



WASHOE COUNTY

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STAFF REPORT

BOARD MEETING DATE: August 25, 2026

DATE: July 22, 2026

TO: Board of County Commissioners

FROM: Eric Crump, Director, Community Services Department,
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THROUGH: Dave Solaro, Assistant County Manager

SUBJECT: Recommendation to re-approve Amendment No. 1 to Interlocal Agreement No. NM467-16-015 between Nevada Department of Transportation and Washoe County allowing for additional parking, a connecting shared use path and pedestrian crossing along SR 28 right-of-way and the continued operation and maintenance by the County for said improvements. Edits were made to the Amendment by the Nevada Department of Transportation after approval by the Board of County Commissioners on May 26, 2026. Community Services. (Commission District 1.) FOR POSSIBLE ACTION

SUMMARY

The amendment being recommended for approval is necessary for the continued expansion of the East Shore Trail and related parking and pedestrian improvements along SR28. This agreement is authorized under NRS 277.100 and NRS 277.180, which permit public agencies to enter into cooperative agreements for the performance of governmental services. Amendment No. 1 to Interlocal Agreement No. NM467-16-015 was approved by the Board of County Commissioners on May 26, 2026; however, revisions were made by the Nevada Department of Transportation after the Amendment had been approved by the Board of County Commissioners

The Agreement between the Nevada Department of Transportation (NDOT) and Washoe County is being converted to a payable agreement, renumbered to P467-16-015 and the Amendment supplements the original agreement by formalizing Washoe County's commitment to operate and maintain improvements within NDOT's right-of-way, including the shared use path, parking areas, and related visitor amenities. Under the Fourth Addendum to SR28 Corridor Operations and Maintenance Interlocal Agreement, previously approved on May 26, 2026, the Tahoe Transportation District administers the parking management system including fee collection and enforcement. All of the revenue generated must be dedicated to corridor maintenance, operations and improvement, providing for full reimbursement to Washoe County for maintenance and repair costs associated with the corridor improvements.

AGENDA ITEM # _____

Washoe County Strategic Objective supported by this item: Fiscal Sustainability:
Long-term sustainability.

PREVIOUS ACTION

On May 26, 2026 the Board approved Amendment No. 1 to Interlocal Agreement No. NM467-16-015 dated September 8, 2016 between Nevada Department of Transportation and Washoe County allowing for additional parking, a connecting shared use path and pedestrian crossing along SR 28 right-of-way and the continued operation and maintenance by the County for said improvements and the Fourth Addendum to SR28 Corridor Operations and Maintenance Interlocal Agreement dated August 1, 2015, adding the responsibilities for Tahoe Transportation District (TTD) and Washoe County associated with the new improvements along SR28.

On February 11, 2025, the Board of County Commissioners (Board) approved a Memorandum of Understanding (MOU) establishing the Tahoe East Shore Working Group, a partnership framework for coordinated planning, design, and construction of the Lake Tahoe Path System and associated facilities.

On October 10, 2023, the Board approved the Third Addendum to SR 28 Corridor Operations and Maintenance Interlocal Agreement between Washoe County, Tahoe Transportation District (TTD), Nevada Department of Transportation, Nevada Division of State Parks (NDSP), Nevada Division of State Lands, Nevada Department of Public Safety-Highway Patrol, Incline Village General Improvement District, Carson City Parks & Recreation Department, Douglas County Parks & Recreation Department and the Tahoe Regional Planning Agency, to identify additional responsibilities of agency partners Washoe County, TTD, and the NDSP regarding parking revenues collected by TTD and the parking management program operated by TTD pursuant to the terms of the Interlocal Agreement.

On October 11, 2021, the Tahoe Transportation District (TTD) and the Nevada Division of State Parks executed the Second Addendum to SR 28 Corridor Operations and Maintenance Interlocal Agreement to clarify the authority of TTD to pay NDSP for their operations and maintenance responsibilities described in the agreement or additional annual tasks as agreed to in writing by TTD and NDSP.

On January 26, 2021, the Board approved the first addendum to the SR 28 Corridor Operations and Maintenance Interlocal Agreement. The Corridor Management Team (CMT) identified additional responsibilities of agency partners Washoe County and Tahoe Transportation District (TTD). TTD will be installing, operating, maintaining, and collecting revenue from a parking management program which includes the collection of parking fees from users of the expanded parking area near Ponderosa Ranch Road. Revenues collected will fund routine operations and maintenance and capital infrastructure maintenance. Washoe County is allowed to provide expanded services for portable restroom and trash service beyond the May 15 - October 1 timeframe if budget is available and local weather permits.

On August 25, 2015, the Board approved the original SR 28 Corridor Operations and Maintenance Interlocal Agreement, which established the collaborative framework

among Washoe County, TTD, NDOT, NDSP, and other regional partners for the management of the SR-28 corridor, including the Tahoe East Shore Trail and associated parking facilities.

On November 12, 2014, the Board approved a Federal Lands Access Program Project Memorandum of Agreement leveraging \$12.5 million in Federal Lands Access Program funds for the design and construction of improvements in the SR 28 corridor including the Nevada Stateline to Stateline Bikeway.

On June 24, 2014, the Board approved the extension (to June 30, 2019) of the Interlocal Agreement between Washoe County, Carson City, Douglas County, Nevada State Lands, Nevada State Parks, Tahoe Regional Planning Agency, Tahoe Transportation District, USDA Forest Service-Lake Tahoe Basin Management Unit, and Incline Village General Improvement District for the implementation of the Lake Tahoe Bike Path Project.

On June 26, 2012, the Board accepted an amendment to the Phase 2 & 3 State Question 1 grant, which increased the grant award by \$375,885.

On February 8, 2011, the Board acknowledged receipt of an update report on the status of the Nevada Stateline-to-Stateline Project (Lake Tahoe Bike Path) and provided comment on the Draft Environmental Assessment for the South Demonstration Project.

On August 28, 2007, the Board accepted a State Question 1 grant in the amount of \$1,252,516 to complete Phases 2 & 3 for environmental and engineering studies and to begin construction of the south demonstration area.

On December 12, 2006, the Board accepted a State Question 1 grant in the amount of \$146,956 for Phase 1 planning efforts.

On December 12, 2006, the Board approved an Interlocal Agreement between Washoe County, Carson City and Douglas County that made Washoe County responsible for the overall coordination of the Lake Tahoe Bike Path project.

On August 23, 2005, the Board approved a Resolution of Support for Question-1 grant applications.

On April 27, 2004, the Board approved a Tri-Counties Memorandum of Understanding between Washoe County, Douglas County and Carson City.

BACKGROUND

The SR-28 Corridor, encompassing the Tahoe East Shore Trail and associated parking facilities, has long been recognized as a critical asset for regional transportation, recreation, and environmental stewardship in the Lake Tahoe basin. The complexity of managing this corridor arises from its location across multiple jurisdictions and the need to balance high public use with the preservation of sensitive natural resources. Over time, a collaborative, interagency approach has been established to address these challenges, with Washoe County, the Tahoe Transportation District (TTD), the Nevada Department of Transportation (NDOT), and other partners playing key roles in planning, operations, and maintenance activities.

The foundation for this collaboration is rooted in Nevada Revised Statutes (NRS) Chapter 277, which authorizes public agencies to enter into cooperative agreements for the performance of governmental services. Specifically, NRS 277.100 defines the authority

for such agreements, while NRS 277.180 permits any one or more public agencies to contract with others to perform any governmental service, activity, or undertaking that they are authorized by law to perform. These statutes ensure that interlocal agreements are legally binding and provide a clear framework for the allocation of responsibilities and resources among participating agencies.

The original SR-28 Corridor Operations and Maintenance Interlocal Agreement, effective August 1, 2015, established a comprehensive structure for the management of the corridor. This agreement brought together a diverse group of agencies, each with unique jurisdictions and missions, to coordinate the planning, construction, operation, and maintenance of facilities within the corridor. The agreement also created the Corridor Management Team (CMT), tasked with developing operating procedures, maintenance plans, and recommendations for future projects. The CMT's responsibilities include prioritizing development, forming partnerships, seeking funding, and addressing ongoing challenges within the corridor.

Subsequent addenda to the original agreement have allowed for the evolution of roles and responsibilities in response to changing operational needs and the expansion of corridor infrastructure. These amendments have clarified maintenance obligations, established mechanisms for cost recovery, and incorporated new facilities such as additional parking areas and pedestrian safety features. The agreements also recognize the importance of integrating parking management systems, with TTD authorized to administer parking fee collection and allocate revenues to support maintenance and capital improvements.

The project's alignment with regional and county master plans is evident in its support for long-term transportation, recreation, and environmental goals. The SR-28 Corridor Management Plan, developed and approved by the TTD Board in 2013, articulates a vision for a safe, accessible, and sustainable corridor. The project also advances objectives outlined in the Washoe County Strategic Plan, particularly those related to fiscal sustainability, efficient service delivery, and stewardship of public resources.

In summary, the ongoing management of the SR-28 Corridor is characterized by a robust legal framework, a history of interagency cooperation, and a commitment to advancing regional transportation and recreation priorities. The proposed addenda represent the latest step in this collaborative process, ensuring that the corridor continues to meet the needs of residents, visitors, and partner agencies while upholding the highest standards of public accountability and resource stewardship.

FISCAL IMPACT

The fiscal structure established by the First Amendment to the Interlocal Agreement for Maintenance and Operations of the Nevada SR-28 Shared Use Path and Associated Parking Facilities is designed to ensure that Washoe County's operational and capital maintenance responsibilities are fully supported by dedicated, non-general fund revenue streams. Under the terms of these agreements, the primary source of funding for routine and capital maintenance is revenue generated from parking management programs, including parking fees collected at the expanded parking areas near Ponderosa Ranch Road and Sweetwater Road, as well as the North Trailhead Parking facility.

The agreements specify that Washoe County will invoice TTD for actual costs incurred in the operation and maintenance of designated facilities, including but not limited to bear-proof dumpsters, portable restrooms, water quality infrastructure, signage, and pedestrian safety assets. Reimbursement is processed on a quarterly basis, and a dedicated internal order (East Shore Trail Reimbursement IO60695) has been established to ensure transparent accounting of both expenditures and revenue received. In the case of major repairs or replacement of pedestrian safety infrastructure, such as Rectangular Rapid Flashing Beacons at Chimney Beach, the Nevada Department of Transportation (NDOT) will participate in cost-sharing for expenses exceeding specified thresholds, further reducing the County's financial exposure.

In summary, the fiscal provisions of the Fourth Addendum and Amendment No. 1 to the respective interlocal agreements ensure that Washoe County's obligations and that all expenditures are subject to reimbursement. Sufficient budget for FY27 exists to incur expected reimbursement revenue and expenses for IN60695 and no additional fiscal impact to the County is anticipated.

RECOMMENDATION

It is recommended to re-approve Amendment No. 1 to Interlocal Agreement No. NM467-16-015 between Nevada Department of Transportation and Washoe County allowing for additional parking, a connecting shared use path and pedestrian crossing along SR 28 right-of-way and the continued operation and maintenance by the County for said improvements. Edits were made to the Amendment by the Nevada Department of Transportation after approval by the Board of County Commissioners on May 26, 2026.

POSSIBLE MOTION

Should the Board agree with staff's recommendation, a possible motion would be: "Move to re-approve Amendment No. 1 to Interlocal Agreement No. NM467-16-015 between Nevada Department of Transportation and Washoe County allowing for additional parking, a connecting shared use path and pedestrian crossing along SR 28 right-of-way and the continued operation and maintenance by the County for said improvements. Edits were made to the Amendment by the Nevada Department of Transportation after approval by the Board of County Commissioners on May 26, 2026."