



**NOTICE OF
PROPOSED TRANSIT SERVICE CHANGES
PUBLIC COMMENT PERIOD**

Pursuant to TTD Transit Policy, this notice solicits public comment before approving any fare increase or major service reduction. The public comment period commenced on May 11, 2018 and closes on July 13, 2018.

Please submit comments to: planning@tahoetransportation.org
or via mail: Tahoe Transportation District
Attn: Transit Public Comments
P.O. Box 499
Zephyr Cove, NV 89448

The public hearing will be held on **July 13, 2018 at 9:30 a.m. at 128 Market St., Stateline, NV.**

There are a number of factors pressuring TTD's transit service and its sustainability:

1. Workforce development and retention
2. Fleet and capital asset replacement and improvement
3. Funding availability and forecast
4. Performance measures for regulatory compliance

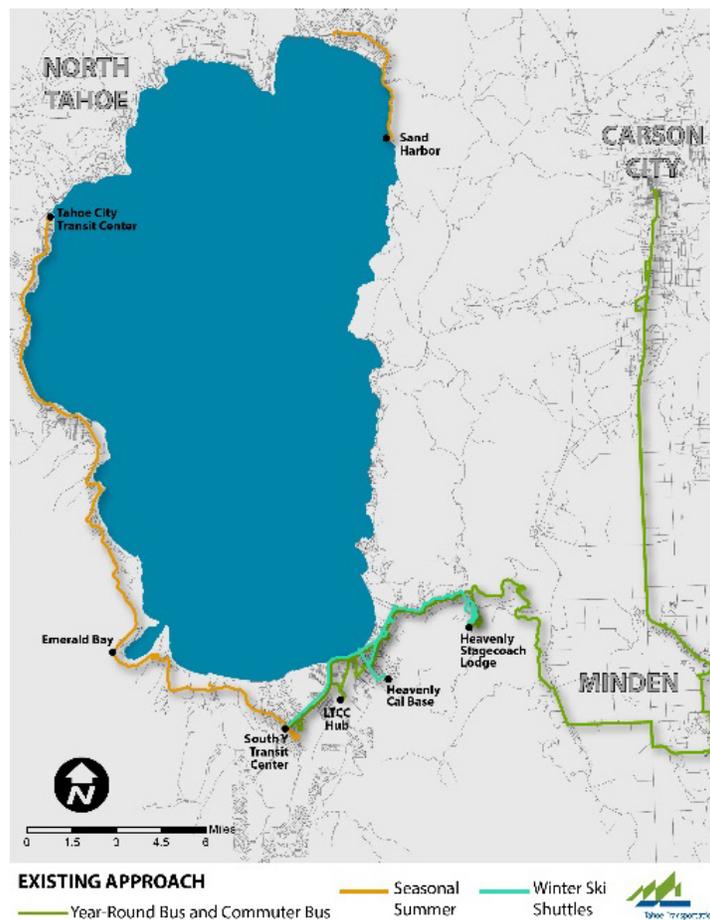
With these factors in mind, TTD is seeking public comment related to the four proposed approaches outlined below.



1. Existing:

The Existing approach is unsustainable at this time. TTD does not have sufficient staff, fleet, or secured funding to operate this approach. Furthermore, the Existing approach does not make progress towards meeting required performance measures, which can jeopardize existing funding sources. This approach is included to serve as a comparison.

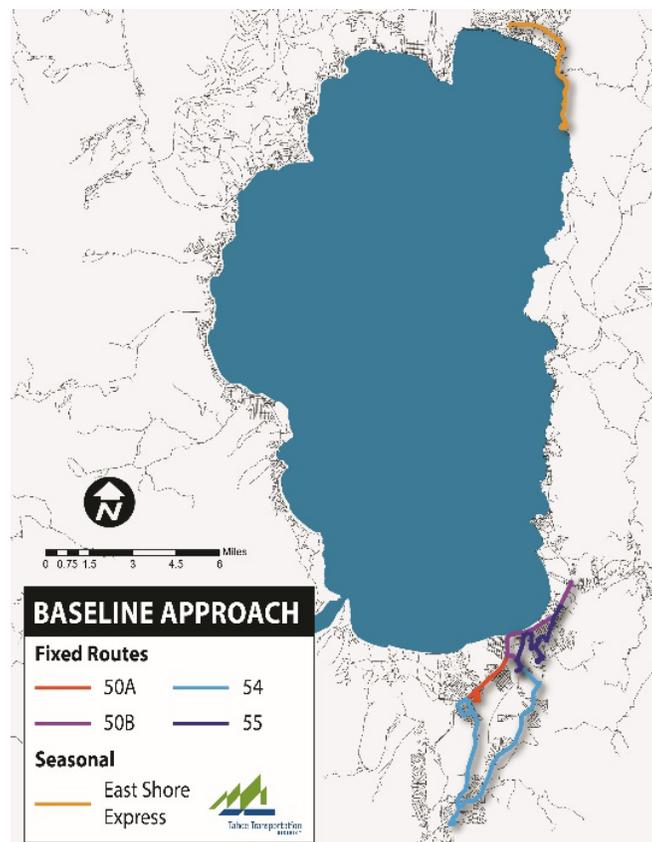
- Route 50: Serving the US 50 Corridor, including Barton Hospital, from the South Y Transit Center to the Kingsbury Transit Center
- Route 53: Serving the neighborhoods south of US 50 Corridor from the South Y Transit Center to the Kingsbury Transit Center
- Route 19x: Gardnerville/Minden to Carson City
- Route 20x: Stateline Transit Center to Gardnerville/Minden
- Route 23: Connecting Stateline Transit Center, Kingsbury Transit Center, Tahoe Village, and the Ridge Resorts
- East Shore Express: Connecting parking in Incline Village with Sand Harbor State Park
- Emerald Bay Shuttle (Trolley): Serving the South Y Transit Center to Tahoe City
- Winter Routes: 10 (Pioneer Trail); 11 (Casino Corridor); 12 (Ski Run); 13 (US 50); 14 (Boulder/Stagecoach); and 15 (Stateline to Heavenly NV)
- Demand Response Service: The service area extends far beyond the ¼ mile requirement (north to Cave Rock, east to top of Kingsbury, west to Camp Richardson, and south to Christmas Valley)
- Service Hours: 20 hours



2. Baseline:

The Baseline re-boots public transit to focus on providing sustainable transit services to the community. These changes are projected to increase frequency in the US 50 corridor, increase access to neighborhoods, position TTD to utilize electric buses, and better integrate TTD's transit policies with national best practices. The Baseline approach will also allow TTD to retire buses far beyond their useful life and focus limited maintenance resources on those buses in a state of good repair. The Baseline approach represents responsible operation of public transit with the secured funding currently available. The Baseline adds effective service and subtracts unproductive service, helping TTD meet required performance measures.

- **Routes 50A & 50B:** The existing Route 50 will be split into two routes mirroring the existing Route 50 serving the US 50 corridor, including Barton Hospital, from the South Y Transit Center to the Kingsbury Transit Center, with the added benefit of serving LTCC in both directions.
 - Both routes will operate every thirty (30) minutes
- **Routes 54 & 55:** These are two separate routes that will circulate to the east and west of LTCC, replacing the existing Route 53. The western Route 54 will connect Meyers to the South Y Transit Center, Tahoe Verde, Sierra Gardens, and LTCC. The eastern Route 55 will connect LTCC and midtown to Stateline, including Kelly Ridge.
 - Both routes will operate every thirty (30) minutes
- **East Shore Express:** Connecting parking areas in Incline Village with Sand Harbor State Park.
- **Complementary Paratransit Service:** Proposed service area to extend one (1) mile beyond the fixed routes.
- **Service Hours:** 10 hours
- **Routes to be discontinued:**
 - Commuter Routes 19x and 20x
 - Emerald Bay Shuttle (Trolley)
 - Route 23
 - Winter Routes: 10, 11, 12, 13, 14, and 15



3. Balanced:

The Balanced approach changes are projected to increase frequency in the US 50 corridor, increase access to neighborhoods, and position TTD to utilize electric buses. TTD does not have sufficient secured funding to operate this approach. While progress is made towards meeting performance measures, structural inefficiencies may jeopardize existing funding sources. The Balanced approach relies on discretionary funding and use of one-time only funding to avoid an operating deficit.

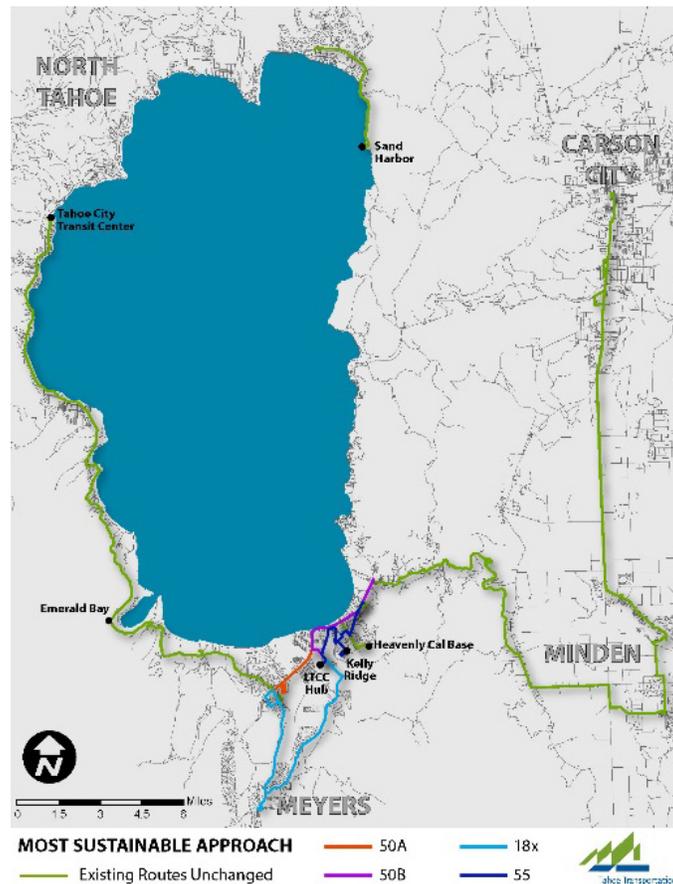
- **Routes 50A & 50B:** The existing Route 50 will be split into two routes mirroring the existing Route 50 serving the US 50 corridor, including Barton Hospital, from the South Y Transit Center to the Kingsbury Transit Center, with the added benefit of serving LTCC in both directions.
 - Both routes will operate every thirty (30) minutes
- **Routes 54 & 55:** These are two separate routes that will circulate to the east and west of LTCC, replacing the existing Route 53. The western Route 54 will connect Meyers to the South Y Transit Center, Tahoe Verde, Sierra Gardens, and LTCC. The eastern Route 55 will connect LTCC and midtown to Stateline, including Kelly Ridge.
 - Both routes will operate every thirty (30) minutes.
- **Route 19x:** Gardnerville/Minden to Carson City
- **Route 20x:** Stateline Transit Center to Gardnerville/Minden
- **East Shore Express:** Connecting parking in Incline Village with Sand Harbor State Park
- **Emerald Bay Shuttle (Trolley):** Serving the South Y Transit Center to Tahoe City
- **Winter Routes:** 10 (Pioneer Trail) and 12 (Ski Run)
- **Complementary Paratransit Service:** Proposed service area to extend one (1) mile beyond the fixed routes.
- **Service Hours:** 16 hours
- **Routes to be discontinued:** Route 23 and Winter Routes: 11, 13, 14, and 15



4. Sustainable:

The Sustainable approach changes are projected to increase frequency in the US 50 corridor, increase access to neighborhoods, and position TTD to utilize electric buses. The Sustainable approach provides a commuter connection to Meyers, with two trips per day. The paratransit service area would not extend to Meyers, since it is served by a commuter route. TTD does not have sufficient secured funding to operate this approach. While progress is made towards meeting performance measures, structural inefficiencies may jeopardize existing funding sources. The Sustainable approach relies on discretionary funding and use of one-time only funding to avoid an operating deficit.

- Route 50A & 50B: The existing Route 50 will be split into two routes mirroring the existing Route 50 serving the US 50 Corridor, including Barton Hospital, from the South Y Transit Center to the Kingsbury Transit Center with the added benefit of serving LTCC in both directions.
 - Both routes will operate every thirty (30) minutes
- Route 55: Connects LTCC and midtown to Stateline, including Kelly Ridge
 - Route will operate every thirty (30) minutes
- Route 18x: Commuter service to Meyers twice a day
- Route 19x: Gardnerville/Minden to Carson City
- Route 20x: Stateline Transit Center to Gardnerville/Minden
- East Shore Express: Connecting parking areas in Incline Village with Sand Harbor State Park
- Emerald Bay Shuttle (Trolley): Serving the South Y Transit Center to Tahoe City
- Winter Routes: 10 (Pioneer Trail) and 12 (Ski Run)
- Complementary Paratransit Service: Proposed service area to extend one (1) mile beyond the fixed routes; excluding commuter routes (18x, 19x, and 20x)
- Service Hours: 12 hours
- Routes to be discontinued: Route 23 and Winter Routes: 11, 13, 14, and 15



In summary, transit must evolve to meet challenges that come in many forms: performance measures, funding, staffing shortages, fleet availability, increased visitors, lengthy employee commutes, and many more. Although no approach meets every challenge, the Baseline approach places the system on a trajectory of compliance with performance measures and provides an opportunity to build a strong foundation to expand upon once additional funding sources are in place.

Sustainable Transit has been discussed at the TTD Board meetings in March, April, and May 2018. The Board meeting packets can be found on the TTD website at:

<http://www.tahoetransportation.org/doing-business/meetings>