trail users and on which, as of May 1, 1991, motorized use is either prohibited or has not occurred (Section 1302 (e)(2)(c) of the National Recreational Trails Act);*

b) Tahoe-Pyramid Trail, Inc and Washoe County have entered an MOU which states that both parties will collaborate to maintain the trail. We recognize that when construction funding is sought, it will be required to maintain the project's features for 25 years. Previously-built sections of the TPT have been successfully maintained for up to 17 years in a similar collaborative partnership

The goal of this planning grant is to qualify for construction funding in fall 2022, and to build the trail in 2023.

Sincerely,

A handwritten signature in cursive script that reads "Janet R. Phillips".

Janet R. Phillips
President and Founder

*The last missing section is approximately 17 miles from USA Parkway (Clark) to Wadsworth.

October 18, 2021

Janet Phillips, President
Tahoe-Pyramid Trail
4790 Caughlin Parkway, #138
Reno, Nevada 89519

Dear Ms. Phillips:

On behalf of the Board of Trustees of the Economic Development Authority of Western Nevada (EDAWN), I would like to lend my support to the efforts of the Tahoe-Pyramid Trail (TPT), a local non-profit organization, to implement the Tahoe-Pyramid Trail Project (the Project) located adjacent to Interstate 80 between Sparks and Mustang. This section of the TPT is part of a larger 116 bi-state trail along the Truckee River from Lake Tahoe to Pyramid Lake. To date, eighty percent of the trail has already been completed.

The section between Sparks and Mustang is a critical link in the trail between the Truckee Meadows and the Tahoe Reno Industrial Center (TRIC). A significant number of people commute by vehicle between the Truckee Meadows and TRIC. Interstate 80 is a very congested route on most work days and with Project implementation, the TPT will address pedestrian and bicycle mobility and accessibility along this busy section of Interstate 80, as well as contribute to help reduce greenhouse gas emissions and vehicle traffic along this busy freeway.

EDAWN is committed to recruiting, expanding and supporting quality companies that will have a positive impact on the quality of life in Greater Reno-Sparks. The Project will provide multi-modal transportation to locals and visitors accessing the river, will contribute to creating an inter-regional bicycle and pedestrian connection, expand the areas recreational and travel opportunities, and provides multi-modal transportation choices.

On behalf of the economic development needs of this region, I would ask for your support of the Tahoe-Pyramid Trail Project. If you have any further questions or concerns, I can be reached at (775) 829-3711

Sincerely,



Mike Kazmierski
President & CEO



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

October 21, 2021

Janet Phillips
President
Tahoe-Pyramid Trail
4790 Caughlin Parkway, #138
Reno, NV 89519

Dear Janet:

The Regional Transportation Commission of Washoe County (RTC) supports the effort by the Tahoe-Pyramid Trail (TPT), a local non-profit organization, to implement the Tahoe-Pyramid Trail Project located adjacent to I-80 between Sparks and Lockwood. The RTC understands that this section of the TPT is part of a larger 116-mile bi-state trail along the Truckee River from Lake Tahoe to Pyramid Lake, of which 60 percent of the trail has already been completed.

The section between Sparks and Lockwood is a critical link in the trail between the Truckee Meadows and the Tahoe Reno Industrial Center (TRIC). This section of the TPT would provide connectivity to TRIC and establish a feasible alternative for the significant number of single occupant vehicles (SOVs) that currently travel the I-80 corridor at peak travel times.

With the Project implementation, the TPT will address pedestrian and bicycle mobility and accessibility along this busy section of I-80, and will help reduce greenhouse gas emissions and vehicle traffic along this busy freeway and the region as a whole. Implementation of the TPT supports many of the goals in the RTC's 2050 Regional Transportation Plan (RTP) and contributes to a more holistic transportation network.

The Project will also provide multi-modal transportation options to local residents and visitors accessing the river, will contribute to the creation of an inter-regional bicycle and pedestrian connection, and expand the area's recreational and travel opportunities.

If you have any questions regarding this letter, please me at 775-335-1901 or ddoenges@rtcwashoe.com.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Doenges". The signature is fluid and cursive, with the first name "Daniel" being larger and more prominent than the last name "Doenges".

Daniel Doenges, PTP, RSP
Director of Planning



October 25, 2021

Janet R. Phillips, President
Tahoe-Pyramid Trail, Inc.
4790 Caughlin Parkway, #138
Reno, NV 89519

RE: Support for the Tahoe-Pyramid Trail

Dear Ms. Phillips:

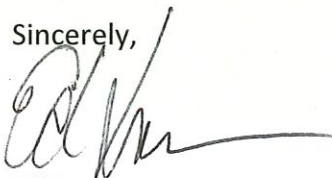
The City of Sparks provides this letter of support to Tahoe-Pyramid Trail, Inc., in its efforts to establish the section of the Tahoe-Pyramid Trail between Sparks and Lockwood and beyond to Mustang, located adjacent to Interstate 80. This section of the Tahoe-Pyramid Trail is part of a larger 116-mile bi-state trail along the Truckee River from Lake Tahoe to Pyramid Lake. Eighty percent of the trail has been completed.

The section between Sparks and Mustang is a critical link in the trail between the Truckee Meadows and the Tahoe Reno Industrial Center (TRI Center). A significant number of people including many Sparks residents commute by vehicle between the Truckee Meadows and TRI Center. That portion of Interstate 80 is very congested most workdays with numerous commuters traveling along this route. This next section of the Tahoe-Pyramid Trail will address pedestrian and bicycle mobility and accessibility along Interstate 80 and has the potential to help reduce greenhouse gas emissions and vehicle traffic through this busy corridor.

This section of the Tahoe-Pyramid Trail will also serve other purposes, such as providing access to the Truckee River for locals and visitors, creating an interregional bicycle and pedestrian connection, and expanding the area's recreational and travel opportunities.

The City of Sparks looks forward to continuing to work with Tahoe-Pyramid Trail, Inc., and other stakeholders to complete this project.

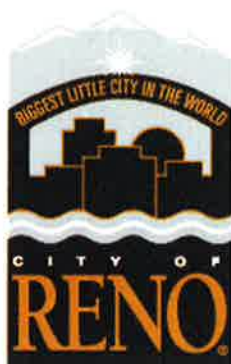
If you have any questions regarding this letter, please contact City Engineer Jon Ericson at (775) 353-7809.

Sincerely,

Ed Lawson
Mayor

Hillary L. Schieve

Mayor

(775) 334-2001
(775) 334-2097 Fax
schieveh@reno.gov
Web site: reno.gov



*"The most livable of Nevada cities;
the focus of culture, commerce and
tourism in Northern Nevada."*

October 20, 2021

Janet Phillips, President
Tahoe-Pyramid Trail
4790 Caughlin Parkway, #138
Reno, NV 89519

Dear Ms. Phillips:

The City of Reno provides this letter of support to the Tahoe-Pyramid Trail (TPT), a local non-profit organization, in its effort to establish the Tahoe-Pyramid Trail located adjacent to Interstate 80 between Sparks and Lockwood and beyond to Mustang. This section of the TPT is part of a larger 116 mile bi-state trail along the Truckee River from Lake Tahoe to Pyramid Lake. Eighty percent of the trail has been completed.

Specifically, the section between Sparks and Mustang is a critical link in the trail between the Truckee Meadows and the Tahoe Reno Industrial Center (TRIC). A significant number of people, including many Reno residents, commute by vehicle between the Truckee Meadows and TRIC. Interstate 80 is a very congested route almost every work day with so many people driving there.

With establishment of this next section of the trail, the TPT will address pedestrian and bicycle mobility and accessibility along this busy section of Interstate 80, and will contribute to help reduce greenhouse gas emissions and vehicle traffic along this busy freeway.

The project also will serve other purposes. It will provide multi-modal transportation to locals and visitors accessing the river, will contribute to creating an inter-regional bicycle and pedestrian connection, expand the areas recreational and travel opportunities, and provides multi-modal transportation choices.

The City of Reno looks forward to working with TPT to implement this project and this project has my full and enthusiastic support. Should you have any further questions, please do not hesitate to contact my office directly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Hillary Schieve", written over a white background.

Hillary L. Schieve
Mayor

MEMORANDUM OF UNDERSTANDING CONCERNING A TRAIL ALONG THE TRUCKEE RIVER FROM VISTA BLVD TO MUSTANG ROAD

PURPOSE:

The purpose of this MEMORANDUM OF UNDERSTANDING (“MOU”) is to formalize a working relationship between Washoe County (“COUNTY”) and Tahoe-Pyramid Trail, Inc. (“TPT”), a 501(c)3 non-profit organization, for the purpose of working together to plan the design, construction and maintenance of, and obtain necessary permits and funding for a non-motorized multi-use trail along the Truckee River from Sparks to Mustang (hereafter “Trail”).

TRAIL DESCRIPTION:

The Trail will travel along the Truckee River connecting Larkin Circle in Sparks to Lockwood Trailhead, and thence eastward to Mustang Road. TPT has identified this section of Trail as the next priority in its endeavor to create a trail along the entire 114-mile length of the Truckee River, which now stands at 80% complete. The Trail is intended to follow the north bank of the Truckee River for approximately 5 miles and cross land owned by various public and private parties. This “preferred alignment” lies wholly in unincorporated Washoe County, and in planning documents is called the “Middle Trail” (see Exhibit 1).

Intended users of the trail are hikers, bikers, runners and other non-motorized users (e-bikes would be allowed in conformance with State of Nevada regulations).

MUTUAL UNDERSTANDINGS, COMMITMENTS AND RESPONSIBILITIES:

- To work together to plan the design, construction and maintenance of, and obtain necessary permits and funding for, the Trail.
- To collaborate in the use of geographic data management systems, studies, mapping, aerial photography, and other tools which either party may hold.
- To mutually assist each other in developing an alternate route if “Middle Trail” alignment encounters a flaw that both parties agree is insurmountable.
- To use best efforts to perform their respective obligations under this MOU so that planning efforts for this Trail may be completed by end-of-year 2022, consistent with 2050 Regional Transportation Plan.
- Both parties understand that no reimbursement will be made for planning and assistance performed under this MOU.
- Both parties understand that the question of future Trail maintenance is a matter for further discussion and will be addressed in a future agreement.
- Both parties understand that Washoe County is not committing funding to the project under this MOU other than staff time as available for planning assistance.

COMMITMENT AND RESPONSIBILITIES OF WASHOE COUNTY:

- To submit grant applications and pursue other funding sources on behalf of Trail when only governmental agencies are eligible for a grant or funding, using TPT expenses as match, and as subject to COUNTY staff and COUNTY resource availability.
- To submit applications for and otherwise acquire easements, encroachment permits, utilities, etc., as may be required when only governmental agencies are eligible, and then to be the holder of such easements and permits for future operation of the Trail.
- To satisfy permitting and other requirements of Union Pacific Railroad and Nevada Department of Transportation, if any, for permits held by the COUNTY.

COMMITMENT AND RESPONSIBILITIES OF TPT:

- To perform engineering, surveying, and other planning tasks, and document such expenses so they will qualify as match for any grants to be sought by COUNTY or TPT.
- To identify appropriate grant and funding opportunities and apply when eligible.
- To prepare grant applications, provide supporting materials, assist with grant management and reporting tasks for any grants sought by COUNTY on behalf of TPT.
- To complete background research, prepare applications, and identify funding for permits to be sought by COUNTY or TPT.

PRINCIPAL CONTACTS: The principal contacts for this MOU are:

Washoe County:

- Sophia Kirschenman, Park Planner
Washoe County Parks
1001 E. 9th Street, Bldg. A, Second Floor
Reno, NV 89512
Email: skirschenman@washoecounty.us
Phone: 775-328-3623

TPT:

- Janet Phillips, President
Tahoe Pyramid Trail
4790 Caughlin Parkway, #138 Reno,
NV 89519
Email: janet@tahoepyramidtrail.org
Phone: 775-825-9868

TERM/TERMINATION:

This MOU takes effect upon signing by both parties. It shall remain in effect indefinitely unless one or both parties desire(s) to terminate it. Either party may terminate this MOU with a 60-day written notice to the other. Additionally, either party may terminate this MOU for cause, default, or negligence of the other party at any time without advanced written notice. This MOU may be amended by mutual agreement in writing and signed by both parties.

ASSIGNMENT:

Neither party shall assign, transfer, or delegate any rights, obligations, or duties under the MOU without the prior written consent of the other.

For Washoe County:	For Tahoe-Pyramid Trail
Chair	Janet R. Phillips, President
Date:	Date:

Approved as to Form:
Washoe County District Attorney
