

TAHOE TRANSPORTATION DISTRICT (TTD)

BUDGET FINANCE COMMITTEE

Meeting Agenda

**Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449**

**July 13, 2018
8:30 a.m.**

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Committee may combine two or more items for consideration. The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than five minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF JUNE 8, 2018

III. DISCUSSION ITEMS

(All Items for Possible Recommendation)

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A. Review and Acceptance of the District's Financial Statement of Operations for April 2018 (Item VII.A.)	2
B. Ratify Side Letter of Agreement Regarding Wage Adjustments with Teamsters Local 533 and Authorize Execution by the District Manager (Item VII.B.)	14
C. Authorize Amendment of Wood Rodgers, Inc. Task Order for Environmental Analysis and Preliminary Engineering Services on the Nevada Stateline to Stateline Bikeway – Phase 3 Central Corridor Project (Item VII.C.)	20
D. Authorize the District Manager to Award and Enter into a Contract with Remix Software Inc. for Run-Cutting and Bid Development Software (Item VII.D.)	22

IV. PUBLIC INTEREST COMMENTS

V. ADJOURNMENT

**TAHOE TRANSPORTATION DISTRICT (TTD)
TAHOE TRANSPORTATION COMMISSION (TTC)
Meeting Agenda**

**Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449**

**July 13, 2018
9:30 a.m.**

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Board may combine two or more items for consideration. The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum of TTD/TTC
- B. Approval of Agenda for July 13, 2018
- C. Approval of Minutes of June 8, 2018
- D. Approval of Board Retreat Summary of March 9, 2018

II. PUBLIC INTEREST COMMENTS

At this time, members of the public shall have the opportunity to directly address the Board. All comments are to be limited to no more than five minutes per person. The Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda. In addition, members of the public shall have the opportunity to directly address the Board after each item on which action may be taken is discussed by the public body, but before the public body takes action on the item.

III. BUDGET FINANCE COMMITTEE REPORT

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

V. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

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| C. Authorize Amendment of Wood Rodgers, Inc. Task Order for Environmental Analysis and Preliminary Engineering Services on the Nevada Stateline to Stateline Bikeway – Phase 3 Central Corridor Project | 20 |
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VIII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

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A. <i>For Discussion and Possible Direction:</i> Conduct a Public Hearing to Receive Comments on Sustainable Transit Service Options, Close the Public Comment Period, Provide Direction on Staff's Recommendation Related to Revised Baseline Scenario, and Find that Approval of the Revised Baseline Scenario is Not Subject to CEQA	24
B. <i>For Discussion and Possible Direction:</i> Discussion and Possible Direction on a Ten-Year List of Projects and Operations to Achieve a Proposed Target of Progress Towards Implementation of the Regional Transportation Plan, Transit Master Plan, and Short Range Transit Plan	53
C. <i>Informational only:</i> Informational Update on the SR 89 Recreation Corridor Management Plan	57

IX. DISTRICT MANAGER REPORT

X. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

XI. PUBLIC INTEREST COMMENTS

XII. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and at the Stateline, Nevada post office. The notice and agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office and the North Tahoe Chamber of Commerce and on the TTD website: www.tahoetransportation.org.

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of the Board and at three other separate, prominent places within the jurisdiction of the Board not later than 9 a.m. of the third working day before the meeting.

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Board. Such notice was delivered to the postal service used by the Board not later than 9 a.m. of the third working day before the meeting for transmittal to the requester by regular mail, or if feasible for the Board and the requester has agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Board or, if provided to the members of the Board at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

TAHOE TRANSPORTATION DISTRICT
BUDGET FINANCE COMMITTEE MEETING MINUTES
June 8, 2018

Committee Members in Attendance:

Steve Teshara, SS-TMA
Ron Treabess, TNT-TMA
Marsha Berkbigler, Washoe County

Committee Members Absent:

Will Garner, Placer County

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
Judi Allen, Tahoe Transportation District

I. PUBLIC INTEREST COMMENTS

No public interest comments were made.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF MAY 11, 2018

Mr. Treabess made the motion to recommend approval of the minutes of May 11, 2018. Ms. Berkbigler seconded the motion. The motion passed.

III. DISCUSSION ITEMS

(All Items for Possible Recommendation)

A. Review and Acceptance of the District's Financial Statement of Operations for March 2018

Ms. Schmitt reviewed this item.

Ms. Berkbigler made the motion to recommend acceptance of the Financial Statement of Operations for March 2018. Mr. Treabess seconded the motion. The motion passed unanimously.

B. Authorize the Renewal of the District's Line of Credit with Nevada State Bank for One Million Dollars for Purposes of Cash Flow Management for District Operations

Ms. Schmitt reviewed this item.

Mr. Treabess made the motion to recommend authorizing the District Manager to execute the renewal of the line of credit agreement with Nevada State Bank. Ms. Berkbigler seconded the motion. The motion passed unanimously.

C. Authorize the District Manager to Award and Enter into a Contract with The Aftermarket Parts Company for Wheelchair Lift/Ramp and Parts for the Purposes of Maintaining and Repairing TTD's Bus Fleet

Mr. Fink reviewed this item.

Ms. Berkbigler made the motion to recommend authorizing the District Manager to award and enter into a contract with The Aftermarket Parts Company for wheelchair lift/ramps and parts. Mr. Treabess seconded the motion. The motion passed unanimously.

IV. PUBLIC INTEREST COMMENTS

No public interest comments were made.

V. ADJOURNMENT

**TAHOE TRANSPORTATION DISTRICT
BOARD MEETING MINUTES
June 8, 2018**

TTD/C Board Members in Attendance:

Steve Teshara, SS-TMA, Chair
Marsha Berkbigler, Washoe County
Peter Kraatz, Placer County
Lucia Maloney, Carson City
Sue Novasel, El Dorado County
Ron Treabess, TNT-TMA
Sondra Rosenberg, NDOT

TTD/C Board Members Absent:

Nancy McDermid, Douglas County, Vice Chair
Austin Sass, City of South Lake Tahoe
Andrew Strain, Member at Large
Jeff Morneau, Caltrans
Mike Gabor, U.S. Forest Service
Neil Mortimer, Washoe Tribe

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
Russ Nygaard, Tahoe Transportation District
Danielle Hughes, Tahoe Transportation District
DeDe Aspero, Tahoe Transportation District
Michelle Glickert, Tahoe Regional Planning Agency
Judi Allen, Tahoe Transportation District

I. TAHOE TRANSPORTATION DISTRICT AND TAHOE TRANSPORTATION COMMISSION CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum

The meeting of the Tahoe Transportation District was called to order by Chairman Teshara at 9:30 a.m., at the Tahoe City Public Utility District. Roll call was taken and it was determined a quorum was in attendance for the TTD.

B. Approval of TTD Agenda of June 8, 2018

Motion/second by Ms. Berkbigler/Mr. Treabess to approve the TTD agenda for today's meeting. The motion passed unanimously.

C. Approval of TTD/TTC Meeting Minutes for May 11, 2018

Motion/second by Ms. Novasel/Ms. Berkbigler to approve the TTD and TTC minutes, as amended by Mr. Teshara. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

No public interest comments were made.

III. BUDGET FINANCE COMMITTEE REPORT

Mr. Teshara reported the committee reviewed the items and recommended the requested actions of the items.

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

Mr. Teshara reported the APC meeting is next week and a public hearing will be conducted on the Kings Beach State Recreation Area general plan revision and pier rebuild project.

V. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of the District's Financial Statement of Operations for March 2018
- B. Authorize the Renewal of the District's Line of Credit with Nevada State Bank for One Million Dollars for Purposes of Cash Flow Management for District Operations
- C. Adopt TTD's Updated Drug and Alcohol Policy to Include New Regulatory Changes by the U.S. Department of Transportation to the Testing Regulations
- D. Authorize the District Manager to Award and Enter into a Contract with The Aftermarket Parts Company for Wheelchair Lift/Ramp and Parts for the Purposes of Maintaining and Repairing TTD's Bus Fleet
- E. Present Comments Received to Date on Sustainable Transit Service Options

Mr. Treabess motioned to approve the consent calendar, Ms. Novasel seconded the motion. The motion passed unanimously.

VI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

- A. Nomination and Election of Chairman and Vice-Chairman for Fiscal Years 2019 Through 2020

Mr. Teshara expressed his interest in remaining Chairman. Mr. Teshara opened nominations for Chairman. Ms. Berkbigler nominated Mr. Teshara for Chairman. Ms. Novasel seconded the nomination. No other nominations were made. The Board voted unanimously to elect Mr. Teshara as Chairman.

Mr. Teshara opened nominations for Vice-Chair. Ms. Maloney expressed her interest in being Vice-Chair. Ms. Novasel nominated Ms. Maloney for Vice-Chair. Ms. Berkbigler seconded the nomination. No other nominations were made. Ms. Novasel made the motion to elect Ms. Maloney as Vice-Chair. Ms. Berkbigler seconded the motion. The Board voted unanimously to elect Ms. Maloney as Vice-Chair.

Action Requested: For Possible Action

B. Discussion and Possible Action Steps to Address Local and Regional Funding for a Ten Year Target of Transportation and Transit System Improvements

Mr. Hasty reviewed this item. Ms. Maloney suggested adding the match amounts related to the funding, in order to discuss how to leverage the dollars in different ways. Mr. Kraatz commented that the consultant needs to look at how the funding initiative effort coordinates with other funding initiatives basin-wide. Mr. Treabess noted the Board needs to stay involved, so they can keep their organizations involved.

Action Requested: For Discussion and Possible Direction

C. Construction Status Update of the SR 89/Fanny Bridge Community Revitalization Project and Potential Site Visit

Mr. Nygaard reviewed this item and gave a presentation. Mr. Hasty offered a tour of the project site after the meeting.

Erin Casey, Placer County Executive Office, commented her office has been working closely with TTD staff regarding messaging for the business community and has really appreciated working with them.

Action Requested: Informational Only

VII. DISTRICT MANAGER REPORT

Mr. Hasty reported he met with the Deputy Attorney General regarding the US50 project and he is hopeful to receive concurrence on the EIR/EIS/EIS from their office within the next 30 days.

VIII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Ms. Glickert announced the Linking Tahoe website has been revamped and handed out the new brochures.

Ms. Maloney thanked staff for attending Carson City's interregional transit meeting.

Ms. Rosenberg noted she and NDOT's Deputy Director met with Caltrans and CalSTA to discuss bi-state activities.

Ms. Novasel commented Lime Bikes rolled out their electric scooters and would like to have them extend their service to Meyers.

Mr. Kraatz would like to see Lime Bikes at the North Shore, but added the need to be sensitive to the local bike companies. He added there is funding in place for pedestrian improvements in downtown Tahoe City, including a pedestrian signal at Grove Street.

Mr. Teshara announced he was named president of California Association of Councils of Governments in May.

Mr. Treabess congratulated Mr. Teshara and announced his retirement from the North Lake Tahoe Resort Association and his departure from the Transportation Management Association.

IX. PUBLIC INTEREST COMMENTS

Liz Otterstrom, South Lake Tahoe resident, appreciated Mr. Hasty's work on the transit changes and offered her assistance.

X. ADJOURNMENT

The meeting adjourned at 11:23 a.m.

Respectfully Submitted:

*Judi Allen
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi Allen, Clerk to the Board, (775) 589-5502.)

TTD Board Retreat Summary Report
Parasol, Incline Village
Friday, March 9, 2018
11:00am-3:00pm

SUMMARY

The TTD Board convened for a regular order business meeting on March 9, 2018 while also setting aside four hours for a facilitated “retreat” to help the Board discuss and settle on preferred strategies and actions designed to advance the TTD mission over the next five years (i.e. through 2023).

The Board Item per the published agenda (see next page) established the following intention: *Conduct Facilitated Workshop with Board and Staff to Develop Strategic Direction and Action Steps In Regard To Partnerships and Funding.*

The TTD Board established three Strategic Initiatives to guide priority focus for the Board and staff 2018-2023:

Strategy 1: Provide Education to Enable the Tahoe Regional Planning Agency (TRPA) and their Governing Board (GB) and Local Governments to Partner with TTD to Address Mutual Transportation Priorities

Strategy 2: Establish a Sustainable Regional Funding Source

Strategy 3: Pursue Baseline Operational Funding

The Action Plan outlining milestones preferred by Board Members is presented in table format on pages 4, 5, and 6. The plan outlines a straightforward presentation of the input provided by the Board during the session, with some slight re-organization by the Facilitator. However, a “rapid action plan” of this type still requires additional refinement by staff to determine an effective approach to achieving the desired milestones.

Further, it is recommended here that the Action Plan be applied as a general framework for further Board deliberation in the form of targeted agenda in future meetings. This is a “*begin with the end in mind*” approach which enables the Board to retain clarity about desired five year outcomes, while discussing and deciding the optimal pathways on an iterative basis.

Following the Action Plan are a series of input lists (pages 7, 8, and 9) produced during the retreat in which Board members were invited to respond to the following prompts:

1. TTD Exists To: (WHY)
2. TTD Provides / Delivers / Creates: (WHAT)
3. TTD Is / Will Be Most Effective / Produce Best Results When: (HOW)
4. In The Next One To Five Years, TTD Hopes To Achieve / Complete:
(OUTCOMES)

This framework enabled the Board to work in pairs and threes to consider, discuss, and provide inputs that helped to create an effective context for the Strategy/Action Plan session which followed.

Page 10 provides a concise summary of a facilitated discussion in which the Board was guided to consider an “ASK/ OFFER” approach to prospective and desired relationships between (A) TTD and TRPA, and (B) TTD and Local Governments. This discussion was devised to provide the Board with a way to think about building partnership strategies based upon a “mutual exchange of value” (i.e. both Ask and Offer). This dialogue provided an essential precursor to the Action Planning exercise which followed, since the TTD Board was very clear in asserting the necessity for strong and effective partnerships as a key to the future success of the Tahoe Transportation District.

Agenda and Process

Board Item: *CONDUCT FACILITATED WORKSHOP WITH BOARD AND STAFF TO DEVELOP STRATEGIC DIRECTION AND ACTION STEPS IN REGARD TO PARTNERSHIPS AND FUNDING (p.31)*

Time	Agenda Elements	Process and Materials
11:00	Frame the Workshop	
	Part 1: Issues, Needs, Priorities, Contradictions – Discussion to achieve clarity about strategic directions and essential partners	<p>Unique value proposition for TTD: what can we do alone? What can we only do with partners?</p> <p>Partners: Who are they? what we will “ask and offer” >> framing for MOU’s</p> <p>Identify critical initiatives (establish MOU’s, seek funding, corridor projects...)</p>
12:30	Break	Lunch
12:45	Part 2: Strategic Action Plan with time increments including 1 year, 2 years, 5 years	<p>Prospective Initiatives as pathways</p> <p>Establish milestones at critical junctures</p> <p>Clarify, simplify, reduce scope to ‘must do/ should also’ framework</p>
2:45	Debrief for Path Forward	Secure Board Commitments
3:00	Adjourn	

Tahoe Transportation District Board Action Plan

Strategic Initiatives 2018-2023:

- Strategy 1: Provide Education to Enable the GB, TRPA and Local Governments to Partner with TTD to Address Mutual Transportation Priorities
- Strategy 2: Establish a Sustainable Regional Funding Source
- Strategy 3: Pursue Baseline Operational Funding

Strategies	Quick Start Action	TIMELINE AND MILESTONES – March 2018 to March 2023			
		6 Months	1 Year	2 Years	5 Years
S1: Provide Education to Enable the GB, TRPA, and Local Governments to Partner with TTD to Address Mutual Transportation Priorities	Use TRPA/-GB Retreat to Open the Door to a New TTD Relationship	Local Governance TRPA Committee Consolidated Overview of Transportation and Transit Services, Challenges, and Needs	Outcome of Learning Journey is Agreement & Partnership Between TRPA/-GB & TTD on Obtaining a Sustainable Revenue Funding Source to Achieve Transportation Projects, Successful Transit & Threshold Attainments (reduce TMDL Off Roadways)	Present Transportation Plan to TRPA GB Retreat for Long Term Strategic Planning	Free Bus Service
		Agendize a Series of GB Briefings on Transportation Including Visitor Based Revenue Sources	BDR for 2019 Session (6 Months to 1 Year)		
		Learning Journey for TRPA/ GB Through Education Briefings to Grasp the Meaning of the Relationship of TRPA, TTD, and Threshold Attainment; 3-6 Months	Memorialization of Partnership Document		
		TMPO/ TMA Roles & Responsibilities Training & Presentation to TRPA/ GB	Develop MOU		
		Regional Agreement on TTD Roles/ Responsibilities			
		Develop Presentation and Get on Local Government Agendas			

Strategies	Quick Start Action	TIMELINE AND MILESTONES – March 2018 to March 2023			
		6 Months	1 Year	2 Years	5 Years
S2: Establish a Sustainable Regional Funding Source	Consultant Report on Regional Revenue Options	Vet/ Share State Funding Proposal with Partners to Gain Broader Support	Nevada Approval of ART IX Changes	California Approval of ART IX Changes	Lake Tahoe Basin Visitor Based Revenue Source Defined
		Presentations to TRPA & GB on Transportation; Create a Lobby to State Legislatures for Projects & Operational Funding	Legislation Passed on ART IX Change in Authority	Article IX Prohibitions Repealed	TTD is Exercising Its Bonding Authority
		Oversight Recommendation	TRPA Establish Transportation Subcommittee	Develop Program of Projects for Visitor Based Revenue Source	Basin Entrance Fee or Alternative Revenue Source Adopted
		Recreation Travel Demand Project	Continue Project Delivery		
		Provide Presentation to TRPA on How Similar Regions Fund Transportation (and What They Provide)			
		Basin Critical Mass Political Support			
		Initiate Polling to See What Kind of Funding/ Tax is “Sellable”			
		Provide Specific Transit Enhancement That Would Be Done if \$\$ Were Available (as Opposed to General “Increased Service”)			
		TRPA & TTD Staff Agreements on Mutual Objectives			

Strategies	Quick Start Action	TIMELINE AND MILESTONES – March 2018 to March 2023			
		6 Months	1 Year	2 Years	5 Years
S3: Pursue Baseline Operational Funding	Follow Up on General Funding Requirements – State of California	May Revise Approval	Develop Value-Add Presentation for Local Governments and Other Partners to Garner TTD Support (Local \$\$)	Established State (CA/NV) Funding Line Items	Federal Funds for Capital Purchases Only
		California Budget Strategy and Champion	Part of Nevada State Budget		
		Local Government Contributions	Part of California State Budget		
			Secure CA & NV Short Term Transportation Funding		

Board Workshop Flip Chart Summaries – March 9, 2018

1. TTD EXISTS TO:

- Provide transportation / transit
- Get capital projects into the ground
- Provide employment opportunities
- To secure transportation / transit revenues
- Implement!
- Cross jurisdictional solutions via partnerships and collaboration
 - Gap filler / added capacity
- Operate public transit
- Solve problems
- Improve the quality of life for residents and visitors
- Connect our communities
- Challenge the status quo
- Get things done (GSD)
- Safe, reliable, cost effective, clean and affordable transit
 - Fun, Fast, Free & Frequent
- Promote and market transit and multi-modal
- Get regional goals down with others
- Connect communities in and outside Basin
- Support local businesses
- Broker cross-jurisdictional solutions

2. TTD PROVIDES / DELIVERS / CREATES:

- Team Winners
- Transit System
- Funding opportunities – apply, pursue for transportation
- Basin-wide planning
- Community career opportunities
- Effective GHG reduction
- Frustration opportunity in delivery
- Solutions
- Partnership benefits
- Service to community
- Outreach on community needs
- Contributes to Tahoe experience
- Contribute to economy
- Create mobility projects for the community

- Create partnerships
- Delivery transit services and CIP transit projects
- Provide customer service
- Deliver environmental improvements (VMT & GHG)
- Innovative solutions
 - Transit
 - ITS
 - Trail
 - Parking
 - Mobility
- Effective management solutions
- Efficient programs
- Performance measures
- Audit results / responses
- Quality experiences for users
- Community transformative projects

3. TTD IS / WILL BE MOST EFFECTIVE / PRODUCE BEST RESULTS WHEN:

- Staffed
- Supported
- Sustainable local funding source
- Released from Compact prohibitions
- Clear, concise, and defined roles
- Lead agency
- Sustainably funded and staffed
- Have necessary assets
- Enhanced operational authority
- Recognized leader of partnerships
- Free of revenue prohibitions, such as an entry fee to the Basin
- Fully staffed
- Fully funded
- Full regional transit put in place
- When are aligned in direction and effort
- We build the bus facility(s) needed
- We have a stronger public/private partnership
- We have a stronger public/public partnership
- Recognized role and resource Basin-wide
- Workforce development / apprenticeship program / partnerships
- Focuses on priorities
- At the partnership table

4. IN THE NEXT ONE TO FIVE YEARS, TTD HOPES TO ACHIEVE / COMPLETE:

- Fanny Bridge
- Complete acquisitions
 - Right of way and housing (including \$\$)
- Sustainable transit program
- Established steady general fund revenue source
- Visitor-based funding
- Fleet / administrative facility
- US50 under construction
- Central corridor
- Bi-state and local government financial support
- Employer of choice
- Complete Hwy 50 project
- Commence / complete ferry project
- Complete “around the Lake” bike path
- Basin-wide free / affordable bus service
- Complete corridor plans
- TTD workforce housing facility
- 100% renewable bus service
- New TTD home for administration and assets
- Cross-lake ferry terminals in PS&E
- Average fleet life less than 10 years old
- Be fully funded
- Basin-wide transit system
- Successful workforce development program
- Desirable employer
- Successful quality assurance program
- Capitalized project program
- Article IX updated and in full use
- Key mobility hubs built or under construction
- Ferry project underway

(A) TRPA & TTD

ASK	OFFER
<ul style="list-style-type: none"> ✓ Ability to get funding ✓ Clarify roles ✓ Respect ✓ Alignment ✓ “Leverage each other” <ul style="list-style-type: none"> ○ Connections ○ Federal and 2 State relationships ✓ Update Compact to: <ul style="list-style-type: none"> ○ Article IX ○ Remove restrictions ✓ Political access – T.O.D. ✓ Transportation as priority ✓ Joint Board meeting ✓ Support the ‘middle’ <ul style="list-style-type: none"> ○ Focused solutions ○ Supports projects ○ Advise on transit 	<ul style="list-style-type: none"> ✓ Accelerated attainment of thresholds ✓ Implementation of RTP ✓ Clarity of process – MOU or ? ✓ Authority to bring <ul style="list-style-type: none"> ○ Resources ○ Self-reliance ✓ Expand the total <ul style="list-style-type: none"> ○ Scope of resources for TRPA goals ✓ Alignment ✓ Local knowledge – How To ✓ GB education on transportation solutions ✓ 50/50 partnership

(B) LOCAL GOVERNMENT & TTD

ASK	OFFER
<ul style="list-style-type: none"> ✓ Support monies <ul style="list-style-type: none"> ○ e.g. Douglas gas tax for Hwy 50 realignment ○ Maintenance ✓ Political support 	<ul style="list-style-type: none"> ✓ Exchange of Board participation ✓ Expanded implementation capacity ✓ Knowledge of TTD projects-value added ✓ Access to expanded capital, e.g. Federal ✓ “Taking heat” ✓ Transit

MEMORANDUM

Date: July 9, 2018

To: Tahoe Transportation Commission

From: Staff

Subject: Draft 2019 Federal Transportation Improvement Program 30-day Public Comment Period

Action Requested:

No action is requested, informational only: Announcement of the Draft 2019 Federal Transportation Improvement Program (FTIP) 30-day public comment period.

Background:

TRPA, in its role as the Tahoe Metropolitan Planning Organization (TMPO), is required to prepare and adopt a Federal Transportation Improvement Program (FTIP) under the federal transportation bill - Fixing America's Surface Transportation (FAST) Act. The FTIP for the Lake Tahoe Region is a comprehensive four-year program that complies with the FAST Act requirements and consists of transportation projects for highway, transit, and active transportation that are federally funded, regionally significant, or require a federal action. TMPO prepares and adopts the program every two years in conjunction with local agencies, California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Discussion:

The Draft 2019 FTIP will be released July 10, 2018 for a 30-day public comment period as mandated by the United States Department of Transportation's metropolitan planning Code of Federal Regulations Title 23, Part 450. The draft 2019 FTIP is consistent with the Linking Tahoe: Regional Transportation Plan and related local, state, and federal planning processes. The draft 2019 FTIP programs the Region's projects over the next four federal fiscal years 2019 through 2022. The document is available here [TRPA Transportation](#). A public hearing and opportunity for in-person comments will be held at the August 10, 2018 TTC Board meeting. All comments received will be reviewed, responded to, and compiled in the final document.

Staff will give a short presentation on the Draft 2019 FTIP.

Additional Information:

For questions regarding this item, please contact Judy Weber at (775) 589-5203 or jweber@trpa.org.

MEMORANDUM

Date: July 9, 2018
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of the District's Financial Statement of Operations for April 2018

Action Requested:

It is requested the Board accept the Financial Statement of Operations for the first ten months of Fiscal Year 2018 (FY18) ending April 30, 2018.

Fiscal Analysis:

TTD is in good financial standing, with the one area remaining a concern is the use of General Funds for non-reimbursable expenses. As mentioned last month, Caltrans has determined that ATP funds will be available to reimburse expenses for the Meeks and SR 89/Fanny Bridge Community Revitalization Project from the date of January 8, 2018. Next month's financials will reflect moving \$22,436 of expenditures from the General fund to the CIP fund for reimbursement by the grant.

As Staff has mentioned throughout the year, the trend of having the General Fund pay for capital improvement costs, as well as spending time to develop new funding streams is not sustainable and a dedicated funding source(s) must be secured. Staff continues in its efforts to reduce General Fund costs where possible and evaluating options to help offset any decreases the General Fund may experience.

Background:

Staff has completed analyzing financial information for the first ten months of FY18. The presentation of the financial information will highlight FY18 April activity and continues to detail the District's funds: General, Capital Improvement Program (CIP), and Transit Operations. See Attachment A.

Discussion:

General Fund –

Overall, the District ended with a decrease of \$7,414 for April activity. The decrease can be summarized as follows:

<u>District Operations Revenues</u>		<u>District Operations Expenses</u>	
Rental Car Mitigation Fees (RCMF)	\$2,607	Salaries & Benefits	\$23,638
Administrative Support	\$28,889	TRPA Services	\$4,222
Contributions	\$0	Professional Services	\$2,801
Interest	<u>\$23</u>	Legal Services	\$2,508
		Insurance	\$1,195
		Telephone	\$1,108
		Travel / Training	\$2,058
		Events	\$865
		Other	<u>\$538</u>
Total Revenue	\$31,519	Total Expenses	\$38,933

RCMF have decreased \$1,600 or 1.9%, from \$84,051 in FY17 to \$82,451 in FY18.

The net result decreased the General Fund's overall fund balance for the year to \$469,394, which is \$1,475 more than at the start of the fiscal year.

CIP Fund –

April activity resulted in an increase of \$22. April costs for the SR 89 Corridor Management program totaled \$44, however the agreement scope with the TMPO was still being developed as of this report and total costs of \$1,641 for March and April is expected to be invoiced prior to the end of this fiscal year (June 30). Interest earned on project advances totaled \$66.

Below is a brief recap of April activity for the CIP fund.

<u>Funding Source</u>	<u>Expenditures</u>	<u>Grant Balance</u>
Public Lands Highways Discretionary Fund		
US 50	\$0	\$6,249
Federal Transit Administration		
NDOT Value Pricing Pilot Program (VPPP)	\$8,365	\$217,760
FTA 5339	\$0	\$0
Surface Transportation Program		
Caltrans – US 50	\$33,346	\$662,983
US Forest Service		
Scenic Byways (No. Demo)	\$0	\$219,441
Contributions		
Mariner AQMF (VPPP Match)	\$2,091	\$96,834
Washoe County Bond	\$0	\$1,392,080
Tahoe Fund	\$0	\$210,000
IVGID	\$28,008	\$140,789
TMPO		
SR 89 Corridor Management	\$44	TBD
Prop 1B		
PTMISEA – Rolling Stock	\$0	\$255,834
PTMISEA – Transit System Modernization	\$2,323	\$950,406
PTMISEA – Shelters	\$0	\$150,000
Recreation Trails		
Flume Trailhead Parking Lot	\$0	\$93,909
Question 1		
NV Bikeway Phase 5	<u>\$5,635</u>	\$787,062
Total Expenditures	\$79,812	

JS/ja

AGENDA ITEM: VII.A.

The CIP fund purchased three two-way radios totaling \$2,323 using Prop 1B PTMISEA funding. The radios were transferred to the TO fund Equipment under \$5,000.

The net result increased CIP's overall fund balance to (\$730), which is \$1,934 less than at the start of the fiscal year.

Transit Fund -

Overall, the District ended with an increase of \$88,216 for April activity. The increase can be summarized as follows:

<u>Revenue Detail</u>	<u>S. Shore Ops incl SR 28</u>	<u>Mobility Mgmt.</u>
FTA 5307 (Fast Act)	\$208,552	\$5,188
NDOT		
FTA 5311	\$104,137	\$1,967
Caltrans		
FTA 5310		\$13,104
Contributions		
Vail	\$72,565	\$6,602
Douglas County	\$3,816	\$350
Other		\$30
Parasol/Tahoe Forest Hospital		\$505
Barton		
Transportation Development Act (TDA)		
Local Transportation Fund (LTF)	\$75,975	
State Transit Assistance (STA)	\$50,584	
State Transit Assistance (SGR)	\$50,058	
Nevada State Parks		
Older Americans Act		\$4,792
Farebox Revenue	\$24,898	\$2,701
Pass Sales	\$12,040	
Miscellaneous	\$6	
Sale of Fixed Assets		
Interest	<u>\$79</u>	
Total Revenues	\$602,710	\$35,239
<u>Expense Detail</u>		
Personnel	\$261,192	\$24,112
Fuel/Fuel Tax	\$28,097	\$1,602
Insurance	\$29,297	\$1,892
Repairs/Maintenance	\$76,340	\$551
Professional Services/Contracts	\$13,940	\$3,215
Facility Rent/Utilities/Phone	\$22,210	\$1,388
Supplies	\$2,548	
ICAP	\$24,843	\$2,436
Depreciation	\$53,743	
Capital Outlay	(\$2,323)	
Other Expenses	<u>\$4,607</u>	<u>\$43</u>
Total Expenses	\$514,494	\$35,239
Increase/(Decrease)	\$88,216	\$0

JS/ja

AGENDA ITEM: VII.A.

As mentioned above, the CIP fund transferred \$2,323 for the three two-way radios to the Transit fund.

The net result increased Transit's overall fund balance for the year to \$4,250,846, which is \$55,938 more than at the start of the fiscal year. As of April 2018, the Transit fund, excluding depreciation, disposals and transfers from the CIP fund, increased by \$421,515 in FY18.

Balance Sheet-

The detailed balance sheet as of April 2018 is attached (Attachment A).

The fixed asset balances, net of depreciation, include \$2,082,730 in Transit funds and \$1,969 in the governmental fund of federalized/state obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

Additional Information:

If you have any questions or comments regarding this item, please contact Joanie Schmitt at (775) 589-5507 or jschmitt@tahoetransportation.org.

Attachment:

A. April Financials

**Tahoe Transportation District
Balance Sheet
As of April 30, 2018**

	TOTAL	General	CIP	Transit	GFA
ASSETS					
Cash & Equivalents	2,407,999	464,395	425,121	1,518,483	
Accounts Receivable	1,707,084	63,534	385,024	1,258,527	
Prepays	56,620	33,083		23,537	
Inventory	205,798			205,798	
*Capital Assets, Net Depreciation	2,210,505			2,210,505	8,924
TOTAL ASSETS	6,588,006	561,011	810,145	5,216,850	8,924
LIABILITIES					
Accounts Payable	169,120	12,618	68,954	87,548	
Deferred Revenues	1,589,260	79,000	741,920	768,340	
Nevada State Bank - LOC					
EE Compensated Absences	110,117			110,117	37,509
TOTAL LIABILITIES	1,868,496	91,618	810,875	966,004	37,509
NET POSITION					
Invested in Capital Assets	2,576,082			2,576,082	4,156
Unrestricted	2,042,949	422,919	1,205	1,618,826	(42,793)
Assigned	45,000	45,000			
SUB TOTAL NET POSITION	4,664,031	467,919	1,205	4,194,907	(38,637)
FY 18 Increase (Decrease)	55,479	1,475	(1,934)	55,938	10,052
TOTAL NET POSITION	4,719,510	469,394	(730)	4,250,846	(28,585)
TOTAL LIABILITIES & NET POSITION	6,588,006	561,011	810,145	5,216,850	8,924

* The fixed asset balances, net of depreciation, include \$2,082,730 in transit funds and \$1,969 in the governmental-wide fund account of federalized obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

**Tahoe Transportation District
Statement of Operations
July 1, 2017 through April 30, 2018**

	TOTAL	General	CIP	Transit	GFA
Revenues					
Federal Grants	4,965,168		2,170,839	2,794,328	
State Funding	3,104,434		1,812,933	1,291,501	
Contributions	1,339,954	70,318	390,487	879,149	
General Revenues	338,811	338,148		662	
Charges for Services	566,889	107,451		459,439	
Special Items	2,789	51	608	2,130	
TOTAL REVENUES	10,318,045	515,968	4,374,868	5,427,209	
Expenses					
Personnel	3,387,341	326,040	151,547	2,909,753	
Personnel - Compensated Absences	21,158			21,158	(5,284)
Contracts	3,844,589	34,720	3,793,964	15,905	
Fuel	293,742			293,742	
Depreciation	547,281			547,281	2,386
Other Operating	1,700,230	180,330	62,324	1,457,575	
ICAP - 10%	338,148		31,578	306,570	
Capital Outlay	121,791			121,791	
Interest	1,132	1,132			
Other Funding Sources	7,154	(27,729)	337,389	(302,506)	(7,154)
TOTAL EXPENSES	10,262,567	514,494	4,376,803	5,371,270	(10,052)
FY 18 Increase / (Decrease) to Net Position	55,479	1,475	(1,934)	55,938	10,052

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2017 through April 30, 2018**

	General Fund Activity					Actual vs Budget			Program YTD District Ops
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board Approved Budget	Var %	
Revenues									
General Revenues									
Admin Support	113,436	85,365	110,458	28,889	28,889	338,148	581,399	58.16%	338,148
Miscellaneous							0	100.00%	
Contributions	35,159	35,159				70,318	70,318	100.00%	70,318
Total General Revenues	148,595	120,524	110,458	28,889	28,889	408,466	651,717	62.68%	408,466
Charges for Services									
Administrative Fees	25,000					25,000	0	-100.00%	25,000
Rental Car Mitigation Fees	38,302	14,674	26,868	2,607	2,607	82,451	95,000	86.79%	82,451
Total Charges for Services	63,302	14,674	26,868	2,607	2,607	107,451	95,000	113.11%	107,451
Special Items									
Sale of Fixed Assets									
Interest Revenue	4	2	22	23	23	51	36	142.50%	51
Total Special Revenues	4	2	22	23	23	51	36	142.50%	51
TOTAL REVENUES	211,901	135,201	137,347	31,519	31,519	515,968	746,753	69.09%	515,968
Expenses									
Operating									
Personnel	110,064	94,203	98,135	23,638	23,638	326,040	253,966	128.38%	326,040
Repairs & Maintenance							500	0.00%	
Insurance	3,585	3,585	3,585	1,195	1,195	11,951	31,500	37.94%	11,951
Facility Rent	8,656	8,350	8,350	2,783	2,783	28,138	33,399	84.25%	28,138
Facility Utilities	854	854	854	285	285	2,847	3,416	83.33%	2,847
Telephone	3,370	3,402	3,337	1,108	1,108	11,217	15,000	74.78%	11,217
Supplies	3,483	3,667	3,636	1,154	1,154	11,940	17,248	69.23%	11,940
Advertising & Public Relations	522					522	7,300	7.15%	522
Reproduction & Printing	266	640				906	2,500	36.25%	906
Postage			314			314	1,000	31.40%	314
Dues, Subscriptions & Publications	650	3,995	1,600	430	430	6,675	20,070	33.26%	6,675
License & Permits			30			30	500	6.07%	30
Professional Services	25,388	28,937	17,297	2,801	2,801	74,424	155,200	47.95%	74,424
Legal Services		2,233	524	2,508	2,508	5,264	5,000	105.29%	5,264
Auditing Services	2,015	15,500	4,200			21,715	36,110	60.14%	21,715
Bank Fee / CC Fees		700				700	5,000	14.00%	700
Transit Management - No Shore		20,000				20,000	20,000	100.00%	20,000
Training		85	950	513	513	1,548	8,500	18.21%	1,548
Travel	966	1,348	1,639	1,545	1,545	5,499	15,750	34.91%	5,499
Events	1,882	375	31	865	865	3,152	4,150	75.96%	3,152
Taxes	2,378	1,405	1,826			5,608	10,000	56.08%	5,608
Miscellaneous Expenses	337	1,555	601	107	107	2,600	5,000	52.00%	2,600
Total Operating	164,415	190,834	146,908	38,933	38,933	541,090	651,109	83.10%	541,090

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2017 through April 30, 2018**

	General Fund Activity					Actual vs Budget			Program YTD
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board Approved Budget	Var %	
Capital Outlay									
Office & Equipment over \$5000			7,154			7,154			7,154
Office & Equipment under \$5000							30,000	0.00%	
CIP over \$5000									
Reimbursed Capital Expenses			(7,154)			(7,154)			(7,154)
Total Capital Outlay	0	0	0	0	0	0	30,000	0.00%	0
Interest									
Interest Expense	837	277	18			1,132	45,000	2.52%	1,132
Total Interest Expense	837	277	18	0	0	1,132	45,000	2.52%	1,132
Other Financing Sources									
Preventive Maint (In)									
Capital Outlay (In) Out			7,154			7,154			7,154
Transfer (In) Out		(34,883)				(34,883)			(34,883)
Total Other Financing Sources	0	(34,883)	7,154	0	0	(27,729)	0	0.00%	(27,729)
TOTAL EXPENSES	165,252	156,228	154,081	38,933	38,933	514,494	726,109	70.86%	514,494
Increase/(Decrease) to Net Position	46,650	(21,027)	(16,734)	(7,414)	(7,414)	1,475	20,644	7.14%	1,475

**Tahoe Transportation District
CIP Fund
Statement of Operations
July 1, 2017 through April 30, 2018**

				CIP Fund		Actual vs Budget			Program YTD							
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board Approved Budget	Var %	US 50	Corridor Mgmt	Meeks / Fanny	Shelters / Equip / Security	Bikeway	Rec Travel / Parking	Program Total	
	Revenues															
Capital Grant & Contributions																
Public Lands Highways Discretionary (PLHD)						0	0	100.00%								
Federal Transportation Administration		31,543	63,000			94,543	0	-100.00%				94,543			94,543	
Scenic Byways	833,395	731,720				1,565,115	2,000,000	78.26%					1,565,115		1,565,115	
Surface Transportation Program (STP)	103,410	195,071	145,436	33,346	33,346	477,263	3,010,704	15.85%	477,263						477,263	
Active Transportation Program (ATP)							1,001,304	0.00%								
Federal Highways - Recreational Trails	22,107	11,812				33,919	168,570	20.12%					33,919		33,919	
Congestion Mitigation and Air Quality (CMAQ)							290,531	0.00%								
Environmental Improvement Program (EIP)							54,150	0.00%								
Prop 18	44,347	84,048	88,261	2,323	2,323	218,980	703,251	31.14%				218,980			218,980	
Question 1	1,129,040	371,163	20,141	5,635	5,635	1,525,978	1,784,433	85.52%					1,525,978		1,525,978	
Value Pricing Pilot Program (VVVP)	1,288	49,651	8,672	8,365	8,365	67,976	105,023	64.72%						67,976	67,976	
Low Carbon Transit Operations							31,445	0.00%								
Contributions	91,785	197,545	71,059	30,098	30,098	390,487	1,944,846	20.08%				4,655	368,836	16,996	390,487	
Total Capital Grants & Contributions	2,225,372	1,672,551	396,569	79,767	79,767	4,374,260	11,094,257	39.43%	477,263	0	0	318,178	3,493,848	84,972	4,374,260	
Special Items																
Interest Revenue	196	196	151	66	66	608	0	-100.00%				25	497	86	608	
Total Special Items	196	196	151	66	66	608	0	-100.00%				25	497	86	608	
TOTAL REVENUES	2,225,568	1,672,747	396,720	79,833	79,833	4,374,868	11,094,257	39.43%	477,263	0	0	318,202	3,494,345	85,058	4,374,868	
Expenses																
Personnel	36,278	38,886	57,459	18,924	18,924	151,547	589,257	25.72%	105,471	1,637			24,308	20,131	151,547	
Contract Services	2,099,550	1,471,770	165,689	56,954	56,954	3,793,964	8,693,124	43.64%	310,281				3,418,868	64,815	3,793,964	
Reproduction & Printing							1,500	0.00%								
Rent Meeting Room		500				500	14,200	3.52%	500						500	
Supplies							3,550	0.00%								
Advertising / Outreach	1,299	4,387	11,200			16,886	21,000	80.41%	16,886						16,886	
Postage							1,500	0.00%								
Professional Services	30,392	8,363	5,484			44,239	55,001	80.43%	28,567			15,672			44,239	
Training							0	0.00%								
Travel - Per Diem						419	1,200	34.91%	419						419	
Travel - Commercial Air		419					1,400	0.00%								
Travel - Auto	235	45				280	6,860	4.09%	255					25	280	
ICAP - 10%	19,564	4,488	5,917	1,610	1,610	31,578	95,970	32.90%	14,884	4			16,691		31,578	
Total Operating	2,187,318	1,528,858	245,749	77,489	77,489	4,039,414	9,484,562	42.59%	477,263	1,641	0	15,672	3,459,867	84,972	4,039,414	
Capital Outlay																
Equipment over \$5000	26,434	97,915	152,416			276,765	673,500	41.09%				276,765			276,765	
Equipment under \$5000	12,522	10,896		2,323	2,323	25,741	36,195	71.12%				25,741			25,741	
CIP Over \$5000							900,000	0.00%								
Reimb Capital Expenses	(38,955)	(108,811)	(152,416)	(2,323)	(2,323)	(302,506)	(709,695)	42.62%				(302,506)			(302,506)	
Total Capital Outlay	0	0	0	0	0	0	900,000	0.00%	0	0	0	0	0	0	0	
Other Financing Sources																
Preventive Maint (In)								0.00%								
Capital Outlay (In) Out	38,955	108,811	152,416	2,323	2,323	302,506	709,695	42.62%				302,506			302,506	
Transfer (In) Out		34,883				34,883		0.00%					34,883		34,883	
Total Other Financing Sources	38,955	143,694	152,416	2,323	2,323	337,389	709,695	47.54%	0	0	0	302,506	34,883	0	337,389	
TOTAL EXPENSES	2,226,274	1,672,552	398,165	79,812	79,812	4,376,803	11,094,257	39.45%	477,263	1,641	0	318,178	3,494,750	84,972	4,376,803	
Increase / (Decrease) to Fund Balance	(706)	195	(1,446)	22	22	(1,934)	0	-100.00%	0	(1,641)	0	25	(404)	86	(1,934)	

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2017 through April 30, 2018

	TO Fund Activity					Actual vs Budget			Program YTD			
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board Approved Budget	Var %	S. Shore Ops	ESE	Mobility Mgmt	Program Total
Revenues												
Grants & Contributions												
FTA 5311	369,849	451,098	311,156	106,104	106,104	1,238,207	1,537,650	80.53%	1,197,954		40,253	1,238,207
FTA 5307	431,393	346,893	408,205	213,740	213,740	1,400,231	2,168,541	64.57%	1,339,466	7,086	53,679	1,400,231
FTA 5310	39,828	36,945	37,758	13,104	13,104	127,635	149,532	85.36%			127,635	127,635
FTA 5339							94,543	0.00%				
CMAQ - 5307							200,000	0.00%				
Older Americans Act - Area 4	6,236	8,170	9,057	4,792	4,792	28,255	50,000	56.51%			28,255	28,255
CMAA-Cty Base Medi-Cal Adm Act								0.00%				
TDA - LTF	227,923	227,923	227,923	75,975	75,975	759,744	911,692	83.33%	759,744			759,744
TDA - STA	70,249	97,415	178,451	100,642	100,642	446,757	280,993	158.99%	446,757			446,757
NV State Parks	85,000					85,000	85,000	100.00%		85,000		85,000
Low Carbon Transit Ops - CA							0	0.00%				
Contributions	228,668	313,890	252,723	83,868	83,868	879,149	1,122,315	78.33%	792,750	7,087	79,312	879,149
Total Grants & Contributions	1,459,146	1,482,333	1,425,274	598,225	598,225	4,964,978	6,600,266	75.22%	4,536,671	99,173	329,134	4,964,978
Charges for Services												
FareBox Revenue	151,287	99,708	97,052	27,599	27,599	375,647	506,632	74.15%	322,030	23,743	29,874	375,647
Pass Sales	28,965	23,885	18,902	12,040	12,040	83,792	105,000	79.80%	83,792			83,792
Advertising Revenue								100.00%				
Total Charges for Services	180,252	123,593	115,954	39,639	39,639	459,439	611,632	75.12%	405,822	23,743	29,874	459,439
Special Items												
Sale of Fixed Assets		1,900				1,900		0.00%	1,900			1,900
Miscellaneous	27	598	32	6	6	662		-100.00%	661	1	0	662
Insurance Claim Revenues								0.00%				
Interest Revenue	17	11	122	79	79	230	500	45.91%	230			230
Total Special Items	44	2,509	154	85	85	2,792	500	558.36%	2,791	1	0	2,792
TOTAL REVENUES	1,639,443	1,608,436	1,541,381	637,949	637,949	5,427,209	7,212,398	75.25%	4,945,284	122,917	359,008	5,427,209
Expenses												
Operating												
Personnel	814,221	785,558	1,045,829	285,304	285,304	2,930,912	4,343,835	67.47%	2,615,621	61,968	253,323	2,930,912
Contract Services	4,467	4,789	4,636	2,013	2,013	15,905	30,607	51.96%			15,905	15,905
Vehicle Fuel	78,910	78,303	106,830	29,699	29,699	293,742	413,700	71.00%	267,755	9,407	16,580	293,742
Sales Tax on Fuel	281	257	316			854	4,000	21.35%	854			854
Repair and Maintenance	265,749	192,421	103,416	76,891	76,891	638,478	515,663	123.82%	634,493		3,985	638,478
Insurance	94,240	94,074	93,853	31,189	31,189	313,357	403,746	77.61%	283,037	9,947	20,373	313,357
Reproduction & Printing	4,615	8,142	1,103	240	240	14,101	21,200	66.51%	12,974	165	962	14,101
Facility Rent	40,867	35,009	34,925	11,630	11,630	122,430	148,400	82.50%	105,561	9,922	6,946	122,430
Facility Utilities	11,789	17,143	15,517	9,944	9,944	54,393	58,930	92.30%	50,123	753	3,517	54,393
Telephone	4,982	6,967	6,006	2,024	2,024	19,979	36,343	54.97%	18,716		1,263	19,979

Tahoe Transportation District
 Transit Fund
 Statement of Operations
 July 1, 2017 through April 30, 2018

	TO Fund Activity			Actual vs Budget			Program YTD					
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board Approved Budget	Var %	S. Shore Ops	ESE	Mobility Mgmt	Program Total
Expenses Continued												
Supplies	25,380	8,011	21,110	2,548	2,548	57,048	98,550	57.89%	56,163		885	57,048
Advertising & Public Relations	4,484	5,588	1,383	628	628	12,083	38,050	31.76%	8,220	3,863		12,083
License & Permits	267	1,800	1,350			3,417	1,550	220.42%	3,417			3,417
Dues, Subscriptions and Publications	38	1,348	1,738	26	26	3,150	1,500	210.00%	3,150			3,150
Professional Services	55,581	54,008	57,402	15,142	15,142	182,133	268,600	67.81%	159,579	13,935	8,619	182,133
Bank Fees	1,173	1,060	1,149	351	351	3,733	6,000	62.22%	3,733			3,733
Training	4,580	3,396		445	445	8,421	20,600	40.88%	8,421			8,421
Travel	3,895	6,016	8,872	685	685	19,468	33,450	58.20%	15,666	1,782	2,020	19,468
Reimbursed Travel		655	(655)				0	0.00%				
Miscellaneous Expenses	(82)		5	(47)	(47)	(124)	12,000	-1.03%	(124)			(124)
Grant Match Required			4,655			4,655	0	0.00%	4,655			4,655
ICAP - 10%	93,873	80,877	104,541	27,279	27,279	306,570	485,429	63.15%	270,768	11,174	24,628	306,570
Depreciation Expense	174,637	160,708	158,193	53,743	53,743	547,281	684,000	80.01%	547,281			547,281
Total Operating	1,683,946	1,546,130	1,772,175	549,733	549,733	5,551,985	7,626,153	72.80%	5,070,061	122,917	359,007	5,551,985
Capital Outlay												
Equipment under \$5000	13,512	10,896		2,323	2,323	26,731	36,195	73.85%	26,731			26,731
Disposal of Fixed Assets		95,060				95,060	0	0.00%	95,060			95,060
Reimbursed Capital Expenses							0	0.00%				
Total Capital Outlay	13,512	105,956		2,323	2,323	121,791	36,195	336.49%	121,791			121,791
Other Financing Sources												
Preventive Maint (In)								0.00%				
Capital Outlay (In) Out	(38,955)	(108,811)	(152,416)	(2,323)	(2,323)	(302,506)	(679,695)	44.51%	(302,506)			(302,506)
Transfer (In) Out							0	0.00%				
Total Other Financing Sources	(38,955)	(108,811)	(152,416)	(2,323)	(2,323)	(302,506)	(679,695)	44.51%	(302,506)			(302,506)
TOTAL EXPENSES	1,658,503	1,543,276	1,619,759	549,733	549,733	5,371,270	6,982,653	76.92%	4,889,347	122,917	359,007	5,371,270
Increase / Decrease) to Fund Balance	(19,060)	65,160	(78,377)	88,216	88,216	55,938	229,745	24.35%	55,937	0	1	55,938

**Tahoe Transportation District
Transit Fund
Operations Schedule
July 1, 2017 through April 30, 2018**

	TO Fund Activity					Actual vs Budget	
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board Approved Budget
Revenues							
Grants & Contributions							
FTA 5311	369,849	451,098	311,156	106,104	106,104	1,238,207	1,537,650
FTA 5307	431,393	346,893	408,205	213,740	213,740	1,400,231	2,168,541
FTA 5310	39,828	36,945	37,758	13,104	13,104	127,635	149,532
FTA 5339							94,543
CMAQ - 5307							200,000
Older Americans Act - Area 4	6,236	8,170	9,057	4,792	4,792	28,255	50,000
CMAA-Cty Base Medi-Cal Adm Act							
TDA - LTF	227,923	227,923	227,923	75,975	75,975	759,744	911,692
TDA - STA	70,249	97,415	178,451	100,642	100,642	446,757	280,993
NV State Parks	85,000					85,000	85,000
Low Carbon Transit Ops - CA							0
Contributions	228,668	313,890	252,723	83,868	83,868	879,149	1,122,315
Total Grants & Contributions	1,459,146	1,482,333	1,425,274	598,225	598,225	4,964,978	6,600,266
Charges for Services							
FareBox Revenue	151,287	99,708	97,052	27,599	27,599	375,647	506,632
Pass Sales	28,965	23,885	18,902	12,040	12,040	83,792	105,000
Advertising Revenue							
Total Charges for Services	180,252	123,593	115,954	39,639	39,639	459,439	611,632
Special Items							
Sale of Fixed Assets		1,900				1,900	
Miscellaneous	27	598	32	6	6	662	
Insurance Claim Revenues							
Interest Revenue	17	11	122	79	79	230	500
Total Special Items	44	2,509	154	85	85	2,792	500
TOTAL REVENUES	1,639,443	1,608,436	1,541,381	637,949	637,949	5,427,209	7,212,398
Expenses							
Operating							
Personnel	814,221	785,558	1,045,829	285,304	285,304	2,930,912	4,343,835
Contract Services	4,467	4,789	4,636	2,013	2,013	15,905	30,607
Vehicle Fuel	78,910	78,303	106,830	29,699	29,699	293,742	413,700
Sales Tax on Fuel	281	257	316			854	4,000
Repair and Maintenance	265,749	192,421	103,416	76,891	76,891	638,478	515,663
Insurance	94,240	94,074	93,853	31,189	31,189	313,357	403,746
Reproduction & Printing	4,615	8,142	1,103	240	240	14,101	21,200
Facility Rent	40,867	35,009	34,925	11,630	11,630	122,430	148,400
Facility Utilities	11,789	17,143	15,517	9,944	9,944	54,393	58,930
Telephone	4,982	6,967	6,006	2,024	2,024	19,979	36,343
Expenses Continued							
Supplies	25,380	8,011	21,110	2,548	2,548	57,048	98,550
Advertising & Public Relations	4,484	5,588	1,383	628	628	12,083	38,050
License & Permits	267	1,800	1,350			3,417	1,550
Dues, Subscriptions and Publications	38	1,348	1,738	26	26	3,150	1,500
Professional Services	55,581	54,008	57,402	15,142	15,142	182,133	268,600
Bank Fees	1,173	1,060	1,149	351	351	3,733	6,000
Training	4,580	3,396		445	445	8,421	20,600
Travel	3,895	6,016	8,872	685	685	19,468	33,450
Reimbursed Travel		655	(655)				0
Miscellaneous Expenses	(82)		5	(47)	(47)	(124)	12,000
Grant Match Required			4,655			4,655	0
Equipment under \$5K	990	0		0	0	990	0
ICAP - 10%	93,873	80,877	104,541	27,279	27,279	306,570	485,429
Total Operating	1,510,300	1,385,422	1,613,982	495,990	495,990	5,005,694	6,942,153
NET INCREASE/(DECREASE) prior to Depreciation, Capital Outlay and Other Funding Sources	129,143	223,013	(72,600)	141,959	141,959	421,515	270,245



MEMORANDUM

Date: July 9, 2018
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Ratify Side Letter of Agreement Regarding Wage Adjustments with Teamsters Local 533 and Authorize Execution by the District Manager

Action Requested:

It is requested the Board ratify a side letter of agreement regarding wage adjustments with Teamsters Local 533 and authorize execution by the District Manager.

Fiscal Analysis:

The impact of wage increases approved by the Board in May are reflected in the Fiscal Year 2019 (FY19) adopted budget.

Work Program Analysis:

All work associated with this item are accounted for in the current fiscal year work program and will be in the next fiscal year work program.

Background:

At the April Board meeting, Staff brought a report detailing factors affecting TTD and sustainable transit services. Staff identified workforce development and retention as a key factor pressuring TTD's transit service and sustainability. Staff prepared approaches for the Board to review, which included a 20% increase for represented staff. The Board directed staff to add additional context to the proposed compensation adjustment.

In May, Staff returned with a detailed analysis supporting the proposed 20% total compensation increase for represented staff and included the wage adjustments in the proposed FY19 TTD Budget. The Board approved the wage adjustments inclusive to the FY19 budget at the May meeting.

Discussion:

The wage adjustments are predicated on front-loading and combining contractual increases to total a 20% increase to compensation for represented staff. For attraction and retention, it is important that the wage increases occur near term to have the desired effect on TTD's existing and potential employees. However, the implementation of the increase effective July 1 required a side letter to the existing contract with Teamsters Local 533. Union members were briefed on the changes to the contract, which included the increase in wages effective July 1 and a waiving of next year's contractual 3% increase. A membership vote on the matter was held on June 25 and the membership approved the change unanimously. Staff then worked with legal and the Teamsters Business Agent to craft the side letter codifying the proposed increases and the changes to the existing Collective Bargaining Agreement.

GF/ja

AGENDA ITEM: VII.B.

Staff recommends that the Board ratify the attached side letter of agreement regarding wage adjustments with Teamsters Local 533.

Additional Information:

If you have any questions or comments regarding this item, please contact George Fink at gfink@tahoetransportation.org or (775) 589-5325.

Attachment:

- A. Side Letter to TTD/Teamsters Local 533 Collective Bargaining Agreement

**TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN & HELPERS
AND PROFESSIONAL, CLERICAL, PUBLIC AND MISCELLANEOUS EMPLOYEES,
LOCAL UNION NO. 533 OF DONNER & THE TAHOE BASIN, RENO AND
NORTHERN NEVADA**

Debbie Calkins
Secretary- Treasurer



1190 Selmi Dr. #100
Reno, NV 89512

Telephone 775.348.6060

Fax 775.348.1501

Side Letter of Agreement

Between

Teamsters Local 533 and Tahoe Transportation District

Article 25 Wages and Article 11 Categories of Employees

Tahoe Transportation District (“TTD”) and Teamsters Local Union No. 533 (“Local 533”) enter into this Side Letter of Agreement on a one-time, non-precedent setting basis for the remainder of the term of the Collective Bargaining Agreement between the parties which term is effective through June 30, 2020.

This side letter is proposed by TTD in an effort to increase the retention rate of current employees, as well as attract new employees. These improvements benefit TTD and its Employees.

This Side Letter of Agreement is effective July 1, 2018, and shall expire on June 30, 2020, and have no further effect. This Agreement makes no changes to the parties’ Collective Bargaining Agreement other than those expressly set forth by this Agreement; any required meet and confer obligations after the expiration of this Agreement shall be unchanged by this Agreement.

Whereas; TTD proposes that Article 25 Wages be amended to implement a 17% wage increase for Bargaining Unit employees within the Classifications of Drivers, Mechanics / Maintenance, Dispatchers / Reservationist, and Fuelers, to be effective July 1, 2018. Stated

increases would apply to an employee's existing wage rate in effect as of June 27, 2018 in addition to the negotiated July 1, 2018 CBA wage increase of 3%, totaling a combined increase of 20%

Whereas; TTD proposes that Article 25 Wages be amended to implement a 17.5% wage increase for Bargaining Unit employees within the Classifications of Utility, to be effective July 1, 2018. Stated increases would apply to an employee's existing wage rate in effect as of June 27, 2018 in addition to the negotiated July 1, 2018 CBA wage increase of 2.5%, totaling a combined increase of 20%.

Whereas; TTD proposes that Article 25 Wages be amended to implement a 20% wage increase, based on an employee's existing wage rate in effect as of June 27, 2018, for those Bargaining Unit employees that have not completed their first year of employment, within the Classifications of Drivers, Mechanics / Maintenance, Dispatchers / Reservationist, Fuelers and Utility, to be effective July 1, 2018.

Whereas; TTD proposes that the amendments to Article 25 Wages described above, only be implemented upon agreement that no Bargaining Unit employees will receive the July 1, 2019 wage increase as currently stated in the Collective Bargaining Agreement which Agreement is effective through June 30, 2020.

Whereas; TTD proposes that Article 25 Wages – The wage increase rates described above shall also apply to the minimum wage rates set forth in Article 25 and those minimum wage rates shall all be increased accordingly.

Whereas; TTD proposes that Article 11 Sec. (11.3) Categories of Employees be modified to add language as follows: *Extra Board – an employee who is hired to work intermittently during peak work periods, or as needed. These employees may or may not accept a bid, they may work seasonally or year-around.*

**TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN & HELPERS
AND PROFESSIONAL, CLERICAL, PUBLIC AND MISCELLANEOUS EMPLOYEES,
LOCAL UNION NO. 533 OF DONNER & THE TAHOE BASIN, RENO AND
NORTHERN NEVADA**



Now therefore be it agreed that; 1) the parties mutually agree to the terms of this *Side Letter of Agreement* as signified by signatures below; and 2) that the wages shall be adjusted according to this Agreement and as more particularly shown on Attachment A – 2018 Wage Adjustments effective July 1, 2018.

Tahoe Transportation District, Zephyr Cove, NV.

Dated: _____

By _____

TEAMSTERS LOCAL UNION 533

Dated: _____

By _____

Michael J. Sealy Sr.

Its: Vice President - Business Agent

First Name	Last Name	Classification	Current Rate of Pay	17% Board Increase	3% Contractual Increase	20% Board Increase	New Rate of Pay	Effective Date	Date of Hire
ANTHONY	COLOMBO	DISPATCHER	16.2740	2.7666	0.4882		19.5288	7/1/2018	7/1/2016
JOEL	COPELAND	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	1/9/2018
LORI	DESIREY	BUS OPERATOR	15.5015	2.6353	0.4650		18.6018	7/1/2018	7/1/2016
JESSE	DHALIWAL	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	7/25/2017
MICKEY	EARLS	BUS OPERATOR	15.0000	2.5500	0.4500		18.0000	7/1/2018	7/1/2016
FRANCES	FOUNTAIN	BUS OPERATOR	16.8611	2.8664	0.5058		20.2333	7/1/2018	7/1/2016
THOMAS	FRYE	BUS OPERATOR	18.4885	3.1430	0.5547		22.1862	7/1/2018	7/1/2016
ANDREW	GALICIA	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	11/9/2017
JAIME	GOMEZ	MECHANIC A	22.0000			4.4000	26.4000	7/1/2018	8/28/2017
CALVIN	GRIMM	BUS OPERATOR	14.4200	2.4514	0.4326		17.3040	7/1/2018	7/1/2016
ROBERT	HARDASH	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	12/5/2017
CYNTHIA	HENDRICKSON	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	1/9/2018
TITO	HEREDIA	BUS OPERATOR	14.0000	2.3800	0.4200		16.8000	7/1/2018	11/16/2016
EMILIE	HOOK	DISPATCHER	14.5000			2.9000	17.4000	7/1/2018	6/5/2018
GLEN	HOWE	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	4/3/2018
SEAN	HURLEY	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	11/3/2017
JEFFERY	JENKINS	BUS OPERATOR	18.4885	3.1430	0.5547		22.1862	7/1/2018	7/1/2016
PAM	KOVALCHECK	BUS OPERATOR	15.0000	2.5500	0.4500		18.0000	7/1/2018	5/15/2017
MICHAEL	LYNCH	BUS OPERATOR	16.5830	2.8191	0.4975		19.8996	7/1/2018	7/1/2016
HAROLD	MEDEIROS	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	1/9/2018
JOSE	MORALES	DISPATCHER	17.3658	2.9522	0.5210		20.8390	7/1/2018	7/1/2016
JOHN	MULLADY	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	12/21/2017
SAM	PETERSON	BUS OPERATOR	17.9426	3.0502	0.5383		21.5311	7/1/2018	7/1/2016
SAVERIO	PONTRANDOLFO	FUELER	15.2234	2.5880	0.4567		18.2681	7/1/2018	7/1/2016
TIMOTHY	QUIGG	BUS OPERATOR	18.4885	3.1430	0.5547		22.1862	7/1/2018	7/1/2016
MARK	REYNOLDS	BUS OPERATOR	16.8611	2.8664	0.5058		20.2333	7/1/2018	7/1/2016
ABRAHAM	RODRIGUEZ	BUS OPERATOR	16.3152	2.7736	0.4895		19.5782	7/1/2018	7/1/2016
JOSEFINA	ROSALES	DISPATCHER	15.3882	2.6160	0.4616		18.4658	7/1/2018	7/1/2016
EDUARDO	RUELAS	BUS OPERATOR	16.8611	2.8664	0.5058		20.2333	7/1/2018	7/1/2016
EDGAR	RUELAS	MECHANIC C	18.0000			3.6000	21.6000	7/1/2018	2/12/2018
LORENZO	SANCHEZ	UTILITY	11.0000			2.2000	13.2000	7/1/2018	10/31/2017
CRISTIAN	SANDOVAL GALVAN	UTILITY	11.0000			2.2000	13.2000	7/1/2018	5/31/2018
JOHN	SCHOUTEN	UTILITY	11.0000			2.2000	13.2000	7/1/2018	3/21/2018
KATRINA	SINGELYN	BUS OPERATOR	11.0000			2.2000	13.2000	7/1/2018	4/17/2018
MEGAN	SOLIZ	BUS OPERATOR	15.0000			3.0000	18.0000	7/1/2018	10/18/2016
RONALD	SWANSON	BUS OPERATOR	18.4885	3.1430	0.5547		22.1862	7/1/2018	7/1/2016
JOHN (J.T)	TREVISO	BUS OPERATOR	16.8611	2.8664	0.5058		20.2333	7/1/2018	7/1/2016
CARMEN	TRIPODI	BUS OPERATOR	18.4885	3.1430	0.5547		22.1862	7/1/2018	7/1/2016
ELBERT	VARGAS	DISPATCHER	14.5000			2.9000	17.4000	7/1/2018	3/7/2018
PEDRO	VERDIN	MECHANIC B	20.0850	3.4145	0.6026		24.1020	7/1/2018	7/1/2016
VERONICA	VERDIN	DISPATCHER	15.3882	2.6160	0.4616		18.4658	7/1/2018	7/1/2016
ANSEL	WHITE	MECHANIC A	23.1750	3.9398	0.6953		27.8100	7/1/2018	7/1/2016
NESTOR	ZEPEDA	BUS OPERATOR	15.0000	2.5500	0.4500		18.0000	7/1/2018	7/1/2016
RICARDO	ZEPEDA-HERNANDEZ	BUS OPERATOR	14.4200	2.4514	0.4326		17.3040	7/1/2018	7/1/2016



MEMORANDUM

Date: July 9, 2018

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorize Amendment of Wood Rodgers, Inc. Task Order for Environmental Analysis and Preliminary Engineering Services on the Nevada Stateline to Stateline Bikeway – Phase 3 Central Corridor Project

Action Requested:

Staff requests that the Board authorize an amendment of Wood Rodgers, Inc. task order. Wood Rodgers is providing environmental analysis and preliminary engineering services to complete the Project Approval and Environmental Document (PAED) Phase of the Nevada Stateline to Stateline Bikeway – Phase 3 Central Corridor Project.

Fiscal Analysis:

All expenditures associated with this request are accounted for in the approved FY19 budget. Expenditures associated with the consulting services are available through prior award of Nevada Q1 State Bond monies, Washoe County, and Incline Village General Improvement District (IVGID) contributions.

Work Program Analysis:

All work associated with this effort is captured under respective elements of the approved FY19 Work Program and corresponding allotted staff time.

Background:

The Nevada Stateline to Stateline Bikeway – Phase 3 Central Corridor Project (Project) includes the construction of eight miles of new shared use path from Sand Harbor to Spooner at the junction with US 50, including retaining walls and bridges. The Project includes public parking to alleviate congestion on SR28 and provide access to the existing recreation trails. The parking will serve as trailhead parking for the proposed Nevada Stateline to Stateline Bikeway. The Project also includes relocation of shoulder parking through the expansion of no parking zones, including signage and physical barriers in select areas to prohibit parking where drivers pull into the non-paved areas. The project will include water quality improvements, the addition of fire hydrants, and fiber conduit in an underserved area. The electrical lines will be undergrounded for improved scenic and fire safety. Permanent location of the Boat Inspection Station, currently located at the intersection of US 50 and SR 28, is also included in the Project.

TTD, the United States Forest Service (USFS), and IVGID are cooperating on the Project. At TTD's October 10, 2014 meeting, Staff presented the results of a fatal flaw analysis which showed that co-location of the Phase 3 bikeway and IVGID's sewer effluent export line is feasible. Lumos had completed the 30% design at that time. At its May 8, 2015 meeting, TTD's

DH/ja

AGENDA ITEM: VII.C.

Board authorized Staff to execute an agreement with USFS to provide technical services for the environmental analysis and documentation for the Project. TTD's Board authorized Staff to execute the agreement for PAED services in support of the USFS in May of 2017 and both entities have been working on the field surveys, design specifications, and impact analysis for the NEPA and TRPA environmental clearances, which are expected to be completed late 2018 or early 2019.

Discussion:

USFS will complete the NEPA analysis and documentation. TTD's contract with Wood Rodgers is to complete the TRPA analysis and documentation that USFS cannot due to capacity constraints. The contract with Wood Rodgers also includes preliminary engineering tasks for constructability review and value engineering in an effort to take advantage of the lessons learned from the North Demonstration project and refine the preferred project and path alignment, and verify the Area of Potential Effects. Wood Rodgers' work will then be inserted into the USFS document to create a single combined NEPA/TRPA environmental document that will be carried forward for approval. Wood Rodgers' project manager, Derek Kirkland, will also augment TTD Staff efforts and provide grant and project funding support, stakeholder and agency coordination, and reporting functions.

\$56,163 of the funding originally allocated to the USFS for biological surveys was not needed and released back to the project and will be used for this task order amendment. USFS has requested assistance with project botanical reporting from Wood Rodgers. Additionally, the requested amendment will cover additional engineering support, including a supplemental topo survey and associated design changes for the six proposed parking lot areas, path alignments through Sand Harbor and wall design changes. Wood Rodgers task order amendment is \$150,730 for a total task order value of \$362,730.

Staff has determined that the price for the amendment is fair and reasonable.

Additional Information:

If you have any questions or comments regarding this item, please contact Danielle Hughes at (775) 557-4901 or dhughes@tahoetransportation.org.



MEMORANDUM

Date: July 9, 2018
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Authorize the District Manager to Award and Enter into a Contract with Remix Software Inc. for Run-Cutting and Bid Development Software

Action Requested:

Staff requests the Board authorize the District Manager to award and enter into a contract with Remix Software, Inc. with a value ranging from a minimum of \$50,000 and a not to exceed amount of \$100,000 over a three year period for run-cutting and bid development software.

Fiscal Impact:

All expenditures for this item will be included in the revised Fiscal Year 2019 budget. Pursuant to TTD policies, the Board must authorize procurements and contract awards valued at more than \$75,000. The total cost of this contract will not exceed \$100,000 over three years.

Work Program Impact:

All work associated with this effort is captured under respective elements of the existing Work Program.

Background:

At the May 2018 Board meeting, the Board authorized Staff to release a Request for Proposals (RFP) for the purchase of software to perform run-cutting and bid development for the transit program.

Discussion:

The RFP was issued on June 4, 2018. Staff contacted multiple vendors to notify them of the RFP and three responses were received: Remix Software, Schedule Masters, and CSched USA (Giro/Hastus). Staff reviewed the proposals and scored each on the following criteria: qualifications and experience, technical specifications and system requirements, price, responsiveness to RFP, and references. Remix scored the highest, followed by CSched USA, then Schedule Masters.

The proposal from Remix was comprehensive, easy to follow, and the examples included (i.e., tables and maps) were based on the current TTD system. The software is cloud-based, it supports unlimited users, and their staff is comprised of 55 transportation planners and software engineers. The price is comparable to other respondents; however, Remix includes ongoing

training at no additional fee. Remix's reference indicated the software is intuitive, customizable, and they provide excellent support. Remix Software was determined to be a responsive and responsible proposer and is recommended for award.

Staff requests the Board authorize the District Manager to negotiate and enter into a contract with Remix Software for run-cutting and bid development software with a maximum not-to-exceed amount of \$100,000 over three years.

Additional Information:

If you have any questions or comments regarding this item, please contact Tara Styer at (775) 589-5509 or tstyer@tahoetransportation.org.

TS/ja

AGENDA ITEM: VII.D.

MEMORANDUM

Date: July 9, 2018

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Conduct a Public Hearing to Receive Comments on Sustainable Transit Service Options, Close the Public Comment Period, Provide Direction on Staff's Recommendation Related to Revised Baseline Scenario, and Find that Approval of the Revised Baseline Scenario is Not Subject to CEQA

Action Requested:

Staff requests the Board conduct a Public Hearing to receive comments on sustainable transit service options, close the public comment period, provide direction on Staff recommendation related to the revised Baseline Scenario, and find that approval of the revised baseline scenario is not subject to CEQA.

Fiscal Impact:

Proposed expenditures for this item are within the forecasted revenues for Fiscal Year 2019. As with any new service structure, there is risk and revenue projections many vary dependent on discretionary decisions on revenue sources outside of TTD control.

Work Program Impact:

All work associated with this effort will impact future work programs. A primary factor influencing the proposed alternatives is the lack of skilled work force and enough buses to provide existing transit service. The proposed service is intended to work within a staffing level that is believed to be sustainable.

Background:

In March, Staff brought an informational item to the Board detailing factors affecting TTD and sustainable transit services. Staff identified four key factors pressuring TTD's transit service and sustainability:

1. Workforce development and retention
 - a. Benchmarking salary
 - b. Housing
 - c. Availability
2. Funding availability and forecast
3. Performance measures for regulatory compliance
4. Fleet and capital asset replacement and improvement

Staff committed to evaluating potential next steps to address these challenges and bring options to the Board for sustainable transit services.

In April, Staff brought forward two options that were compared to the existing model, a “balanced approach” and a “most sustainable approach”. These were reviewed and the Board directed Staff to prepare a third alternative option predicated solely on secured funding.

In May, Staff presented the third option. This option was titled “Baseline.” The Baseline scenario represented the maximum amount of service - within secured funding parameters - and guided by planning work completed in TTD’s Transit Master Plan (TMP), TTD’s Short Range Transit Plan (SRTP), and the Tahoe Regional Planning Agency’s (TRPA) Regional Transportation Plan, Sustainable Communities Strategy (RTP/SCS).

The Board then opened a public comment period to conclude at the July 13, 2018 Board meeting.

Discussion:

During the public comment period, Staff reached out to forty-six organizations/community groups with a solicitation of comments and offers to present.

Kelly Ridge	The Ridge Resorts
Tahoe Senior Plaza	Heavenly Mountain Resort
CHAC-Barton	SS-TMA
TACCD	TNT-TMA
Lake Tahoe Collaborative	TRPA
Community Collaborative of Tahoe Truckee	Caltrans
Community Mobility	Barton Health
DCI Dialysis	Lake Tahoe USD
Liberty Dialysis	Douglas County (DART)
United Cerebral Palsy of Nevada	El Dorado County (CAO)
(previously Haugen and Keck)	Placer County (TART)
Sierra Nevada Transportation Coalition	Carson City (JAC)
Family Resource Center	City of South Lake Tahoe
Star Group	Nevada DOT
California Conservation Corps	Boys and Girls Club (SLT)
Live Violence Free	Senior Centers
Harrah’s	LTCC
Meyers Community Foundation	League to Save Lake Tahoe
Nevada Department of Training &	Hard Rock
Rehabilitation	Lakeside Inn
EDC – MSSP	Caesar’s Entertainment
EDC – Superior Court	Tahoe Coalition for the Homeless
EDC – Probation	Cafecitos
EDC – Health & Human Services	

Public comments were also solicited using social media (Facebook and Twitter), numerous posters placed in buses, in bus shelters and around town as well, as full-page newspaper advertisements.

As of July 8, 2018, Staff has received 95 public comments since May 11. The comments can be focused into two categories: 1) support of specific services, and 2) general comments regarding TTD and/or transit.

Without equal, support for Route 23 is the most important issue to commenters. Route 23 operates from Stateline Transit Center to The Ridge Resorts. This popular route carried just over 90,000 passengers in the last fiscal year. The challenge in maintaining this route is secured funding. Route 23 is currently funded using Nevada's allocation of the Federal Transit Administration's (FTA) Section 5311 rural transit program. These funds are discretionary where interested recipients must compete annually for an allocation. While TTD would like to continue to operate Route 23, uncertainty surrounding the eligibility of the route for 5311 funds, the amount that could be allocated, and the required local funding match remain unanswered questions.

Route 20X was the next highest ranked route for public comments. Route 20X operates from the Stateline Transit Center to Minden/Gardnerville. This route is key in connecting employees from Minden/Gardnerville to jobs at Stateline and beyond. With the loss of Route 21X that connected Stateline to Carson City two years ago, riders shifted to Route 20X to connect to the basin. Without Route 20X, there is no public transit connection between the basin and the rest of Nevada. Route 20X is also important for connecting in-basin residents with medical services in Minden/Gardnerville. There are no dialysis centers in the Basin and in-basin residents must go to the dialysis center in the southern Carson Valley. The challenges to maintaining Route 20X are identical to those facing Route 23. Route 20X is currently classified as a rural Nevada route. However, the continued eligibility of the route to compete for 5311 funds is uncertain.

Winter shuttles were supported at the same level as Route 20X. These are seasonal high frequency routes connecting the tourist core to Heavenly's four access points: California Base, the Gondola at Heavenly Village, Stagecoach Lodge, and Boulder Lodge. On weekends and holidays, route frequencies can rise as high as every ten minutes. There are many challenges operating these routes.

First, the high level of frequency requires a large fleet and a near doubling of drivers for the winter season. TTD's fleet is aging with over 50% of the vehicles eligible for replacement. TTD simply does not have enough buses to operate the routes. Even if buses were available, TTD has struggled to find enough seasonal commercial operators and maintenance technicians. The limited number of maintenance bays at TTD's leased maintenance facility also impacts the amount of buses that can be repaired, particularly in cold weather. Last winter, TTD was not able to operate the entire scheduled winter shuttle service due to a lack of available fleet and operators.



Tahoe Daily Tribune | Wednesday, July 4, 2018 | 13

CHANGES ARE COMING... TO PUBLIC TRANSIT IN SOUTH SHORE


Get Involved! Offer Input!
Public Hearing – Friday, July 13, 2018 at 9:30 a.m.
128 Market St., Stateline, Nev.

Tahoe Transportation District (TTD) is seeking public input on three proposed approaches to make South Lake Tahoe transit services more sustainable.
Please visit www.tahoetransportation.org/transit to learn more about proposed changes.

5 Things To Know

- Due to labor and resource constraints, TTD needs to make transit service changes and shift focus to the most productive routes.
- TTD seeks public comment on proposed changes impacting transit service routes and operating hours. Learn more about proposed changes at: www.tahoetransportation.org/transit.
- Select routes may offer increased service frequency along Route 50; expand to include a greater portion of US 50, Meyers and Pioneer Trail; and be restructured to accommodate the electric buses coming soon.
- Select commuter and seasonal routes may be reduced or eliminated, and transit service operating hours may be decreased.
- Get involved! Public transit is a community partnership and a benefit! Please submit comments on proposed service changes to planning@TahoeTransportation.org and attend the public hearing.

Can't make the hearing?
Please submit comments before July 13, 2018 to:
Tahoe Transportation District
Attn: Transit Public Comments
P.O. Box 489 | Zephyr Cove, NV 89448
Or email: planning@TahoeTransportation.org
www.TahoeTransportation.org



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Second, winter shuttles generate no fare revenue. The operational needs of the routes differ from standard revenue service. Access to the buses must be barrier free as the passengers are often bundled up for the slopes carrying their sports equipment. The system would grind to a halt if each person had to find their fare as they were boarding. The service also follows other resort towns: free-to-user access to the winter shuttles. However, this creates a structural funding issue. TTD is required to collect 15% of the operating cost of the transit services from passenger fares (farebox recovery ratio). With the winter shuttles being free-to-user leaves a large percentage of TTD's operational cost without any fare revenue to offset the expenses.

While TTD does receive generous contributions to the transit system, these local funds are critical to leveraging federal dollars that require a dollar for dollar match for operating funds and a 20% match of local dollars to leverage 80% federal dollars for capital funds. The contributions could be counted as fare replacement funds, however once counted as fares, the contributions could not be used as local match. The funds can only appear on one side of the ledger and while farebox recovery is important, the amount of funding that would be lost without leveraged dollars would quickly shutter the entire transit system.

Third, the operating environment for winter shuttles presents distinctive safety concerns. The roads leading to Heavenly's California Base Lodge, Stagecoach Lodge, and Boulder Lodge are steep and icy. While it is rare for a bus to cause a collision, private vehicles that lose traction on Tahoe's uniquely graded streets often collide with buses. Complicating safe operations are ski resort guests that tend to ignore chain controls and directions for orderly parking and simply park anywhere. This creates narrow, sometimes impassible, pathways of travel to the boarding/alighting areas at the lodges. TTD buses operating in winter shuttle service must traverse unprotected drive lanes, anticipate pedestrian behavior, and drive defensibly through active parking lots.

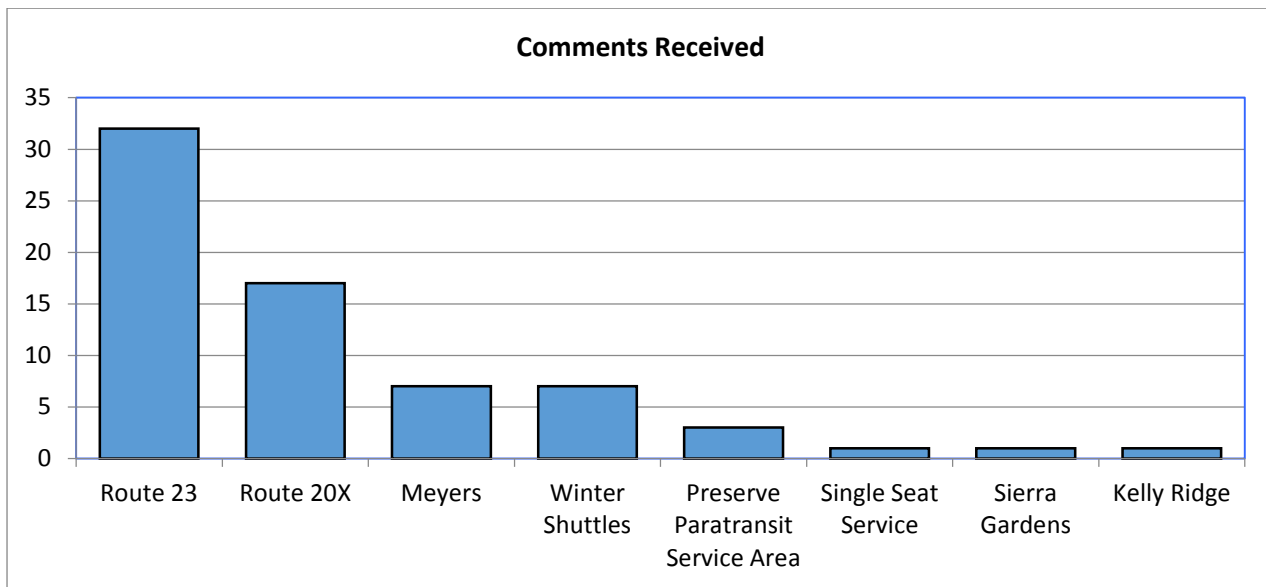
Fourth, maintaining buses in a state of good repair impacts overall operations. As noted above, collisions are more common during winter shuttle operations. This creates an operational concern as available buses quickly dwindle as they are sent to the body shop. Once in the body shop, it could be months before the bus returns to service further straining the ability to deliver scheduled service. If a collision triggers the FTA's reasonable suspicion requirements, the Operator is immediately removed from service while awaiting the results of a drug/alcohol test. Typically, the test takes three to five days to process. General costs to repair the fleet following winter shuttle services are also higher. Ski boots, poles, skis, and boards all take an inordinate toll on the interior of the bus while chains and ice assault the exterior.

These operational and financial factors all contribute to staff's recommendation to discontinue winter shuttle services and provide main line service until such time as these factors are addressed or mitigated. Staff supports winter service as it is critically important to the community. Depending on the winter, TTD carries approximately 350,000 passengers on the winter shuttles. Staff is hopeful that another service type such as the recently introduced Chariot service may be able to fill the gap and provide winter shuttle service.

Preservation of the expanded Demand Response (Paratransit) service area is the next most popular public comment request. Currently, TTD's demand response service area stretches from Christmas Valley and North Upper Truckee to Cave Rock and the top of Kingsbury Grade. The large area and sparse population creates inefficiencies, long rides, and higher costs. Staff is proposing to limit the paratransit service area to one mile beyond the fixed route system. The proposed service area is still beyond the federal requirement under the Americans with Disabilities Act (ADA) of ¼ of a mile beyond the regularly scheduled fixed route system.

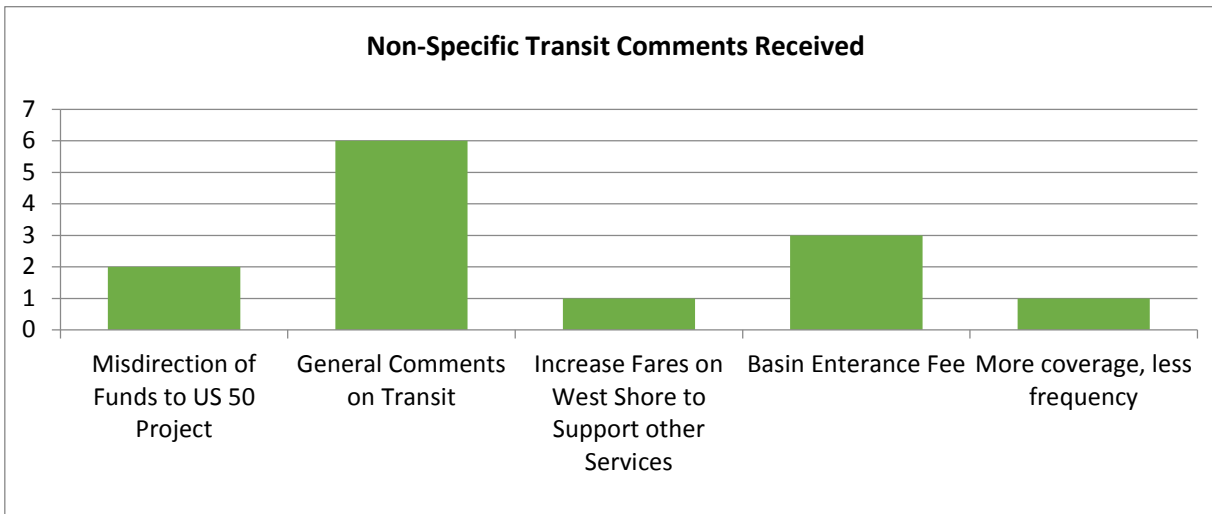
There are a few notable exceptions being proposed to the one mile general rule. The one mile limit falls just short of Round Hill Shopping Center. The Round Hill Shopping Center is both a popular destination and the safest area to turn the bus around to head back west on US 50. Staff is proposing Round Hill Shopping Center remains in the paratransit service area. The Tahoe Keys neighborhood is proposed to remain in the service area as well. Service to Meyers, based on the one-mile limit, would be discontinued if the service level of fixed route transit falls into a 'commuter' definition. Regardless of the route structure chosen, Staff is recommending that Meyers remain in the paratransit service area as far south as US 50 and SR 89 intersection. Paratransit service is not proposed to serve Christmas Valley, North Upper Truckee, and the Nevada communities north of Round Hill Shopping Center. The proposed changes to the paratransit service area will adversely affect 16 to 19 individuals or approximately 3.5% of existing active passengers. The difference is dependent on the scenario selected.

TTD's proposed service to Meyers received moderate support. Although Meyers is regularly included in the TRPA's annual unmet transit needs report and included in transit planning documents, support for all day service was not strong. Nearly a decade ago, the South Tahoe Area Transit Authority (STATA) operated service to Meyers with limited success. Service to Meyers remains a staff recommendation, but with limited frequency until ridership develops to warrant additional service.



Single seat service from the South Y Transit Center to Stateline Transit Center, support for service to Sierra Gardens Apartments, and support for service to Kelly Ridge all received individual support. These comments are supported by the staff recommendations in this report.

Other non-specific transit comments were received during the comment period. Two comments were received via Facebook that suggested TTD was proposing reductions in transit service to re-direct funds to the US 50 Community Revitalization project. The US 50 project is a Federal Highways Administration (FHWA) project, whereas public transit is funded by FTA. FTA funds are not eligible for road projects. As a public agency, TTD's financial position is reported the Board of Directors monthly and audited by multiple agencies annually.



One comment asked if the California Environmental Quality Act (CEQA) would apply to the service modifications. As noted below in the CEQA analysis, the proposed modifications do not meet the definition of a 'project' under CEQA and therefore CEQA does not apply. Further, it can be seen with certainty that the proposed modifications would not result in a significant effect on the environment.

Eleven comments were received that generally addressed the operation of the transit system with the reduction of service hours being a major concern. Staff's proposal to reduce the service day is a reaction to the labor shortage of commercially licensed operators and the labor expense of those operators if they were to materialize. With finite resources, a longer service day equates less overall service coverage to remain within a balanced budget. For example: five buses at 12 hours equals 60 service hours; or three buses at 20 hours equals 60 service hours. This same type of trade-off would apply to another general comment that mentioned TTD should focus more on coverage rather than frequency. Coverage and frequency are both important factors in public transit provision; however the latter is more supported by recently adopted planning documents.

Another general comment chastised TTD for allegedly poor financial planning. However, this process is the basis of TTD's fiscal strategy to remain solvent within reasonably secured funding sources, available operators, serviceable fleet, and compliance with performance measures. As more resources become available, additional public transit service will be added to the system. In the interim, TTD must operate responsibly within available funding.

Referencing TTD's challenge to meet fare recovery standards with so many free-to-user services, one comment suggested that fares be increased on the West Shore Service (Route 30) to backfill the shortage of general fare revenue. Within the last year, the Route 30 generated \$13,268 in fare revenue from 7,786 passengers, with an average fare of \$1.70 (Regular fare \$2, discounted fare \$1). If the fare was raised to \$5.00 – assuming all other factors are constant – revenue generated would equal approximately \$33,014. This represents a projected increase of \$19,746. Fare revenue shortfalls for the existing system are \$576,575 (fixed route) and \$70,984 (paratransit). While the additional revenue moves TTD closer to compliance with the existing route structure, it would not bring either service into compliance.

Finally, TTD received a few comments relating to the overall funding of public transit in the basin. The TTD's TMP, SRTP, and the TRPA's RTP/SCS all identify a need for increased

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funding for public transit. Specifically, there is an emphasis on locally generated revenue to leverage federal dollars, move towards universal free-to-user transit, and implement the world-class facilities and services befitting Lake Tahoe's popularity. There are many options to establish local funding sources. Specifically, these comments mention the establishment of a basin entrance fee (user fee) that could fund a variety of projects, including public transit. TTD support efforts to implement local funding source(s), yet the form and function of any local funding mechanism remains to be determined and is being pursued through a parallel TTD effort.

TTD staff have been in frequent contact with TRPA staff discussing comments, questions, and concerns which are addressed in this report as well.

Two Revised Service Proposals Based on Comments to Date:

In response to public comments and further operational study, Staff has revised the Baseline scenario proposed in May.

1. "Baseline v2" includes the following features within the same secured funding budget:
 - Service Day of 12 hours-extended from 10 hours as originally scoped
 - Operating
 - Modified Route 50 with one bus
 - Modified Route 53 with two buses
 - Commuter service to Meyers on US 50 only
 - East Shore Express with two buses
 - Paratransit Service
 - Eliminate TTD staffing from Stateline Transit Center
 - Discontinue Winter Shuttle routes
 - Discontinue Service to the Ridge Resorts

Labor Summary

- Operators: 18 FT/3 PT
- Maintenance Technicians: 4
- Support: 2

Change Summary

- Reduce operating day from 20 hours to 12 hours
- Discontinue Commuter Routes 19X/20X and their connections to Douglas Area Regional Transit (DART), Jump Around Carson (JAC), Washoe Regional Transportation Commission (Washoe RTC)
- Discontinue West Shore service and its connections to Tahoe-Truckee Area Regional Transit (TART)
- Consolidate the Paratransit service area to a one-mile corridor from fixed routes
- Reduce revenue fleet size
- Discontinue staffing for Explore Tahoe/Stateline Transit Center and vacate the building
- Free transfers on local fixed routes valid for 45 minutes

Compliance

- Fixed route services are expected to exceed California state farebox recovery ratios

- Paratransit service will require some local fare replacement subsidy within the next four years to meet California farebox recovery requirements.

Baseline v2 responds to the Board's direction to present an operating scenario that can be funded from secure and sustainable sources. Baseline v2 responds to public comments to de-emphasize Meyers service, while keeping the community connected with morning and evening peak service. Staff anticipates better on-time performance by doubling the amount of buses on a modified Route 53. Passengers will be able to travel from the Y Transit Center to Stateline Transit Center without a transfer at LTCC (single seat trip across town). The triple connections to LTCC will help rotate new electric buses through the on-route chargers at LTCC's new mobility hub. Although the Meyers service modification will not require paratransit, Staff recommends the proposed paratransit service area from Baseline v1 remain unchanged. Staff focused on improving the core transit services most important to riders. Inefficient commuter routes along with the well-loved, but lightly used West Shore Service are discontinued. TTD's Demand Response service is re-launched as traditional paratransit. Facilities are consolidated, and service hours are reduced to the most productive times. Baseline v2 responds to community feedback, fiscal realities, performance measures, and data from recent planning efforts.

These changes to transit are projected to increase frequency in South Lake Tahoe, increase access to neighborhoods, position TTD to utilize electric buses, and better integrate TTDs transit policies with national best practices. The Baseline v2 will also allow TTD to retire buses far beyond their useful life to focus precious maintenance resources on those buses in a state of good repair. TTD transit staff will be smaller and better compensated to attract and retain the best talent. One-time funds will be used for one-time expenses helping to maintain a pay-as-you-go culture shift in providing public transit.

During the course of the public comment period, TTD staff met with NDOT staff to discuss Nevada's discretionary Section 5311 funds. NDOT staff indicated that limited funding may be available to assist in maintaining a connection between Minden/Gardnerville and Stateline. Staff is scheduled to meet with NDOT on July 10. At that meeting, TTD will present an option that utilizes competitive, unsecured Nevada Section 5311 funds to help keep our communities connected.

The Baseline v2-Extended operating scenario is identical to Baseline v2, with two key extensions. First, the addition of a hybrid Route 20X/23 that is envisioned to provide regular service to Kingsbury Grade communities, The Ridge Resorts, and Heavenly's Stagecoach Lodge. For safety and efficiency, this route would not travel in the parking area of Stagecoach Lodge or travel up Ridge Club Drive. In the morning and evening hours, this route would extend over Daggett Pass down to Minden/Gardnerville. Second, the route would extend paratransit services up the Kingsbury Grade and throughout the ridge communities. The route is expected to operate approximately 14 hours per day - an additional feature necessitated by commute hours. This route would require an additional two buses, two full-time drivers, and one part-time driver.

2. "Baseline v2-Extended" includes the following features of "Baseline v2" with additional services possible with NDOT and community participation:

- Service Day of 12 hours (most routes) and 14 hours (Route 20X/23 hybrid)
- Operating
 - Modified Route 50 with one bus
 - Modified Route 53 with two buses
 - Commuter service to Meyers on US 50 only

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- East Shore Express with two buses
- Paratransit Service to include Kingsbury Grade communities within the one mile service envelope
- Eliminate TTD staffing from Stateline Transit Center
- Discontinue Winter Shuttle routes
- Consolidated Route 20X and Route 23 maintaining commuter service to Minden/Gardnerville and connections to Heavenly's Stagecoach Lodge and The Ridge Resorts

Labor Summary

- Operators: 20 FT/4 PT
- Maintenance Technicians: 4
- Support: 3

Change Summary

- Reduce operating day from 20 hours to 12 hours (most routes) and 14 hours (Route 20X/23 hybrid)
- Discontinue Commuter Route 19X and its connection to Jump Around Carson (JAC) and Washoe Regional Transportation Commission (Washoe RTC)
- Discontinue West Shore service and its connections to Tahoe-Truckee Area Regional Transit (TART)
- Consolidate the Paratransit service area to a one-mile corridor from fixed routes
- Reduce revenue fleet size
- Discontinue staffing for Explore Tahoe/Stateline Transit Center and vacate the building
- Free transfers on local fixed routes valid for 45 minutes

Compliance

- Fixed route services are expected to exceed California state farebox recovery ratios
- Paratransit service will require some local fare replacement subsidy within the next four years to meet California farebox recovery requirements.

Note that the routes proposed within these scenarios are conceptual in that specific alignments, stops, and schedules will be determined once staff receives Board direction. Finalizing the routes will analyze safety, route geography related to bus size, Department of Transportation (DOT) Operator limits, and bus stop locations.

Staff's recommendation is dependent on the outcome of the NDOT meeting, which is not known at press time, and the availability of contributions to match any Section 5311 funds NDOT may allocate. Contributions are necessary to leverage Section 5311 funds. Without local match, TTD will not be able to claim the federal section 5311 and the Baseline v2–Extended cannot be implemented.

Staff Recommendation:

Staff recommends the Board adopt Baseline v2–Extended should sufficient federal and local funding be secured prior to September 1. If funding does not materialize, Staff would then recommend adopting Baseline v2.

By reinforcing transit's role as responsive and responsible public service reflects a commitment to provide the best service, which meets or exceeds performance measures, that is community

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focused, data driven, and operated in a fiscally responsible manner. TTD and partners will need to work with the stakeholder community to focus on the hard questions that will ultimately deliver the vision of the TMP and RTP/SCS if the service is to fulfill the major role that it can in achieving multi-modal bi-state compact statutory goals intended to protect the Lake and provide a quality experience

CEQA Analysis:

Board action to approve one of the revised services proposals is not subject to CEQA because neither revised service proposal would constitute a project under CEQA. (CEQA Guideline Section 15378.)

Further, it can be seen with certainty that neither of the revised services proposals would have a significant effect on the environment. CEQA Guideline Section 15061(b)(3) provides that “CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” As is detailed in this staff report, while overall operation hours will be reduced, the remaining hours will be focused on the busiest and most productive times. The proposed changes are projected to increase frequency in South Lake Tahoe, increase access to neighborhoods, position TTD to utilize electric buses, and better integrate TTDs transit policies with national best practices. While some services would be eliminated (e.g. winter shuttle services), staff is confident that another service from a different provider will fill the gap.

Both of the revised services proposals are focused on ensuring efficient service during peak times. Particularly within California, the reduction in services hours does not have the potential to significantly increase the number of buses or vehicles on the road; and therefore, it can be seen with certainty that the proposed changes would not have a significant effect on the environment.

Additional Information:

If you have any questions or comments regarding this item, please contact George Fink at (775) 589-5325 or gfink@tahoetransportation.org.

Attachment:

- A. Public Comments

SOURCE	TOPIC	COMMENT
May Board Public Comment	Paratransit Service Area	DR (paratransit) user-transportation is vital (day programs, rec center, special olympics, etc.); son, Michael Codder, relies on DR (paratransit); service area reduction results in son being homebound
May Board Public Comment	Paratransit Service Area; STS Termination	1.) Director for Community Health Center (Catherin Conner): barrier of transportation leads to barrier in access to care & spirals into other areas; 2) Care Coordination Chronic Disease (Emily Barkley): off the hill services (STS) provides access to complex procedures not available at Barton; partnership opportunity?
May Board Public Comment	Paratransit Service Area	Many patients only transportation option is public transit
May Board Public Comment	Paratransit Service Area	Senior in HS next school year. Working towards independence. High functioning Aspergur's but may not be high enough for driver's license/car ownership. Vehicle is not an option.
May Board Public Comment	Paratransit Service Area	DR (paratransit) is stabilizer for this population needing routine & consistency; hard to cope with day when transportation is an issue
Board Comment	Service Area Change	Can we increase fares on Emerald Bay Shuttle to \$5 to cover other areas?
Board Comment	Service Area Change (Route 30 Termination)	Suggestion to request funding from Placer Co. for Emerald Bay Shuttle
Board Comment	Paratransit Service Area	Expressed concern w/ 1-mile DR (paratransit) service area; suggestion to look at partners (e.g. Barton)
Board Comment	Service Area Change	Inquired about Andrew Strain's awareness; staff reported Heavenly has been evaluating options; interested in effect on VMT's on Kingsbury
May Board Public Comment	Paratransit Service Area; General	Baseline and others: concern with sustainability with Meyers service along with impact on DR (paratransit) current service area. Balanced approach: still excludes Christmas Valley and N. Upper Truckee from DR (paratransit) service area. Sustainable: Meyers commuter route; no DR (paratransit). Aspirational - though "pie in the sky," it still ignores Christmas Valley and N. Upper Truckee DR (paratransit).
May Board Public Comment	Paratransit Service Area	Desire for DR (paratransit) service area to stay exactly as-is. Hitting the most vulnerable group in the community. May be reasonable to raise the rate. Choices uses the service a minimum of 500x per year. Raise fare. About half of Choices students will lose their ability to access transportation. Suggestion to keep all existing DR (paratransit) clients in current service area.
May Board Public Comment	Route 23 Service	More than 2,000 "affordable housing" units at top of Kingsbury. Limited transportation options on Kingsbury (safety, snowload, biking options). During winter, public transit can become the only option for these residents when berms are too large. Workforce development concern and concern for focus on tourist rather than local. Essential local service to Emerald Bay eliminated. Concern about elimination of all NV bus routes (which seemingly cater to casinos.)
May Board Public Comment	General	Reiterate that increase for Medical/Medicaid cardholders could be very detrimental for a low-income population.
May Board Public Comment	Route 23 Service; Route 20X Service	Enjoyed partnership and coordination between transit and Barton.
May Board Public Comment	Route 23 Service; Route 20X Service	Cutting 23 and 20x reduces recreational access. Would like to see service similar to Park City.
May Board Public Comment	Route 23 Service; Route 20X Service	Changes to eliminate Route 20x and 23 will impact trail access. Only 2 access points currently. The changes mean people will mean users may need to shuttle (drive 2 cars to each end: trailhead & exit). Already lost access to Spooner Summit. Desire to look at Whistler and Park City.
May Board Public Comment	Route 23 Service; Route 19X Service; Route 20X Service	Here as a Ridge EE. Route 23, 19x, and 20x elimination and concern for access on Kingsbury. Concern with Kingsbury winter conditions. Her only access to Ridge (employer for 20 years) is Route 23. Wage is not enough to cover cost of taxi. \$13/hr at 6 hours/day; 20 years at Ridge; referencing regular 23 rider and concern for access to Kingsbury with his disability. Spoke to cost of living in Tahoe and concern w/ residents forced to move to Minden/Gardnerville. Commented on courtesty and service of bus drivers.
May Board Public Comment	Route 23 Service	Echo Liz's comments on cutting NV out of the picture. 25% of staff uses bus to access EE (Route 23 and 20x). Spoke to concern of visitor driver and their comfort level. Suggestion for possible contribution from Tahoe Summit Village and a joint approach to acquire rural funds. Desire to connect w/ airporters.
May Board Public Comment	Route 23 Service	Suggest solutions: Transit to Trail program - TAMBA, TRTA, etc. Mentioned that he was just made aware of potential elimination of 23 and immediately disseminated information to TAMBA members; aspire to be similar to Mammoth, Zion, Moab, etc. mountain biking communities w/ recreational access to hiking, biking, and rock climbing.
May Board Public Comment	General	Route 50 frequency is a positive but not at the expense of other services
May Board Public Comment	Funding	Questioning EDC, City, and other municipalites' contribution and responsibility.
May Board Public Comment	General	On demand (micro transit) access to recreation can be part of the Chariot pilot to encourage a reduction on personal vehicle reliance.
May Board Public Comment	Route 23 Service	Route 23 elimination concern. One-vehicle household--ability dependent upon transit service. Suggest fare increase. Suggested to take ideas to HOA for solutions.
May Board Public Comment	Route 23 Service	Concern with cutting public transit. Concern with elimination of route 23 in particular. Van Sickle access. Skier access. PCT access. World-class recreational access. Urge consideration of retention of 23 service. Elimination would be highly detrimental to environmental preservation.

SOURCE	TOPIC	COMMENT
Email	Route 19X Service; Route 20X Service	<p>Hello, I ride the 19X-20X daily and to hear that it may be going away is very disheartening. I can understand the reasoning as stated however I have some thoughts on the changes.</p> <p>One these routes are used by many employees that live in the valley areas served. They use these routes to save money on fuel and maintenance and are encouraged to do so by their employers.</p> <p>It is a big part of Caesars Entertainment Corporation's code green commitment to our communities. I would like to suggest some additional changes for your consideration.</p> <p>Cutting the 23X is a no brainer unless you start charging the guests of the Ridge Resorts for the ride to and from the mountain along with the Ridge funding for a special bus for their guests.</p> <p>Cutting the 19X-20X route to (2) two morning runs and just (3) three runs in the evening could help a lot, IE: 5:45am from Carson City arriving at Stateline at 7:20 7:00am from Stateline arriving at Carson City at 8:40am 1:15pm from Stateline arriving at Carson City at 2:55pm 3:30pm from Stateline arriving at Carson City at 5:10pm 5:30pm from Stateline arriving at Carson City at 7:10pm</p> <p>The people that use the buses would have to adjust to the changes and have in the past when schedule changes came along. I believe that the buses would be used more by the people who live in the areas served.</p> <p>As far as the changes to the winter routes cutting duplication routes is a smart thing to do. Route changes that would better serve the people that use those routes and the service areas being combined to fewer buses is a good thing for all and the environment.</p> <p>Please consider saving the 19X-20X routes</p>
Letter	Kelly Ridge Access	<p>RE: Approval of Route #50 Kelly Ridge Bus Stop</p> <p>Dear Committee:</p> <p>I am one of the residents residing here at the Kelly Ridge Senior Apartment complex. It is urgently requested return of the previously had bus stop at the 1447 Herbert Avenue location. Not only will this badly needed convenience be welcome by many, it will also fill this need for all of the close-by neighbors. It would also limit the long, UN-safe, downhill walk, currently required to reach the current route #53 Spruce Avenue bus-stop location, and adding the Up-hill return as difficult. The reasons this bus stop is needed, aside from its accessibility, are the safety factors for all of the future riders of this intended route #50 bus stop. especially is for the elderly seniors and in firmid.</p> <p>(1): There are no sidewalks along the entire length of Herbert avenue descending from Pioneer Drive down to the Spruce Avenue bus stop location.</p> <p>(2): The walking distance to the Spruce bus stop is almost the distance of one-half mile downhill. This walk exposes the pedestrian to a large amount of the two-way traffic using this avenue.</p> <p>(3): During the bad weather season, Herbert Avenue is poorly maintained for snow removal. The lack of safe footing is another reason and need for this route #50 bus stop return.</p> <p>(4): As for the Kelly Ridge residents, who need this returned bus stop, it will enable these Senior Citizens safe transportation. Even those residents who drive automobiles during the dry season, would then happily use this bus system as a needed alternative, and assuring ridership usage. Also there are a few Kelly Ridge residents, who attend Lake Tahoe Community College, welcoming this news.</p> <p>Although there have been many meetings previously held meeting with TTD, the news of this intended route #59 location has been anxiously received, Trusting the recent presentation the of TTD's intent and new bus route information, we here at Kelly Ridge will await the fruition of this intent. I am reasonably assured the public hearing, scheduled on July 23, 2018, will be attended by our residents at Kelly Ridge in support of the route #50 installation at the Herbert Avenue location.</p>

SOURCE	TOPIC	COMMENT
Email	Route 19X Service; Route 20X Service	To whom it may concern; As a regular rider of the 20x bus since its inception, I find it interesting that the "Baseline" approach arbitrarily deletes this route as not sustainable. As I have been using this route from the beginning, I seem to remember that it was funded by a very generous gift /grant by "Big George" enterprises or something like that. It was and is designed to minimize the use of personal vehicles to drive back and forth from the valley. As a long time employee in the Stateline corridor I was thrilled when the announcement was made that the service was to begin based on the generous donation. Over the years I have endured the multiple changes to the route schedule, to include what I am told was a poorly planned and or poorly executed funding process that took away the 21 route completely and incorporated that group of riders with the valley routes. Now with this proposal the much needed and important routes to and from the valley are being considered for cancellation, due to what seems to be poorly managed processes causing the loss of some federal or state funding for these routes. This will mean heavier traffic on HWY 207 and HWY 50, increased potential for greater pollution of the Tahoe Basin, greater costs to the group of people who used these services! I am against this "Baseline" proposal / approach but would consider the other two "Balanced" or "Sustainable" proposals as they include the continuation of what I consider to be an essential and important transportation option for the Lake Tahoe Basin and Carson Valley. Thank you for this opportunity to state my concerns.
Email	General	I just wanted you to know that i, along with others, depend on this bus to get to work. Also i might mention that there are many residents, mostly tourists, who take this bus.
Email	Route 23 Service	Many people work shift work and rely on rt 23 for transportation. many visitors use this bus when coming to town. it is absolutely necessary. You will be doing your city an injustice in cancellation of this route. This is vital to your economy. From the visitors to the workers. I have been coming to Tahoe for years and we have always used this service when renting condos and skiing there. You will see a drastic drop in the economy in that area if this happens....better look for other ways to cut back. Stupid idea.....a 23 bus rider daily
Email	Route 19X Service; Route 20X Service	I was riding the bus to Carson yesterday and talking with the driver about the new changes in service. But then he told me that the bus I was riding could be cut in October. Is this true? I really hope not, I cannot drive due to disability. More and more I am beginning to feel trapped in Tahoe. Can you please shed some light on the subject.
Email	General	I heard about the elimination of bus routes and wanted to be on the side to keep them running. Please let me know what I can do to help and if you can send me more info on it so I can spread the news to get more involved.
Email	Route 23 Service; General	Hello, As a person who comes up to South Tahoe very often, I rely on the 23 bus to get me to the trails up top TRC. By Eliminating the bus ride up will make more cars come up to shuttle and casue more commotion than the bus riders. This is an important ling to trails. Also please allow more than 2 bikes per bus. I see half empty busses all over the place with only 2 bikes allowed when we can fit more. Thanks for considering.
Email	Route 23 Service; General	I am an from out of town, but I come up every summer to mountain bike in the beautiful Tahoe Basin. It would be a shame to lose Route 23 and 20x. It is a great way to get up to some wonderful trails. Last summer my group tried to ride the bus up, we had 7 in our group and only 2 could get on board. It would also be great to add a few more bike racks or allow some of the bikes to be brought inside if the bus is not full. Having a bus for recreational access is a bonus in any city. Please consider keeping the route for this reason, or perhaps just run these routes in the summer time. (Inverness Park, CA)
Email	Winter Routes	I am a longtime local, and really think getting rid of the winter bus schedule is horrible. Please do not get rid of it. I depend on it for work, and know many other locals who do as well. This town already has a problem with people being reliable and showing up to work, are you just going to cut off the people who depend on the bus to get to their job? I only have a two wheel drive car, and when it's bad in the winter you're telling me I can't rely on the city, that I pay taxes to, to get me to work safely? I could see getting rid of shuttles for skiing, but even that isn't smart because WHERE ARE THE SKIERS SUPPOSED TO PARK? It's crazy to see the area across the lake can keep their busses running when the town isn't even populated half of the year.
Email	General	Keep the buses going! We need more public transportation not less. Also to carry more bikes!

SOURCE	TOPIC	COMMENT
Letter	General	<p>I am a concerned resident writing in regards to the notice of change to reduced fee availability in the South Lake Tahoe region. The announced change will allow only reduced fees to those medical recipients sixty five and older, as you may know. I personally no longer qualify for medical because of a new job that I have started. But I am writing this letter as a testimony both for myself, and other individuals and families affected by this particular change.</p> <p>I understand that the department has not had enough funds to take care of higher level needs, for something like buying the city new buses. But here in the Lake Tahoe area we have to struggle with other economical struggles. Seasons change, and population changes with it. I would assume that affects the transportation industry as much as any other local company. Without as many bodies in town, the volume of passengers probably fluctuates as well.</p> <p>This is where my appeal begins. The local populous are frequent riders. Meaning we pay our fairs more often and consistently than tourists or opportunity riders. We as everyday riders should not have to suffer just because the department is struggling. When I talk about these everyday riders, I am talking about peers. People I see and talk to every day. The people who only qualify for that medical card because they are living in the upper-poverty range. People like me, trying to get that better job. People who already have a hard time budgeting weekly bus fairs at the already discounted price. Mothers of two. Children. These are the people you will be affecting with this particular change.</p> <p>Now I know the public should support public transit. But I feel that this change is targeting the wrong group of individuals. I have lived in Sacramento, San Francisco, and surrounding bay area. I have also ridden transits in all cities as well. And upon looking at some of the current fairs and how things can be structured, I have a few suggestions. All cities I have looked at have a discounted fair program for three main groups. Seniors, disabled, and youth. All cities vary in population, size, rout frequency, basic fair price, etc. Yet all have affordable programs available to those who qualify.</p> <p>Even the largest of metropolitan cities, take San Francisco for example, have fairs available for around one dollar. The major difference I see between the structure of these larger cities and the South Lake region is who they are demanding these increased fair prices from. It seems that they rely mostly on the general public for their basic fair fees. When I say general I am referring to those who don't qualify for any of the discounted programs. Again, catering to the three groups. Seniors, disabled, and youth. These categories and an individuals eligibility depend on household size and income. Seniors would be sixty five and older. Disabled will qualify through the county guidelines. And in all cities I have lived the youth runs from kindergarten to the twelfth grade.</p>
Email	Route 23 Service	A rumor has been going around that route 23 going to the top of Kingsbury Grade will be discontinued. This route is used to access numerous recreation activities. A bus driver once commented that the use of recreationist on route 23 has risen. I personally think this is one of the most amazing places that public transit goes to in the basin for recreation.
Fax	Paratransit Service Area	Comment on DR (paratransit): Consolidate the DR (paratransit) service area to a one-mile corridor from fixed routes.
Phone	Route 23 Service	Expressed dismay with losing bus service (Route 23). Unclear on why this is necessary. Unfortunate to lose a way to get down to town from the top of Kingsbury. Ski resort town. How can you not have bus service? Vote against elimination.
Board Comment	Funding	Basin Entry Fee suggestion.
Board Comment	Service Changes	Suggest staff approach empoloyers to work on solutions; noted too many needs to satisfy them all; requested staff meet w/ Scott Morgan & Travis Lee (DOC); requested staff bring item to County boards and Visitor Authority
Board Comment	Service Changes	Expressed that it is not TTD's responsibility to provide transit in Carson City; encouraged an extension of public comment period to 60 days
Board Comment	General; Paratransit Service Area	Questioned sustainability of Meyers service; asked how fee increase impacts (?) and whether it would result in keeping routes; expressed concern w/ excluding Christmas Valley & N. Upper Truckee from DR (paratransit) service area; requested coordination w/ private companies (i.e. Barton)
Board Comment	Service Changes; Funding	Interested in comparison w/ other resort communities; noted TMPO should tie this into RTP; discussed Entrance Fee and Heavenly contribution
Board Comment	General; Funding	Noted TOT, Title VIII, and Entrance Fee
Board Comment	Service Changes	Requested 60-day timeframe for public comment period (through July 13) to be captured in the July Board meeting

SOURCE	TOPIC	COMMENT
		<p>I am an owner at The Ridge Tahoe for the past 7 years and have relied on Route 23 to take us owners and guests to and from the Ridge down to Stateline. As you know our annual dues help to support this service. My Family and I come up from the Bay Area and we would like an option of not driving to The Ridge but take the Amtrak Bus to Stateline or Kingberry Transit Center and Transfer to the 23 Bus up to The Ridge. One of our privileges as owners is access to Route 23. Unless you propose a Dedicated Ridge Bus we are left in the dark as to what will be the replacement. Furthermore your service helps people with disabilities, those who want to go down to the Casinos for entertainment without the worry of driving and finding parking especially in inclement weather.</p> <p>The Employees of The Ridge and surrounding residents would also lose access to this line. Your bus drivers are giving many stories as to why the route is being cut such as them not getting enough money. Please note that this is not a complimentary service. The Ridge pays dearly for such a service. Do you realize the cost of the Ridge having to purchase new buses and hire more drivers? We do not want a limited schedule with only a few buses a day.</p> <p>In addition you cannot provide us with the length of time that this route may be discontinued in. Do we as owners get compensation from our annual dues if no solution can be met? I ask you to please reconsider the decision of cutting Route 23. Its a vita link also during the winter to get to and from Stateline</p> <p>I have brought this up at the Owners meeting as well as to Mark Director of Security and Transportation at the Ridge Resorts as well as to the Assistant General Manager Kathleen Shoda and will be bringing it up to Sam Slack Resort Manager as well. In addition I think its vital that one of your heads of the Tahoe Transportation District offer informational meetings to us owners at the weekly Tuesday Owner Meetings or throughout the week. Perhaps charging non-owners a fee to use the service if the Resort Fee does not cover your service and or offer 1,3,5,7 Day Passes that are complimentary to Owners and are for purchase for non owners</p> <p>Is the Ridge not important for you? The Ridge has been an asset to our local community and needs Route 23 or another solution. I believe it will be the responsibility of the Tahoe Transportation District to compensate the owners or provide a special VIP bus service that is only for Ridge Owners and Guests that stops along the same route of Route 23 and to extend the hours of operation from 7 AM -11 PM 7 days a week and to advertise the benefits of having such a service to avoid the \$19 per day parking fee that some hotels charge.</p> <p>We need a viable and reliable service that always runs on time sometimes the bus runs quite late due. The Swiftly App does not work with your Route 23 GPS. The infrastructure needs to be looked at to see why Owners and Guests are not using the service. Perhaps not enough room for more bikes, skis etc. More frequent and late night/early morning service. A separate shuttle for employees and one for guests etc. Less noisy buses (the current buses make too much noise going up and down the hill at the Ridge especially late at night). More capacity on buses. Allow Ridge Owners to bring on Coffee etc. Drivers who are attentive to guests needs.</p> <p>Also trucks and cars block the stop at Heavenly Village by the Marriott Residence Club thus making it hard to see and board the bus. I have often almost missed the bus due to this.</p> <p>Please take this seriously as I believe the discontinuation of Line 23 is also a violation of the ADA for not having accessible service to and from the Ridge.</p>
Email	Route 23 Service	Thanks in Advance.
Email	Meyers Service	We are in need of bus transportation to/from Meyers
Email	Meyers Service	Yes! Yes, for a bus to Meyers.
Email	Meyers Service	Bus stop in Meyers? Yes!

SOURCE	TOPIC	COMMENT
Email	Meyers Service	<p>Hi! I just would like to let you know how much I feel the transit in and out of Meyers CA is needed & wanted. I work for the California Conservation Corps. here in Meyers. We get between 5-10 new young Corps. members each month and a good 99% do not own cars. They have to spend large amounts of money on cabs and Uber drivers, just to buy basics, and get their hair cut, see lake Tahoe and go to the beach. Just going to Stateline can cost them \$50.00. They all work hard & earn paychecks. They would love an easy way to go shopping. They also would like an easy/inexpensive way to visit the local tourist sites, bars and restaurants. Not to mention getting to the Heavenly lifts in the winter! Please help us, these young folks create and maintain the hiking trails in Tahoe and work volunteer events, such as the Renaissance Faire. Thank YOU!</p> <p>Resident Staff California Conservation Corps.</p>
Email	Route 23 Service; Winter Routes	<p>I was dismayed to find out that these routes are on the chopping block. I currently own a condominium in Tahoe Village. I ride the Amtrak bus up and use the 15/23 to go back and forth. I also use the 15 as a ski shuttle back and forth to the lifts.</p> <p>Eliminating these routes will force me to exclusively use a car. This seems to be going in the wrong direction here. Not to mention parking lots often fill up.</p> <p>Also, if skiing at Heavenly you are often times forced to ride a shuttle back and forth between Stagecoach/Boulder and California Lodge because of wind closures at Heavenly. Is everyone now expected to grab a cab to get back to the parking lot they started in?</p> <p>If funding is a problem, someone in South Lake Tahoe needs to wake up. This proposal will have a detrimental effect on tourism. Who wants to visit to ski if you can't get back to your car or can't get to the lifts because the parking lots are all full?</p> <p>Sincerely, Tahoe Village Owner</p>
Email	Route 23 Service; Winter Routes	<p>We own a vacation rental in Tahoe Village and oppose the cancellation of the bus routes to and from the Village area, in particular the ski routes. We and our guests regularly use the buses in winter, and we have comments from our guests about how appreciative they are that they have the service.</p> <p>Canceling the ski routes will lead to increased traffic, accidents, and complaints. We realize that this is an economic decision and appreciate your need to cut back. We do, however, hope that at least the ski routes remain.</p> <p>Thank you for your consideration.</p>
Email	General (Unknown Route; "Summer Shuttle")	<p>Being able to get to South Lake Tahoe during the summer months is very important to me for shopping and visiting. Perhaps cut down the service, Keep weekends, one week day...please do not eliminte.</p>
Facebook	General	<p>Don't put the prices up if you still have very poor service.</p>

SOURCE	TOPIC	COMMENT
		<p>I just wanted to share my comments on the upcoming route changes.</p> <p>I moved to Nevada in July of 2008 and started working at the Lake Tahoe Resort Hotel (back then it was the Embassy Suites) in October 2008 and have utilized your services during job hunting and my employment for almost 10 years now.</p> <p>There have been times when the bus has been late or cancelled all together due to snowy conditions. I have found myself unable to get to work and on occasions unable to get home. There have been times when there are accidents that one or the other pass has been closed Kingsbury/Spooner then the 21X was taken out due to funding issues.</p> <p>I understand that it is quite expensive to run the buses up and down the mountain and that when the 21X was taken out that it was a challenge to accommodate the most passengers for the least amount of expense.</p> <p>This new issue regarding inadequate funding is nothing new for the company or riders. Just recently you had to do a rate update for low income/senior/school age riders raising the rates to the standard 4.00 per ride for cash paying students, Medicaid recipients and raising the senior age to 65. Hearing that the bus may be cancelled completely is quite alarming. I realize your company has experience in the logistics required to make decisions needed to run a profitable business.</p> <p>As riders we talk among ourselves and think that a rate increase across the board would not be bad. The rates have been consistent for some time now and we would be open to an increase rate if this would ensure the shuttle service.</p>
Email	Route 20X Service	Thank you.
		<p>I wanted to reach out to you to ask for direction in knowing who would be best for me to reach out to on the political sphere to let them know that we need them to help create local funds for transportation in Tahoe not only for bus 23 but projects moving forward.</p> <p>We just had our annual meeting for one of the HOA's (Tahoe Village HOA) up in the area that bus 23 serves, and we had many people wanting to know who to reach out to as this is a huge concern for all of us up here. If you can give me the information of who to reach out to on a state level, a county level, on both CA and NV side we would love to help support the TTD board in letting them know the importance of funding Tahoe or allowing for visitor fees to help fund the public transit in Tahoe. From an environmental, to safety, to traffic, to parking, etc. things are only going to get worse and not only do we need to keep route 20 and 23 but we also need to create more routes in the Tahoe area.</p> <p>Also, if there are any other people you think of that we could reach out to outside the political sphere to help encourage monies needed for transportation please let me know.</p>
Email	Route 23 Service	We want to support you please tell us how we can.
Email	Route 20X Service	Please continue bus service #20x from the valley to Stateline as it would cause hardship for many who currently use your service. Thank you.
		<p>Good morning, it is my understanding you are considering shutting down the #20 bus from Gardnerville to Stateline. As a rider, I'm requesting this route stay open.</p> <p>I know of at least 15 passengers who depend on this route to get to and from work.</p> <p>The majority of these riders have no other transportation available to them.</p> <p>Shutting down this route would be a considerable hardship, loss of transportation, possible loss of a job. Therefore a loss of financial independence.</p> <p>This route not only helps people get to and from work, it also helps to create a 'green' environment for those of us who prefer to live a greener life.</p>
Email	Route 20X Service	Respectfully.

SOURCE	TOPIC	COMMENT
Email	Route 23 Service	<p>I live on Tramway Dr in Stateline, NV and use the 23 bus often, at all seasons of the year. This is one of the great services that makes living on 'Kingsbury Grade' workable and prevents us from driving off the mountain all the time. I mix both ski/riding and biking with Route 23 and it'd be a massive loss to my family if this route was closed.</p> <p>In the winter, more private cars making the trek up and down the Kingsbury would just add more traffic accidents - this would increase cost to the County and State.</p> <p>At all years, the folks who ride the bus - as opposed to driving - reduce car trips, wear and tear, and pollution that benefits us all. The Kingsbury Grade is packed full of low income folks who rely on transit for getting to work, school, and activities. Also, the Route 23 is used by vacationers to avoid drunk driving to and from the casinos and 'nights on the town'. This is a mistake to close this route - instead, promote its use to the ski community and bike community as a low cost 'shuttle service for outdoor activities', and standardize it's times so that we can count on it even more, increasing ridership.</p> <p>Sometimes, I think that 'low tax' citizens (and general 'cranks') like to change transit schedules around to reduce ridership (which is proven to happen), so that they can achieve their philosophical goal of reducing collective goods and public services. This leads to their privatizing services for maximum profit to 'rentiers' while increasing economic inequality between classes. Don't let 'cranks' and ideologues stop Tahoe from offering great service to its local community and tourists who employ them.</p> <p>Stop the plans to discontinue Route 23 service. Instead, enhance it! Thanks in advance.</p>
Email (Cont'd)	Route 23 Service; Route 20X Service; Route 19X Service (Cont'd)	<p>Dear Ladies and Gentlemen of the TTD Board:</p> <p>My wife and I are professionals who have or soon will retire. My family and I live year-round at the top of Kingsbury Grade (and have for almost 35 years) and specifically in the Tahoe Village Homeowners Association adjoining Heavenly Valley North (Nevada Side). We are very familiar with both the Nevada and California sides of our area.</p> <p>Please consider this e-mail as our comments to the Proposed Transit Service Changes for the July 13, 2018 Public Meeting. We are copying our Community Manager at Tahoe Village Home Owners Association (HOA), one of Nevada's largest HOA's, so as to inform Abril of our thoughts.</p> <p>As background, we have seen numerous transit proposals come and go over almost 4 decades and we have experienced good service, weak service and no service at the top of Kingsbury Grade. We currently (and admittedly) utilize our personal cars as our primary means to transit, but we are aware of others who seriously rely on Tahoe Transportation District (TTD) services as the only viable means to transit from Minden to Stateline or from the Casino Core in Stateline to the top of Kingsbury. We periodically utilize the TTD services when we travel, when weather conditions make personal transit risky and when celebrating as not wishing to risk accidents or impaired driving charges. It is an important back-up plan for our family in those situations.</p>

SOURCE	TOPIC	COMMENT
		<p>We have reviewed the extensive board packet information from the last three meetings and understand the issues and compliment staff on framing the problems intelligently. We have paid special attention to the revenue sources (some permanent, such as ridership fees and subsidies from certain larger commercial concerns that are likely to remain); and, other revenue sources that are far more unpredictable. As stated below, revenue growth is certainly one method to avoid the current situation that will deplete sustainable revenues in the coming years.</p> <p>We have also reviewed the aging equipment issue and can see that certain grants are or may be available to defray the cost of modern and more efficient/reliable equipment.</p> <p>We have also seen discussion of the critical shortage of qualified operators and the difficulties as to retention TTD faces in the wake of serving a demanding tourist trade who often do not properly appreciate the rigors of a mountain-based and weather challenged transit company.</p> <p>Based upon this review we sincerely suggest the following guidelines should be part of any guideposts for your decision making:</p> <p>1. Public transportation serving all areas in our bi-State communities is seen as a necessary public entitlement and not an optional one. As stated below, the cost to the ridership may be up for debate but the service, especially as to special categories of elderly, special needs and student, is not even debatable as a public necessity. Not everyone can or should drive. Creating enhanced on demand response or private transportation for such a broad special group, however, is equally inefficient. Therefore, a reasonable system route that can serve that special category as to all reasonable service areas is likely not optional but is more likely a necessity or we will be forcing those who cannot adjust off the hill. This is similar to staff comment stressing that safety is the over-arching goal for the system. The current system and routes do, indeed, contribute to safety especially as to the special groups noted above as well as low income (but necessary) worker groups who cannot afford expensive weather-suitable cars to transit the routes being slated for elimination. If safety and reasonable access is the goal, it is counterintuitive to entirely eliminate Routes 23, 19X and 20X.</p>
Email (Cont'd)	Route 23 Service; Route 20X Service; Route 19X Service (Cont'd)	<p>2. In pondering the issues, it appears that public transport is more valuable on longer haul trips as those longer trips are the most costly to all normal ridership categories—regular, special or multiple trip pass. The TTD discussion and proposed versions of a plan appear to refocus resources on short haul trips at the expense of these longer haul trips. If true, that approach will certainly stretch revenue, of course, but is counterintuitive from a real public assistance standpoint. A typical taxi ride from the casino core and its supermarket and other services to Ski Run Blvd. may be in the \$10 or less category or even walkable. The typical ride from the transit center at the Douglas County Administrative Offices to Minden involves a long wait, is not walkable and is far more challenging and is in the \$30 or greater category using private services such as a taxi. The scheduled long haul trip, then, even if at a higher than its current cost per ride and at a frequency of 3 trips or less per day is worth far more to a long haul rider than the better served short haul ride. It serves the overall transit purpose to a far greater extent as short haul trips are unquestionably more affordable from a private sourced ride or even walkable. Yet, Routes 23, 19X and 20X are being scheduled for elimination. For lines that appear to be at least holding their own as to ridership (when other lines appear to be falling), one cannot argue that these lines are a clear drain if the trip timing is held to reasonable levels (see Item 3, next, for that discussion).</p> <p>3. Trip timing is, indeed, one way to save costs on the longer haul routes. A early, mid-day and late afternoon schedule seems sufficient as a baseline and it is hard to see where it is a huge money drain. It also can utilize the older but maintainable equipment as the trip frequency creates reduced service stress on the equipment. This would allow the newer electric equipment to be used on the shorter haul trips.</p> <p>Timing should also closely dove-tail with other regional transportation such as the airport bus. That makes ridership more attractive and usable.</p> <p>Timing should also be flexible and may be increased in the critical December-January and mid-June to mid-August periods. That capitalizes on peak periods.</p> <p>Technology may also be innovative and help. FedEx, for example, had a sensitive weight indicator or a pushable button in their remotely located boxes to allow a pick-up truck to know whether to venture 10, 20 or 30 miles to a distant box</p>

SOURCE	TOPIC	COMMENT
		<p>...every route... does... to... pick-up... signs... clearly... instructed... the need to and how to do this), the FedEx truck would not make the long drive. Possibly a similar system could be utilized to bypass unnecessary trips using such a call box.</p> <p>4. Trip cost is, also, another way staff has already identified to increase revenue and add to sustainable ridership. Current fare structures should be simplified to a sustainable formula that is fair to both the TTD and rider. I have seen online various fare formulas for small transit companies. It appears one hybrid formula (revisited annually or as grants come and go) we have seen can be expressed simply, as follows:</p> <p>Normal Fare. 110% of divisible subsidized cost based on anticipated route ridership (historically computed)</p> <p>Possible Add On Surcharge For Bike Transport. \$1</p> <p>Possible Regional Transit (airport) combined ticket.</p> <p>Normal Fare Multi-Ride. 90% of divisible subsidized cost based on anticipated route ridership (historically computed)</p> <p>Special Category (Elderly, Special Needs, Student). 80% of divisible subsidized cost based on anticipated route ridership (historically computed)</p> <p>It appears from what we have seen that the 110% normal fare (or something like it) may outpace the 90% and 80% discounted fares and provide a net revenue gain from the three fares and allow an affordable option to frequent users and special category users. No other categories are normally allowed to maintain simplicity. We realize the ridership revenue by itself is not sufficient to sustain the entire system. Still, if fairly computed like this or another reasonable formula it still results in a less costly ride than a private commercial party. For example, a \$3 current per trip charge rising to \$6 or \$7 charge for a normal fare ride may, at first, seem high in isolation but is reasonable when the comparable taxi ride is \$30 + tip and better reflects true costs after subsidies, grants and awards. It provides a more sustainable, permanent solution even if it results in a higher trip charge. Better put, it is better than no public transit option at all.</p>
Email	Route 23 Service; Route 20X Service; Route 19X Service (Cont'd)	<p>5. Possible Incentives To Increase Ridership. To increase ridership, possibly incentives can be given to properties, businesses or employers. Or using the equipment for local charter efforts.</p> <p>Most of these ideas appear to be in the discussion mix but are being overshadowed by the idea of cuts being the easiest way to sustain the system. However, when ridership income is increased, trip cost controlled carefully, ridership numbers encouraged upward, and the mission of the TTD focused, the current elimination plan for the Nevada side seems too narrowly-focused and, with all due respect, lacks creativity. A properly conceived public option and system should always out-pace a private profit motivated system. Those who currently use the TTD system need and deserve that more affordable public options throughout the current system and not just in certain easier to serve portions. All categories of ridership will find it hard to believe that the Nevada side has been left unserved by a public transit option. Please do not allow that public transit option to disappear.</p> <p>Thanks you for considering these thoughts and addressing this obviously challenging situation. We hope to attend the July meeting in case you wish to explore any of these thoughts. Together, we think TTD can both stabilize the system and make it even better.</p> <p>Again, our thanks for your valuable service to our community.</p>

SOURCE	TOPIC	COMMENT
Email	Route 23 Service; Route 20X Service; Route 19X Service	<p>I am a resident in Stateline, Nevada located on the Route 28 bus line. I have read your proposed changes being voted on July 13, 2018 which includes elimination of the Blue Go bus routes serving my home city of Stateline, Nevada, Carson City, Minden, Gardnerville and South Lake Tahoe.</p> <p>I and my neighbors have NO ALTERNATIVE TRANSPORTATION MEANS when we need to use a bus! This change will severely hamper those of us who work in the area, not to mention the transportation needs of the disabled, those who need to make appointments to see a doctor or go to a local hospital or those who choose to vacation in our area (without whom, many of us would have no income!).</p> <p>I cannot stress the importance of your decision and explore you to re-consider canceling these bus routes until viable alternative financing, or restructuring solution has been found.</p> <p>Never in my life have I ever heard of a government-sponsored transportation entity canceling bus services due to aging fleet or not finding enough workers. Competitive pay and replacement vehicle costs are always included in any finance planning.</p> <p>Ever consider increasing fares or reducing the frequency of pick-ups? Are having electric busses more important than not transporting people at all?</p> <p>This is a terrible decision that must be delayed until reasonable alternatives are found.</p>
Email	Route 23 Service	<p>Hello! I am an owner in Tahoe Village Stateline area where I just learned that funding for bus 23 is going to be discontinued.</p> <p>1. How can the bus be taken away with such short notice. 2. The impact that this is going to have on the roads is terrible. We will have more cars to park down in town, more likely hood of drinking and driving, workers who won't be able to access the Ridge, Heavenly, babysitting, house cleaning for this area, more pollution with cars on the roads full time. The Ridge alone has about 100-300 cars per day or weekend at a time coming up to this area to service their resort and guests who stay. That's a ton of cars for just one location driving up and down kingsbury and around the loop. Then add Heavenly skiers? All the units of people who remained parked and de clogged the parking lot will now be fighting for parking at stage coach or driving in a snow winters day down to gondola to park further contesting parking and traffic, let's not add driving in snow and causing more accidents.</p> <p>We have been so fortunate to have a bus up here. Any growing area especially a protected area like ours with our big beautiful lake should want their area to thrive on greener options? Funding? How much is needed to keep the bus going? I am an owner and active bus rider for everything from skiing to casino and convert going. If I don't have to drive my vehicle adding to the mess of cars around the lake then I do my part and wait for the bus. Others up here do too. What can we do to save the bus.</p>
Email	Route 23 Service	<p>I am writing to voice the importance of KEEPING Bus Route 23. My husband and I live full time on Quaking Aspen Lane and use Bus Route 23 multiple times a week. We know this bus route is also consistently used by other residents, but mostly short and long-term renters because we see the bus is always full of passengers.</p> <ul style="list-style-type: none"> • Transportation is difficult in this area we cannot afford to lose a critical means of travel - public transportation, Bus 23. • This will increase the challenge of traffic on Hwy 50 AND parking around Tahoe and in the city where free parking is already being squeezed out. • Payment is inconsistent depending on the bus driver each day. Could the bus drivers be held accountable more to charge each passenger as they should be charged? We would gladly pay the fee each time and would even pay a little more if that would keep the Bus 23 line in service. <p>Thank you.</p>

SOURCE	TOPIC	COMMENT
		<p>When I heard the motion to discontinue Bus Route 23 was actually being considered, I couldn't believe my ears. Make no mistake, this letter is in favor of KEEPING Bus Route 23 for the permanent residents, short term renters and long term renters that live on Quaking Aspen Lane.</p> <p>I am a local business owner in Stateline NV, and a full time, permanent resident with my wife on Quaking Aspen Lane, and we use Bus Route 23 multiple times a week. It is a critical means of travel for us (and when we have guests) going to and from South Lake where parking is NOT easy, especially since businesses started charging a fee for parking. We are not alone. This bus route is consistently used by other Quaking Aspen residents - we see them on the bus!!!</p> <p>Important things to consider:</p> <ul style="list-style-type: none"> • Convenient public transportation is a STRONG selling point for vacation renters, a critical point of income for many residents. • Local residents that work in South Lake depend on Bus 23. • ***Please factor in all of the voices that are NOT able to write-in letters like this one because they don't live here full time! This area is a vacation destination where public transportation is critical. • Public transportation is difficult in this area are you will be removing the only bus that STOPS near our house. • This will increase the challenge of traffic on Hwy 50 AND parking around Tahoe and in the city where free parking is already being squeezed out. • Payment is inconsistent depending on the bus driver each day. Some ask for it, other times we volunteer it. <p>Please please please think this through carefully.</p>
Email	Route 23 Service	Thank you.
		<p>Don't take away our public transportation! This letter is in favor of KEEPING Bus Route 23 for the permanent residents, short term renters and long term renters. I live in Stateline NV as a full time, permanent resident and we use Bus Route 23 all of the time, traveling to and from South Lake where parking is becoming more and more difficult. Important things to consider:</p> <p>Please factor in all of the voices that are NOT able to write-in letters like this one because they don't live here full time! This area is a vacation destination where public transportation is critical.</p> <p>Convenient public transportation is a STRONG selling point for vacation renters, a critical point of income for many residents.</p> <p>Local residents that work in South Lake depend on Bus 23.</p> <p>Public transportation is difficult in this area are you will be removing the only bus that STOPS near our house.</p> <p>This will increase the challenge of traffic on Hwy 50 AND parking around Tahoe and in the city where free parking is already being squeezed out.</p> <p>Payment is inconsistent depending on the bus driver each day. Some ask for it, other times we volunteer it.</p>
Email	Route 23 Service	Thank you.

SOURCE	TOPIC	COMMENT
Email	Route 19X Service; Route 20X Service	<p>(Sent to employer; shared with TTD)To whomever can help Sir or Mam There is a situation here in the northern Nevada area that will affect several employees very soon. The Lake Tahoe properties have a bus system in place that many employees use to get back and forth to work and soon that bus service will be ending due to funding issues. As a part of the Code Green program we all have enjoyed the use of these buses and with the companies subsidizing of the multi-ride passes it has saved all of us a lot of money in fuel and the cost of repairs to our vehicles. With Caesars Entertainment’s commitment to emission controls and the impact it has on the environment it would be well received if there is a way for our company Team could help make sure the bus service does not end. Many of the employees do not live in the community of South Lake Tahoe California but live in the valleys surrounding the lake area. So having a bus service that gets them back and forth to work is a real blessing. I want to urge the company to contact the Tahoe Transportation District and ask them how our company could possibly help. www.tahoetransportation.org Tahoe Transportation District 128 Market Street, Suite 3F Stateline, Nevada 89449 Mailing Address: PO Box 499 Zephyr Cove, NV 89448 Phone: (775) 589-5500 or (530) 541-7149 FAX: (775) 588-0917 Many of the employees are single car families so having the car thirty miles from home when there is a need at home for it is why we need this service not to end. In the winter especially it is important to have the bus running not only to get to work but to stay safe and out of harm’s way when the roads are snowy and icy.</p> <p>Warm Regards</p>
Facebook (Tribune Article)	Meyers Service	Even with reduced hours, including service to/from Meyers is a huge plus!
TRPA-TMPO	General	It is important to have a single seat (no transfer) between the Y and Stateline.
TRPA-TMPO	Meyers Service	Route 54: consider scaling service up and down throughout the day; consider operating Monday thru Friday and reallocating resources from the weekend to increase frequency along Hwy 50; consider a park and ride on Elks Club Drive (swap meet parking)
Email	Sierra Gardens Access; General	I am going to be moving to the Sierra Garden Apartments on Highway 50 past the Y soon. These are for all of us residents that are lower income in the Tahoe area. Some of us do not or can not afford a vehicle. We could sure use the bus to at least come as far up 50 to pick all of us up. I am disabled and unable to walk all the way to the bus stop at the Y intersection and can’t afford to pay for a taxi. Please consider this new short route to be added. Thank you.
Email	Route 23 Service	Dear sirs, We rely on Route 23 for transportation to and from the Village. Please do not cancel it as this would be very inconvenient.
Letter	Route 23 Service	<p>This letter and comments are being made on behalf of the Tahoe Summit Village Timeshare Owners Association and the rental guests of Tahoe Summit Village.</p> <p>We oppose the cancellation of the Route 23 service. For many years we have promoted this public transportation and it is an important amenity to our timeshare owners, families, and guests. Often, after arriving at Tahoe Summit Village, they will utilize the service instead of driving their own vehicle. The Route 23 service is a significant public safety service by taking potential visitors who are unlikely experienced in mountain/snow driving off the roadway and reducing the traffic on Kingsbury Grade Road. The Route 23 service also reduces the need for parking in downtown area and reduces the actual number of cars on the roads throughout the South Tahoe basin generally.</p> <p>We are disappointed to see that all four proposed plans include the discontinued service of Route 23. Please reconsider the plans and include, even if a modified version, the continuation of the Route 23 service presently being offered to Tahoe Summit Village and the other surrounding hotel/timeshare locations.</p>

SOURCE	TOPIC	COMMENT
Letter	Route 23 Service; Winter Routes	<p>Please consider this letter as our comments to the Proposed Transit Service Changes for the July 13, 2018 Public Meeting. Tahoe Village HOA is located at the top of Kingsbury Grade with a total of 1,016 units that includes condos, single family homes, and timeshares. We provide service for many tourists, especially with Heavenly Ski Resort located at the top of the mountain. The proposed transit changes which includes discontinuing routes 23, 14 and 15, will adversely impact our owners, tenants, and their visitors, along with many of the resort workers who rely on this mode of transportation. We are highly concerned about this.</p> <p>The elimination of these routes will also create a safety hazard as the number of automobiles on Kingsbury Grade will increase as bus service decreases, with compounding safety issues during inclement weather or peak tourist demand periods. The current system and routes do, indeed, contribute to the safety of all. If safety and reasonable access is the goal, it is counterintuitive to entirely eliminate Route 23.</p> <p>Thank you for considering these thought and addressing this obviously challenging situation. We look forward to hearing the Board's responses to these concerns.</p>
Email	Route 23 Service	<p>I am very concerned by the possibility of the 23 Bus Route being cancelled. Kingsbury is not the safest highway, especially for non-locals. Many tourist staying up Kingsbury go downtown at night via the 23 bus to the casinos and/or dinner. To eliminate this route may cause more accidents, more drunk drivers and more traffic on Kingsbury Grade. This route is also an important source of transportation for locals living up Kingsbury trying to get work. I hope the governing member will reconsidered cancelling this important transportation artery and bus route!</p> <p>Thank you for any consideration.</p>
Email	Route 23 Service; Winter Routes	<p>Please reconsider your decision to discontinue service to Kingsbury Grade. The shuttle service around the lifts at Stagecoach and Boulder (winter route 14) and the major Route 23 are especially troubling as the traffic problems and parking problems created by their loss would be devastating to the owners and vacation users of that area.</p> <p>This would seriously impact the value of our properties on the mountain and it would appear to be slighting the Nevada portion of the TTD agreement. I've heard discussion about a class action lawsuit if this were to take place.</p>
Tribune Comments	General	They lost funding for the local routes when they went to the Feds and had our area reclassified from rural to urban. They did this, without input from the local governments, so they could get the money for the new Loop Road they want to build. Greed cost the local ridership.
Tribune Comments	General	the loopy road is going to cost the Town more that it can afford where are the nifty 50 trolley's there should only be 1 route y to st. line the locals call it the shame train
Tribune Comments	Winter Routes	Does anyone remember the small Mercedes busses? Why don't these behemoth waste of busses get trashed for smaller eco friendly units. And to stop the Heavenly shuttles will be a. Nightmare for all. Heavenly depends on shuttles when parking lots are full or when parking. at cal lodge when only the gondola is running the shuttle takes skiers - especially locals from cal lodge to gondola. There is no place at gondola to park -/ or maybe Heavenly' will get smart and once the lots are full there will be no more tickets for the day!!! How cool would that be? Looks like Heavenly will have to provide shuttles
Boys & Girls Club of Lake Tahoe Outreach	Support for 30-Minute Frequency; General	Supports 30-minute frequency and appreciates service in Bijou area
Boys & Girls Club of Lake Tahoe Outreach	General	Concerned with hours of operation as many workers have shifts that start or end early and/or late.
Boys & Girls Club of Lake Tahoe Outreach	Winter Routes	Concerned with the potential loss of supplemental winter routes.
Boys & Girls Club of Lake Tahoe Outreach	Meyers Service	Desire for general service to Christmas Valley (beyond simply Meyers)
Boys & Girls Club of Lake Tahoe Outreach	Meyers Service	Expressed support of service from Meyers, especially along Pioneer Trail through the unincorporated neighborhoods in the County. Desire for her children to access recreation by bus as they get older.
Email	Route 23 Service	Part of Kingsbury Grade is one-way and with a 15 mile per hour speed limit due to Heavenly Valley. Discontinuing this bus Route will result in more congestion by forcing more cars on the road through Tahoe Village where numerous visitors to Tahoe stay. It provides service to many heavily visited locations, including the ski resort. Please reconsider this decision.

SOURCE	TOPIC	COMMENT
Letter	Route 23 Service; Winter Route 15; Route 20X Service	<p>Please let this letter serve as our comments to the Proposed Transit Service Changes on the agenda for the July 13, 2018 Public Meeting. I represent the Ridge Tahoe, Ridge View, Ridge Crest and Ridge Pointe Property Owners Associations located within the Tahoe Village Homeowners Association. I also represent the management company for those Associations, Resorts West, and the associated sales, marketing and real estate companies operating at those locations.</p> <p>I have been involved with the above companies since the 1980's and was on board when the regional transportation was mandated and Blue Go was formed in the early 2000's. The Ridge Tahoe Property Owners Association has participated financially in the transportation service from the Casino corridor and from the Carson Valley to the Tahoe Village area since 2003.</p> <p>I understand the challenges and financial uncertainty of your operation and understand and agree with the need to modify or streamline the schedules to best match the needs and demands with the available funding. The original intent of the mandated transportation services was the elimination of redundant services provided by private entities and to reduce the number of private vehicles on our roadways.</p> <p>The routes noted above have certainly met the original intent envisioned by the mandate. We have reviewed the ridership of these routes over the past few years and, should they be eliminated, I am confident that there will be a significant increase in the number of personal vehicles traveling on a challenging stretch of roadway. I would also anticipate the creation of duplicate transportation services to meet the needs of the varied companies doing business in the area.</p> <p>The proposed elimination of the route to and from the Casino corridor might actually provide a windfall to the food and beverage and retail outlets at the Ridge Tahoe. I would anticipate that should our owners and guests have to drive to and from the Stateline area it will deter many from venturing off property to spend their vacation dollars. Any potential increase in on site business would be short sighted as it would ultimately limit the scope of the overall vacation experience for our owners and guests.</p> <p>What really jumps out to me from the review of the ridership is the impact the elimination of these routes would have on the Tahoe Village area. Over the past couple of years 21% to 26% of the ridership was not tied to the Ridge Tahoe. The proposed changes would leave this segment of the current passengers with no transportation options available to them.</p> <p>Thank you for reviewing and considering these comments and for addressing such a challenging situation. We look forward to hearing the Board's responses to these comments.</p>
Email	Route 23 Service; Winter Route 15	<p>As a full time resident of Tahoe Village, I am writing to strongly voice my disagreement with the proposed plan to discontinue the service of Bus Route 23 (and Bus Route 15 in the winter time). Bus Route 23 (and Bus Route 15 in the winter time) is the only form of public transportation which serves the area of Summit Village and Tahoe Village, and the entire community of people on Kingsbury Grade and the summit area, which is not insubstantial. Without these Bus Routes, we would not have a means to get around the summit area, to Heavenly, or down the to lake area. We are just as much members of the community living up here, and should be entitled to at least one form of public transportation.</p> <p>In addition, there are a lot of vacation rentals up here, and many visitors to the area who also depend on this service, not to mention the workers who service and support the vacation rentals (such as cleaners). Discontinuing the bus service would negatively affect the attractiveness of the area as a place to live, work and visit. It would also force more people to either drive (which is not good for the environment, not to mention potentially dangerous as many people visiting in the winter time do not know how to drive in the snow and in mountains), or take costly taxis/lyfts/ubers (the latter of which recently raised their prices in Nevada), which again would negatively affect the attractiveness of the area as a place to live, work and visit.</p> <p>It seems from recent developments that there is a push to make Tahoe a world class travel destination. Eliminating such a crucial service to the community in my opinion would be taking a huge step backwards. Thank you.</p>
Email	General	<p>Would like to see a shuttle or bus from North Upper Truckee to connecting transit at the Y or casinos. Many residents and vacationers must drive to connect to bus options</p>

SOURCE	TOPIC	COMMENT
Email	Paratransit Service Area; Funding	<p>I am writing to express my concerns regarding the proposed changes to the bus routes to the Meyers and North & South Upper Truckee area. Twenty seven years ago, I gave birth to a son at Barton Memorial Hospital.</p> <p>My son was born with significant disabilities. He began school at 18 months old. He had to learn everything. Nothing came naturally. He walked at 4 years old, He talked at 4 years old. His learning was very hard work for both him and his parents. At 22 years old he completed his time in the Tahoe Unified School district and now lives a busy productive adult life in our community. He has learned and grown, worked and socialized in his home town of South Lake Tahoe all his life. Many things have contributed to his continued progress toward increased independence. While in High school part of his curriculum was learning how to use the on call bus system, because he will never drive a car, and this will be his only mode of independent transportation. Taking this form of transportation has allowed him to independently arrive at his job at Grocery Outlet. He has been able to arrive at his volunteer opportunity at the Skilled Nursing facility at Barton. He is able to go to the college to take many different classes. He is able to take the bus home alone and enjoy the company of his friends and get to know the bus drivers. He is a contributing member of our population.</p> <p>It has taken years for our son to develop understanding and skill to use this mode of transportation. It is also takes a good deal or courage for a parent to allow their young adult to use this service, as they are vulnerable and unsure. We bravely allowed our son to begin this stage of growth and now he has it mastered and uses it regularly.</p> <p>Parents of disabled children count on the support of the whole community to help their child succeed. There are many people who have collectively contributed to the success of my son. To remove the transportation component of his life, would be devastating and take away the growth he has achieved. He would once again have to be dependent.</p> <p>Tahoe has been our home for almost 45 years, we have watched it grow and yet there are still a few very important components missing in our community. It seems our City is more interested in the quality of the air, the safety of the animals, the clarity of the Lake ,the sporting opportunities for its most fit and youthful citizens, and watching for invasive plant species, than it is in finding solutions for the disabled, elderly, disenfranchised residents. Providing funding solutions for this budget issue needs to be addressed by many entities here in Town. There are many people whose health depends on Transportation to Barton hospital, or doctor appointments. They will be abandon, and others like my son will be forced to regress to dependency. I think the health of a city can be defined by how well it cares for ALL its residents and especially its less able vulnerable residents. Taking away this door to door transportation to the outlying areas is a real observation on where our priorities lie. Please do not turn a blind eye to this population, we live with that everyday from many segments of our society. We have all had a uphill fight to be able to live in Tahoe as nothing is easy for us here. Loosing a basic service like transportation, could force many of us to actually move from here and leave our homes and hometown to seek basic services for our family members.</p> <p>Certainly there must be other small towns that face this issue and have succeeded in finding solutions.</p> <p>Sincerely distressed.</p>
Email	Support for 30-Minute Frequency; General	<p>The proposed changes sound great for a start. I still have a car. My housing has a bus but only goes to Raley's and Grocery Outlet. My suggestions have been ignored. Here they are for you. When I was between vehicles, I had to take the bus through a winter, and it was rough.</p> <p>Imagine you are pulling a cart after buying groceries at Raley's at the "Y". There is snow on the ground. You walk out to the best place to get to the bus stop. You have to cross great mounds of snow and rocks because there is no decent walkway from the parking lot. Nobody cares or sees this as their responsibility. I'm not asking for a handicap ramp – only a walkway! It needs fixing.</p> <p>If I may dream a bit, I will someday need a bus that swings past a lot of good businesses in the "Y" area, not just Raley's. These include: Post Office, Emerald Bay Physical Therapy, Alpina Café, two thrift shops, a veterinarian, a funeral home, offices in the 300 block, TJ Maxx, CVS, Goodwill, Smart & Final, and Grassroots. Y the hell not???</p> <p>Just having the 50 bus come every half hour will be marvelous if it happens. Thanks for your good work!</p>
Email	Route 23 Service; Winter Routes	<p>I am very shocked by the fact that you are planning to discontinue route 23. It means that this neighborhood will be isolated and inaccessible if you do not have a car.</p> <p>I also wonder how skiers are going to access the Heavenly ski resort, as there is absolutely not enough parking.</p> <p>This decision makes no sense, for the permanent residents of Tahoe Village working in SLT and for the skiers.</p> <p>PLEASE reconsider the decision.</p>

SOURCE	TOPIC	COMMENT
Email	Winter Routes; General	<p>Tahoe Transportation District's public buses should all be eliminated with the exception with the Heavenly ski shuttle buses, the costs of which should be 100% funded by Heavenly Ski Resort..</p> <p>Tahoe Transportation District's public buses are inefficient, unnecessary, and a colossal waste of public funds. I see them all over town running around virtually empty. The buses clog and impede traffic on Highway 50. To expect the taxpayers to pay approximately \$36 in public subsidies for every \$40 bus ride is ridiculous, cost prohibitive, inefficient, wasteful. unwise, and unsustainable.</p> <p>The public, residents, visitors, and taxpayers would be far better served by removing and discontinuing Tahoe Transportation District's inefficient bus system in South Lake Tahoe and vicinity.</p>
Email	Winter Routes; Route 23 Service; General	<p>I am a new home owner in Tahoe Village. I just came up this week and found out about the proposed changes to the transit service. Given I am past the July 1st request for input, I hope you will still add mine in time for the July 13th meeting as I can't stay to attend.</p> <p>I met with Abril from the Tahoe Village association and she explained what is being proposed as well as said she will take my concerns to the meeting.</p> <p>While I understand your plight, please understand ours. We purchased in Tahoe Village because of the convenience of the bus routes, most especially the winter route as we have children and it is very beneficial to be able to use the bus given parking is always hard to find at the times we are able to go. Our teenagers can make several trips during the day and rest at home in between.</p> <p>In all of your proposals you do away with, or significantly reduce, the winter run options. Please reconsider and find a way to keep the Winter runs intact. My parents are elderly and love to ski...thus another reason we purchased in Tahoe Village so that they could take the bus and not have to deal with the hassle of parking and lugging gear or walking in boots to get to the lift or lodge. This could actually cause them to stop coming.</p> <p>Have you or Heavenly/Vail thought about the fact that the parking at Stagecoach, Boulder or Ski run will be packed given how many vacationers come and won't have the bus available....thus residence/2nd homeowners will find it very difficult to park. Therefore many folks will choose not to bother and/or limit their time at these locations? Revenue generated at the lodges, restaurants and local shops may be hit as I for one will opt not to drive and park, easier to just stay at home and cook or entertain there.</p> <p>The other concern...given you are pretty much eliminating most or all routes currently in Tahoe village (Tramway and around the loop)...Tramway is going to be like a major thoroughfare. It is already pretty busy and there are time it is very difficult and dangerous to pull out of your parking spot....not having the buses will make it 10 times worse.</p> <p>We will have a big decision to make if the winter bus service is discontinued as we may decide to sell....there will be much more traffic on our roads, especially given the large one way section and folks having to loop back around after hitting the ski run, stores or going into the Casinos. More chances of accidents and road closures. More chances for drunk drivers as well.</p> <p>Please reconsider and find another way. Has there been any discussion about charging \$1 per person, per ride? Or, daily, weekly or monthly pass purchase options for reasonable rates? That should help to supplement maintenance costs to or provide better wages and benefits to attract the drivers.</p> <p>Has anyone done a root cause analysis as to why we can't attract and retain drivers?</p>

SOURCE	TOPIC	COMMENT
Email	Winter Routes; Route 23 Service; General	<p>My daughter and I are owners in Tahoe Village and was just informed about the proposed changes to the transit service that will greatly impact the enjoyment of our home and the surrounding area. Please consider my comments and concerns as I can't attend the July 13th meeting.</p> <p>We are very concerned about your plans to discontinue Route 23 and our Winter services here in Tahoe Village. We use the service to go to Stagecoach, Boulder and Heavenly CA ski resorts and it is one of the reasons we purchased here in Tahoe Village.</p> <p>We also use the service to go into the shops and casinos or to have dinner.</p> <p>Please reconsider and find a way to keep these services intact. When we have friends or family up, we use the bus..this reduces traffic on our roads and pollution...otherwise we would have at least 2, sometimes 3 more cars per trip.</p> <p>We applaud your plans to upgrade the buses to electric.</p> <p>I am in agreement with sentiments my friend shared with you in email, copied below: A) Have you or Heavenly/Vail thought about the fact that the parking at Stagecoach, Boulder or Ski run will be packed given how many vacationers come and won't have the bus available....thus residence/2nd homeowners will find it very difficult to park. Therefore many folks will choose not to bother and/or limit their time at these locations. Revenue generated at the lodges, restaurants and local shops may be hit as I for one will opt not to drive and park, easier to just stay at home and cook or entertain there." B) Another concern...given you are pretty much eliminating most or all routes currently in Tahoe village (Tramway and around the loop)....Tramway is going to be like a major thoroughfare. It is already pretty busy and there are times it is very difficult and dangerous to pull out of your parking spot....not having the buses will make it 10 times worse. C) We will have a big decision to make if the bus services are discontinued as we may decide to sell....there will be much more traffic on our roads, especially given the large one way section starting on Tramway and folks having to loop back around after hitting the ski run, stores or going into the Casinos. More chances of accidents and road closures. More chances for drunk drivers as well. D) ... Has there been any discussion about charging \$1 per person, per ride? Or, daily, weekly or monthly pass purchase options for reasonable rates? That should help to supplement maintenance costs to or provide better wages and benefits to attract drivers. E) Has anyone done a root cause analysis as to why we can't attract and retain drivers?</p> <p>Please include our vote to find another way to preserve our bus services in Tahoe Village.</p>
Email	Route 23 Service; Winter Routes	<p>I am writing in regards to the rumor that Route 23 will be discontinued this coming Winter. We are residents of Tahoe Village for twenty years and strongly disagree with this decision. This does not make any kind of sense whatsoever.</p> <ol style="list-style-type: none"> 1) This will impact the tranquility of Tahoe Village and Lake Tahoe in a big way. 2) Heavenly does not have the parking space to handle the increased traffic. It is already out of control on busy ski weekends. Skiers and Riders overwhelm the parking and resort to parking what is normally reserved for local residents. 3) Increased Automobile traffic will impact air quality and create gridlock. 4) We need to come to our senses and protect Lake Tahoe for future generations. <p>Please reconsider your plans for ending the bus route as many people depend on it. Keep us posted.</p>
Tribune Comments	General	<p>A friend and I wanted to travel by public transportation from Santa Cruz, CA to Zephyr Cove in June this year. We got to Truckee, then had to take a taxi to Zephyr Cove, which cost \$130, more than our two tickets via Amtrak to Truckee. I hope the circular route will happen with co-operation between California and Nevada.</p>

P.O. Box 1935
Zephyr Cove, NV 89448
June 13, 2018

Tahoe Transportation District
Attn: Transit Public Comments
P.O. Box 499
Zephyr Cove, NV 89448

Dear Comments Committee:

As guardians for our son, Charles DePasquale, once again we find ourselves advocating for his rights to attend the Family Support Council (Jesse's Ranch) Program in Gardnerville. Since there are not any programs in this area, he must go to Gardnerville. Charles relies on the TTD 20X Bus for transportation. Charles is not the only consistent passenger who relies on this bus for transportation. Other than a costly taxi, this is the only way for some people to get to Gardnerville, Carson City or on to Reno.

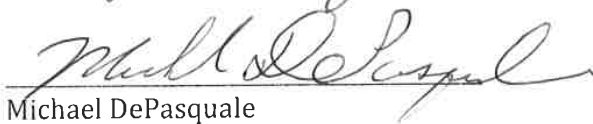
If you cancel this route, Charles and the other riders have no other way of getting there. It is not feasible to have a void like this. How can we keep people who cannot drive themselves from attending a school, job, health facilities or getting to Carson or on to Reno? We know the TTD drivers do not want to lose their jobs and livelihood as well.

Yes, money is always an issue. We are willing to pay a higher fare so that Charles will have transportation to his Program. This is his life's work. He and the others need this transportation.

We are respectfully asking that you sustain the 20X Route so that Charles can continue to attend his program. This means so much to us and, especially Charles, the other passengers, and the drivers.

Sincerely,


Emily DePasquale


Michael DePasquale

cc: Tara Styer ✓



MEMORANDUM

Date: July 9, 2018

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Discussion and Possible Direction on a Ten-Year List of Projects and Operations to Achieve a Proposed Target of Progress Towards Implementation of the Regional Transportation Plan, Transit Master Plan, and Short Range Transit Plan

Action Requested:

It is requested the Board hear the item, discuss it with Staff, provide feedback, and possible direction on a ten-year list of projects and operations to achieve a proposed target of progress towards implementation of the Regional Transportation Plan (RTP), TTD's Transit Master Plan (TMP), and Short Range Transit Plan (SRTP).

Fiscal Analysis:

The work of the regional revenue effort is supported by a Surface Transportation Block Grant (STBG) acquired by TTD from the Tahoe Regional Planning Agency (TRPA) as part of its formula fund programming decision. The funds are administered through the Nevada Department of Transportation (NDOT) local project assistance program process. Staff received a notice to proceed on the grant work as of May 1. Staff hours and costs associated with the grant are now eligible to be reimbursed.

Work Program Analysis:

All work associated with this item is accounted for in the current fiscal year work program and will be in the next fiscal year work program.

Background:

Last month, Staff presented two opportunities to address long term sustainable funding for transportation capital projects and transit services for TTD Board consideration and direction. The Board agreed with the approaches.

One was a Request for Qualifications (RFQ) and Approach for consultant services to develop and provide the latest assessment of funding and authority needs and options for informed decision making by TTD, local governments, and state legislative levels. The second opportunity is arriving as an outcome of the discussions at the Bi-State Consultation on Transportation that has been underway since last fall. An articulated outcome slated to be developed and publically shared at the annual federal event in August is a ten-year list of transportation projects and transit operations targeting a yet to be agreed upon outcome to share with the incoming state administrations. The idea is modeled after the concept of that in the Environmental Improvement Program (EIP). In effect, the agreement to such a list will

potentially serve more as an agreement of stakeholders within the Basin and as an agreement on what to pursue legislatively and financially to put into place.

This is an opportunity for TTD, and the constituencies it represents, to advocate for a set of transportation improvement targets, defining what should be accomplished or put into motion, much as EIP did 21 years ago. The list will be the “what” should be accomplished. The TTD RFQ effort will define the options on the “how” local sources will be established to accomplish its share of improvements and services.

Staff presented an initial draft list for discussion at the Board meeting. It was noted that the STBG funding source for the RFQ work required NDOT’s concurrence for procurement, which was in process. Since the Board meeting, NDOT provided its concurrence and the RFQ has been released.

Discussion:

Project List

Staff has been continuing to work to prepare a ten year list, a sub-set of improvements and services articulated in the TMP, SRTP, and other improvements identified in the RTP that it feels are needed to make possible the core transit system and multi-modal tie-in improvements within ten years. Strategically, Staff has been focused on several key areas. One is to target the funding gap on key operations and projects that will benefit from a regional revenue source(s). Among those are transit capital and services. As was discussed last month, the primary goal is to put in place what will be necessary to reach the 5% transit mode split target. The services and routes identified come from TTD’s Transit Master Plan. This target is the single biggest financial and transit capital project lift, and would more than triple the transit ridership that exists today.

Establishment of these services and routes would enable future transit ridership growth (greater transit mode share) through increased service levels and free to the passenger fare, but at smaller financial increases than reaching the 5% target. Targeting this amount of ridership mode split will help absorb the growth of traffic due to population increase and popularity of Tahoe. According to the TMP, complete absorption of in-basin vehicle trip growth over twenty years will occur at a 15% transit mode split, and a decrease in in-basin vehicle trips will occur at a 20% transit mode split. This ten-year target of 5% sets the course of much needed improvements that have been identified for more than 40 years. Once established, the improvements will also make establishing greater inter-regional transit connectivity possible. This is because a regional operating system will be in place from Truckee and the I-80 corridor to the south shore and US 50 corridor, providing an attractive and functional way to visit the area without a personal vehicle.

Staff has also identified other multi-modal projects needed to support the core transit system. Staff is proposing 12 miles of Class 1 trail on the Nevada side and in the City of South Lake Tahoe to tie into recreational and parking areas served by transit. With Kings Beach road and complete streets projects completed or underway, and Tahoe City complete streets and road projects under construction, there remains two other major corridor projects to complete. They are the US 50 South Shore Community Revitalization Project and a Pioneer Trail arterial and complete street project. Like Kings Beach and Tahoe City, both proposed projects address multiple objectives that support multi-modal goals, including complete streets, transit system improvements, mobility hubs, and transit oriented development.

In addition, Staff has identified a series of parking management improvements that are needed to foster the visitor leaving their personal vehicle once they have arrived in the Basin. Additional parking locations will be needed outside the Basin in the future, but this ten-year effort is to focus on Truckee Tahoe region first. Mobility hubs need to be established that provide the user the opportunity to park the personal vehicle and either walk, bike, or take transit to a desired destination. Options for mobility hubs include acquiring existing underutilized private parking through lease or purchase, or build new public parking. TTD has identified key locations needed for mobility hubs as well as relocated off-way parking in the recreational corridors of SR 28 and 89.

A fundamental, but not considered “sexy,” area continues to face a major funding gap, and that is operations and maintenance of water quality improvements on local roads related to water quality goals for Lake clarity. With second homes being the largest ownership of residential units, it is the non-resident visitor that is benefitting most from local streets and residential use. Local revenues and staff capacity are limited to provide adequate upkeep. Including this area of need into the TTD list identifying it for a regional revenue source is in keeping with what is identified in the RTP, and is consistent with the overall benefit of transit and transportation improvements and the protection and restoration of Lake Tahoe.

One last key area of need is improvement in the Basin’s wireless and wired communication network. Without transformational system improvements, the ability to communicate with the traveler for purposes of enabling motorist choice, emergency management, parking management, and traffic control will remain out of the picture and ineffective. Without a communication system that is available and reliably employable, a major tool in transportation management will not be in the tool box.

In conclusion, the proposed list includes projects and services that target:

1. A 5% transit mode split, more than tripling current transit ridership
2. Projects and services that have major gaps in available funding and need established regional sources to leverage available federal and state revenue
3. Completing capital corridor projects that tie into and support the core transit service and multi-modal system
4. 12 miles of Class 1 trail projects in Nevada and the City of South Lake Tahoe
5. Parking management projects and systems
6. Water quality operations and maintenance for local roads
7. A regional traveler communication and emergency system

Time Frame Expectations

As mentioned previously, the targeted time frame is ten years, but what does that mean? The list represents a set of targets that will not all be completed within ten years, but will be financed and underway in some form of delivery. It is a priority list within a program of delivery that is often overlooked or not well understood. The program of work must first be funded, then there is the public process, timeframe of approvals, design, contracting, and unknowns. Specifics of

projects, modifications of projects, adaptations, new additions, or deletions can all happen in a program as new information is learned or other factors come into play.

Perhaps more important than approving a list of specific projects is approving a list of specific goals and outcomes by which projects and services can be measured and tracked. To that end, projects on the proposed TTD list can be articulated in transit ridership increase, public parking space increase, miles of Class 1 trails, miles of local road water quality maintenance, percent increase in mobile and communication system connectivity, and percent regional revenue generated and available to leverage federal and state sources.

Bi-State Consultation

Staff has been participating in the Bi-State Consultation and working with both TRPA transportation staff and committee chairs to bring products forward for decision, including a ten-year list. It remains to be seen what the final compiled list will look like or address as opinions vary and the concept is evolving. Ideally the work will result in an understanding of a program approach as was done with EIP with an eye to filling the funding gap as was done with EIP.

Staff recommends the Board discuss with Staff the composition of the list, provide feedback, and support the direction for transportation targets to be pursued and funded.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at chasty@tahoetransportation.org or (775) 589-5501.

Attachment:

- A. TTD Ten-Year List of Projects and Services (to be distributed prior to the Board meeting)



MEMORANDUM

Date: July 9, 2018
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Informational Update on the SR 89 Recreation Corridor Management Plan

Action Requested:

It is requested the Board hear an informational update presentation by Staff on the SR 89 Recreation Corridor Management Plan.

Fiscal Analysis:

TTD Staff is negotiating an agreement with the Tahoe Regional Planning Organization (TRPA) that is expected to be retroactively available for expense reimbursement to April 1, 2018, which is good news. The agreement will be in the amount of \$19,295.

Work Program Analysis:

This project is included in the work program and the TTD's Capital Improvement Program. All work associated with this effort will be captured under respective elements of the existing Work Program and corresponding allotted staff time.

Background:

TTD led the efforts to develop the SR 28 Corridor Management Plan, which serves as the model for a similar effort on the SR 89 Recreation Corridor. The SR 89 Recreation Corridor Management Plan, led by the TRPA, TTD, and the U.S. Forest Service Lake Tahoe Basin Management Unit, brings together 17 agencies and organizations to develop transportation and visitation management strategies and address the challenges of the corridor's extensive transportation and recreation travel demand. Plan goals include improving safety, expanding traveler choices, enhancing visitor experience, improving and leveraging technology, protecting environmental resources, and promoting economic vitality.

Discussion:

Staff will present an introduction and overview of the project.

Additional Information:

If you have any questions or comments regarding this item, please contact Danielle Hughes at dhughes@tahoetransportation.org or (775) 557-4901.