

TAHOE TRANSPORTATION DISTRICT (TTD)

TRANSIT OPERATIONS COMMITTEE
Meeting Agenda

Tahoe Regional Planning Agency
128 Market Street, Alpine Room
Stateline, NV 89449

March 21, 2013
3:00 p.m.

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Approval to Release a Request For Proposal for the Purchase and Installation of Transit Bus Security Camera Systems (Item VII.C.)	Recommend Approval	17
B. Review and Acceptance of South Shore and Commuter Transit January 2013 Operations Report (Item VII.D.)	Recommend Acceptance	18
C. Approval of Resolutions and Claim for California Transportation Development Act Funds for the El Dorado County Portion of Lake Tahoe for Transit Operations for Fiscal Year 2013-2014 (Item VII.E.)	Recommend Approval	29
D. Presentation on South Shore Transit System Improvements and Progress (Item VIII.C.)	Discussion and Recommend Direction	122

BUDGET FINANCE COMMITTEE
Meeting Agenda

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV

March 22, 2013
8:30 a.m.

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Review and Acceptance of the District's Financial Statement of Operations for the Period July 1, 2012 Through December 31, 2012 (Item VII.A.)	Recommend Acceptance	1
B. Approval to Release a Request For Proposal for the Purchase and Installation of Transit Bus Security Camera Systems (Item VII.C.)	Recommend Approval	17
C. Approval of Resolutions and Claim for California Transportation Development Act Funds for the El Dorado County Portion of Lake Tahoe for Transit Operations for Fiscal Year 2013-2014 (Item VII.E.)	Recommend Approval	29
D. Presentation, Review, and Acceptance of the District's Fiscal Year 2011-12 Audit Report (Item VIII.A.)	Recommend Acceptance	33

TAHOE TRANSPORTATION DISTRICT (TTD)
Special Meeting – Notice of Agenda and Agenda

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV

March 22, 2013
9:30 a.m.

This meeting is being called as a special meeting because it is not occurring on the regularly scheduled second Friday of the month at 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
- B. Approval of Agenda for March 22, 2013
- C. Approval of Minutes of February 8, 2013

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. KEOLIS EMPLOYEE RECOGNITION

IV. BUDGET FINANCE COMMITTEE REPORT

V. TRANSIT OPERATIONS COMMITTEE REPORT

VI. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

VII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Review and Acceptance of the District's Financial Statement of Operations for the Period July 1, 2012 Through December 31, 2012	Acceptance	1
B. Recommend Approval of Transit Level of Service Jurisdictional Reports for Release of 2013 Residential Allocations	Approval	11
C. Approval to Release a Request For Proposal for the Purchase and Installation of Transit Bus Security Camera Systems	Approval	17
D. Review and Acceptance of South Shore and Commuter Transit January 2013 Operations Report	Acceptance	18
E. Approval of Resolutions and Claim for California Transportation Development Act Funds for the El Dorado County Portion of Lake Tahoe for Transit Operations for Fiscal Year 2013-2014	Approval	29

VIII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Presentation, Review, and Acceptance of the District's Fiscal Year 2011-12 Audit Report	Acceptance	33
B. Progress Report of US 50 South Shore Community Revitalization Project	Informational Only	113
C. Presentation on South Shore Transit System Improvements and Progress	Discussion and Possible Direction	122
D. Update and Presentation on the Nevada State Route 28 Corridor Management Plan, Crystal Bay to US 50 Junction/Spooner Summit, America's Most Beautiful Drive National Scenic Corridor	Informational Only	123
E. Authorization to Execute an Interlocal Agreement Between the Tahoe Transportation District and Incline Village General Improvement District for the Nevada Stateline to Stateline Bikeway Phase 3 Project to Complete Fatal Flaw Analysis Pending Final Legal Review and Approval	Approval	153
F. Presentation and Discussion on the District's Five-Year Capital Improvement Program Funding Projections and Fund Programming for Possible Direction	Discussion and Direction	162
G. Presentation, Discussion, Direction, and Approval of the Tahoe Transportation District's California Legislative Program for the Next Several Sessions	Approval	171
H. Review of North Lake Tahoe Water Shuttle 2012 Pilot Program and Review of Suggested Changes/Recommendations for 2013 Program	Informational Only	177

IX. DISTRICT MANAGER REPORT

X. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

XI. LEGAL BRIEFING - CLOSED SESSION

CONFERENCE WITH LEGAL COUSEL – EXISTING LITIGATION.

MV Transportation, Inc. v. STATA, et al. Case No. 10-CV-0240. 9th Judicial District Court.

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 White at (775) 589-5502.

California Open Meeting Law Compliance

Written notice of this special meeting was delivered to each member of the Board and to each local newspaper of general circulation and radio or television station who has previously requested such notice in writing. Such notice was received at least 24 hours before the time of this special meeting.

Notice of this special meeting was posted at least 24 hours prior to the meeting in a location that is freely accessible to members of the public.

In addition, the Board has caused this agenda and all documents constituting the agenda packet to be mailed to all persons requesting such materials, and such mailing occurred at the time the agenda was posted or upon distribution to all, or a majority of all, of the members of the Board, which occurred first.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given 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.

This agenda has been posted on the TTD website - www.tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT / COMMISSION
BOARD MEETING MINUTES
February 8, 2013**

TTD/C Board Members in Attendance:

Steve Teshara, SS-TMA, Chair
Angela Swanson, City of South Lake Tahoe, Vice Chair
Andrew Strain, Member at Large
Ron Treabess, TNT-TMA
Norma Santiago, El Dorado County
Nancy McDermid, Douglas County
Jim Mallery, Carson City
Andrea Napoli, NDOT

TTD/C Board Members Absent:

Mike Gabor, U.S. Forest Service
Marlo Tinney, Caltrans
Marsha Berkgigler, Washoe County
Will Garner, Placer County
Wanda Batchelor, Washoe Tribe

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Derek Kirkland, Tahoe Transportation District
Curtis Garner, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Judy Weber, Tahoe Regional Planning Agency
Judi White, Tahoe Transportation District
Paul Taggart, Esq., Legal Counsel

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 and Tahoe Transportation Commission was called to order by Chairman Teshara at 9:33 a.m., at the Tahoe Regional Planning Agency. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

B. Approval of TTD/TTC Agenda of February 8, 2013

Motion/second by Mr. Treabess/Ms. Swanson to approve the amended TTD/TTC agenda for today's meeting, with Item III postponed and Item V cancelled. The motion passed unanimously.

- C. Approval of TTD/TTC Meeting Minutes for December 14, 2012
Motion/Second by Ms. Santiago/Mr. Mallery to approve the TTD and TTC minutes, as amended by Mr. Teshara. The motion passed, with Ms. Swanson abstaining.
- D. Approval of TTC Meeting Minutes for January 18, 2013
Motion/Second by Mr. Mallery/Mr. Treabess to approve the TTC minutes, as amended by Mr. Teshara. The motion passed, with Ms. Swanson and Ms. Santiago abstaining.

II. PUBLIC INTEREST COMMENTS

Mr. Knotts introduced Tara Frank, the District's new District Analyst. Ms. Schmitt introduced Joanna Lilly, the District's new Transit Accountant.

Ms. Napoli introduced herself to the Board.

III. BLUEGO EMPLOYEE RECOGNITION

This item was postponed to the next meeting.

IV. FINANCE COMMITTEE REPORT

Ms. Santiago reported the Finance Committee reviewed the items and recommended acceptance of Item IX.A. and noted the full Board would be discussing Item X.E.

V. TRANSIT OPERATIONS COMMITTEE REPORT

The Committee meeting was cancelled and there was no report.

VI. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

Mr. Teshara reported that at the upcoming Advisory Planning Commission (APC) meeting scheduled for February 13, the Commission will be asked to consider and make recommendations of the priorities in Attachments 4 and 5 of the Regional Plan Update to the Governing Board. The APC will also be requested to recommend an amendment to Plan Area Statement 13 – Watson Creek.

VII. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

- A. Recommend Approval of Amendment No. 1 to the 2013 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization
Ms. Weber reviewed this item.

Action Requested: Recommend Approval

Ms. Santiago made the motion to recommend approval of amendment no. 1 to the 2013 Federal Transportation Improvement Program to the Tahoe

Metropolitan Planning Organization. Mr. Treabess seconded the motion. The motion passed unanimously.

Ms. McDermid arrived at 9:55 a.m.

VIII. ADJOURN AS TTC AND RECONVENE AS TTD

IX. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of the District's Financial Statement of Operations for the Period July 1, 2012 Through November 30, 2012
- B. Review and Acceptance of South Shore and Commuter Transit November and December 2012 Operations Report

Mr. Hasty requested Item B to be pulled from consent.

Mr. Treabess motioned to accept Item A, Ms. McDermid seconded the motion. The motion passed unanimously.

Mr. Garner reviewed Item B.

Mr. Strain motioned to accept Item B, Mr. Mallery seconded the motion. The motion passed unanimously.

X. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

- A. Approval of US 50 South Shore Community Revitalization Project Business Review Committee Appointments

Mr. Hasty announced the District's March Board meeting would need to be moved to March 22, in order to hold a public workshop on March 12 at the City Council Chambers.

Mr. Knotts reviewed this item and distributed an updated list of the recommended appointments. He noted the first Business Review Committee (BRC) meeting is scheduled for February 27 and would be publicly noticed. Meetings are also tentatively scheduled for March 6 and 20. Mr. Knotts suggested having a letter from the Board for the BRC welcoming them and outlining the Board's expectations of the committee. Mr. Teshara will draft the letter.

Public Comment:

Mike McKeen stated he is thrilled to be on the committee and suggested Kathay Lovell or David Jinkens to replace any recommended appointments that do not submit their application.

Action Requested: Approval

Ms. Santiago made the motion to approve the appointment of staff recommended business/property members to the US 50 South Shore

Community Revitalization Project Business Review Committee with the following stipulations:

1. The deadline to receive the appointed member's application is February 15, 2013 by 5:00 p.m.
2. Add a representative for large commercial real estate
3. There is only one representative from large corporate tourist accommodation classification

And, the following expectations of the committee are:

1. There will be a peer review of the economic analysis, focusing on three areas:
 - a. feedback on the accuracy of the report
 - b. the meaning of the report
 - c. identified drivers or other term as given by the economic consultants
2. Provide pros and cons of each alternative based upon the economic analysis, as well as input on the design features of each alternative being considered
3. A progress report of the outcomes being heard due March 15 for review at the March 22 Special Board meeting; and the final report due April 5 for discussion at the April 12 Board meeting.

Ms. Swanson seconded the motion. The motion passed unanimously.

B. Mobility Management Presentation by TransitPlus

Ms. Suzanne O'Neill gave a presentation on Mobility Management.

Action Requested: Informational only

C. Presentation and Discussion on the District's Five-Year Capital Improvement Program Funding Projections and Fund Programming for Possible Direction

This item was continued to the next meeting.

Action Requested: Discussion and Direction

D. Presentation, Discussion, Direction, and Approval of the Tahoe Transportation District's Nevada Legislative Program for the Next Biennium Session

Mr. Hasty reviewed this item and Mr. Buzz Harris gave a presentation.

Action Requested: Approval

Mr. Treabess made the motion to approve the District's Nevada Action Plan and policy objectives. Ms. Santiago seconded the motion. The motion passed unanimously.

Mr. Strain left at 12:01 p.m.

Ms. McDermid left at 12:02 p.m.

E. Approval of Task Orders and Contract Amendments for Smith & Jones and Exploration Services, Inc. for TTD's Capital Improvement Program Public Outreach and Funding Strategy

Mr. Hasty reviewed this item. Mr. Teshara requested the consultant's hourly rates be resent to the Board members. Mr. Haven noted the TMPO will be forming a transportation working group under the framework of the Environmental Improvement Program to help with project coordination and implementing the Regional Transportation Plan.

Action Requested: Approval

Ms. Swanson made the motion to approve the contract amendments and task orders for Smith & Jones and Exploration Services, Inc., with direction to staff to provide a measure of performance for the community outreach program. Mr. Treabess seconded the motion. The motion passed unanimously.

XI. DISTRICT MANAGER REPORT

Mr. Hasty distributed a letter from the California Tahoe Conservancy, requesting assistance with final design dollars.

XII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Mr. Haven noted the governors received a letter from Secretary LaHood confirming the reinstatement of Tahoe's MPO status.

Ms. Santiago reminded the Board she will be going to Washington DC starting March 1.

Mr. Teshara noted the second of a series of the economic forums for the South Shore, organized by the Chamber and Tahoe Prosperity Center, will be held March 5.

Ms. Swanson noted the South Lake Tahoe City Council has all five members appointed. Her alternate for the District is Joanne Conner. She expressed her concern regarding getting in front of the broad based community coalition for the US50 project and requested an update of the bus shelter program.

Mr. Treabess noted the resort triangle transportation vision coalition is moving forward. The Night Rider program ridership is up 35 percent this year. The 2013 North Shore Water Shuttle program is being developed. The Lakeshore Trail in Tahoe City is being given an outstanding achievement award at the California State Parks and Recreation Society Annual presentation.

Ms. Schmitt reminded the Board the audited financials will be presented to the Board at the March Board meeting.

Ms. Santiago left at 12:38 p.m.

XIII. LEGAL BRIEFING - CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION. MV Transportation, Inc. v. STATA, et al. Case No. 10-CV-0240. 9th Judicial District Court.

The Board received an update and briefing from Counsel on the status of the MV lawsuit and took no further action.

XIV. ADJOURNMENT

The meeting adjourned at 1:01 p.m.

Respectfully Submitted:

*Judi White
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 White, Clerk to the Board, (775) 589-5502.)



MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of the District's Financial Statement of Operations for the Period July 1, 2012 Through December 31, 2012

Action Requested:

It is requested the Board accept the Financial Statement of Operations for July 1, 2012 through December 31, 2012.

Background:

Staff has completed analyzing financial information for the six months of fiscal year 2013 (FY13). The presentation of the financial information continues to detail the District's funds: General, Capital Improvement Program (CIP), and Transit Operations.

Discussion:

General –

Overall, the District ended with a decrease of \$17,981 for December 2012. The decrease was expected as the District incurred \$30,161 in contractor fees for the North Shore Ski Shuttle Program. The District received payment of \$167,336 for this program in January 2013. The District will treat the payment as deferred revenue and recognize each month's revenue based on expenditures incurred, therefore January's revenues will include the December operational costs.

The District's General Fund Balance at December 31, 2012 is \$65,518, which is approximately \$17,770 less than at the start of the fiscal year.

General Forecast –

The District expects to receive \$35,159 in April from The Ridge Resorts as a contribution to the overall District's transportation program.

The District anticipates transferring approximately \$30,000 from the balance of mitigation fees that were originally targeted for covering the interest incurred on the line of credit for the South Demo Construction Project. This will decrease CIP's deferred revenue, while increasing contributions to the District's overall transportation program.

Payroll costs incurred by the general fund for the first eight months of the year are \$11,385 lower than anticipated and resulted from a combination of reduced staff and a delay on the decision on whether to allow for increases.

The District will be reimbursed \$8,000 for legal fees incurred for the North Shore Ski Shuttle Program, as budgeted for the program. However, Staff suggests should there be a balance of the funds at the end of the winter season, any refunds to the private entities would be net of the program's balance of legal fees.

CIP –

Overall, the District ended December with an increase of \$28. The increase can be directly attributed to the interest that was earned from the District's savings account with Nevada State Bank.

Federal Lands and Highways Half Percent Project – Round 3 FLH Half Percent expenditures incurred during December totaled \$321,301. The District invoiced Tahoe Regional Planning Agency (TRPA), leaving a remaining balance of \$2,785,492 for Round 3.

South Demo Bikeway Project –

Total costs for the project incurred during December totaled \$22,928. The District recognized \$22,734 from Washoe County's advancement of Nevada State Question 1 funding. Mitigation fees of \$194 were recognized to cover the interest charged for use of the line of credit.

The District's Capital Improvement Program Fund Balance at December 31, 2012 is \$177.

CIP Forecast -

The following projects remain on hold, pending Authorization to Proceed notification from TRPA. TRPA will issue the notices upon receipt of Prop 1B funding and resolutions from the City of South Lake Tahoe and El Dorado County, which will allow the District to use the City and/or County's small allotments on the programs. Staff is anticipating that most of these programs will be pushed to FY 14.

- FTA 5308 Bus Purchases (including Placer Co.) \$1,250,000
- Facility Improvements \$250,000
- Fueling Facility Improvements \$750,000
- Electronic Fareboxes \$150,000
- Bus Purchase \$125,433

Payroll costs incurred by the CIP fund for the first eight months of the year are \$58,235 lower than anticipated and resulted from a combination of reduced staff and a delay on the decision on whether to allow for increases.

Transit Fund-

Overall, the District ended with a decrease of \$133,382 for December 2012. The decrease to the fund balance was expected, as the District invoiced Caltrans \$50,299 for the CMAQ program in January, of which \$37,064 were for costs incurred between August 2012 and December 2012. The District also received the quarterly rent invoice of \$18,526 from the City of South Lake Tahoe for the Transit Centers & Bus rentals. Operations net decrease, excluding depreciation, totaled \$71,116.

The net result decreased Transit's overall fund balance for the year to \$5,346,942, which is approximately \$235,465 more than at the start of the fiscal year.

Transit Forecast –

Legal fees for the MV versus STATA lawsuit for FY13 through February totaled \$68,193 bringing the total lawsuit costs for inception to \$148,775. These costs are not allowable for grant reimbursement. Staff budgeted \$68,000 for the entire lawsuit legal budget in the transit fund for FY13. We will continue to monitor the costs.

The District has exhausted the FY13 grant with Caltrans and began relying solely on TDA funding to cover the California share of expenses in October.

With the State of California receiving less funding for the FTA 5311 program, along with the decrease in population in the Tahoe Region based on the 2010 census, the District's 5311 grant with Caltrans will decrease by \$17,021 from \$92,992 to \$75,971 in FY14.

Staff is working with Nevada State Parks to increase the parking fees at Sand Harbor State Park by \$1 per vehicle and dedicate the increase towards the match for summer FY15's South Shore Express (SR28) program. As you recall, this program is a two year pilot which has been funded by NDOT and SNPLMA. The SNPLMA match will terminate following summer FY14.

Payroll costs incurred by the Transit Operations fund for the first eight months of the year are \$64,506 lower than anticipated and resulted from a combination of reduced staff and a delay on the decision on whether to allow for increases.

Balance Sheet

The detailed balance sheet as of December 31, 2012 is attached (Attachment A).

The fixed asset balances, net of depreciation, include \$3,873,007 in transit funds and \$658,182 in general fund of federalized obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

Fiscal Analysis:

The District is in good standing after the first six months of FY13.

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. December Financials

**Tahoe Transportation District
Balance Sheet
December 31, 2012**

	TOTAL	General	CIP	Transit	FYI GFA
ASSETS					
Cash & Equivalents	946,502.96	84,069	341,352	521,082	
Accounts Receivable	2,639,652.27	35,042	1,096,530	1,508,080	
Prepays	18,511.41	5,115	150	13,246	
*Capital Assets, Net Depreciation	4,646,490.18			4,646,490	884,134
TOTAL ASSETS	<u>8,251,156.82</u>	<u>124,226</u>	<u>1,438,033</u>	<u>6,688,898</u>	<u>884,134</u>
LIABILITIES					
Accounts Payable	1,154,001.93	58,708	626,702	468,591	
Deferred Revenues	1,667,935.36		811,153	856,782	
Nevada State Bank - LOC					
EE Compensated Absences	16,583.09			16,583	50,230
TOTAL LIABILITIES	<u>2,838,520.38</u>	<u>58,708</u>	<u>1,437,855</u>	<u>1,341,957</u>	<u>50,230</u>
FUND BALANCES					
Invested in Capital, Net	4,716,740.30	0	0	4,716,740	993,954
Unrestricted Fund	478,023.55	83,288	0	394,736	-43,327
Contingency Fund					
Reserved for Encumbrances					
SUB TOTAL FUND BALANCES	<u>5,194,763.85</u>	<u>83,288</u>	<u>0</u>	<u>5,111,476</u>	<u>950,626</u>
Increase/(Decrease) to Fund Balance	217,872.59	-17,770	177	235,465	-116,723
TOTAL FUND BALANCE	5,412,636.44	65,518	177	5,346,942	833,903
TOTAL LIABILITIES & FUND BALANCES	<u>8,251,156.82</u>	<u>124,226</u>	<u>1,438,033</u>	<u>6,688,898</u>	<u>884,134</u>

* The fixed asset balances, net of depreciation, include \$3,873,007 in transit funds and \$658,182 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.

Government Wide Fund Account amounts are provided for informational purposes only. They are not included in the Total amounts.

**Tahoe Transportation District
Statement of Operations
July 1, 2012 through December 31, 2012**

	TOTAL	General	CIP	Transit	GFA
Revenues					
Federal Grants	2,649,376.59		1,688,055	961,322	
State Funding	1,976,404.56		1,450,616	525,789	
Contributions	571,649.98			571,650	
General Revenues	46,743.85	45,544		1,200	
Charges for Services	462,446.06	96,562		365,884	
Special Items	301.84	5	177	119	
Pass Through Revenues	96,802.47			96,802	
TOTAL REVENUES	5,803,725.35	142,111	3,138,847	2,522,767	0
Expenses					
Personnel	292,619.47	7,243	194,781	90,595	6,902.94
Admin Support	45,343.85		30,675	14,668	
Contracts	3,918,071.01	30,161	2,548,762	1,339,148	
Fuel	252,209.31			252,209	
Depreciation	355,829.12			355,829	109,820.12
Other Operating	600,387.43	122,477	46,031	431,880	
Capital Outlay	24,382.54		16,402	7,981	
Interest	207.56		208		
Other Funding Sources			301,812	-301,812	
Pass Through Expenses	96,802.47			96,802	
TOTAL EXPENSES	5,585,852.76	159,881	3,138,670	2,287,301	116,723.06
Increase / (Decrease) to Fund Balance	217,872.59	-17,770	177	235,465	-116,723.06

Government Wide Fund Account amounts are provided for informational purposes only. They are not included in the Total amounts.

**Tahoe Transportation District
Statement of Operations
General Fund
July 1, 2012 - December 31, 2012**

	General Fund Activity		Actual vs Budget			Program YTD					
	Total 1st Qtr General	Total December General	Total 2nd Qtr General	YEAR TO DATE	Board Approved Budget	Var %	District Ops	RCMF	CNG	No Shore Ski Shuttles	Program Totals
Revenues											
General Revenues											
Admin Support	22,588	8,315	22,756	45,344	105,498	42.98%	45,344				45,344
Miscellaneous	100		100	200	0	-100.00%	200				200
Contributions					44,159	0.00%					
Total General Revenues	22,688	8,315	22,856	45,544	149,657	30.43%	45,544				45,544
Charges for Services											
Rental Car Mitigation Fees	31,087	13,607	16,965	48,052	75,000	64.07%		48,052			48,052
CNG Station Revenues	19,143	14,641	29,368	48,510	134,098	36.18%			48,510		48,510
Total Charges for Services	50,230	28,248	46,332	96,562	209,098	46.18%		48,052	48,510		96,562
Special Items											
Interest Revenue	1	2	5	5	0	-100.00%	5				5
Total Special Revenues	1	2	5	5	0	-100.00%	5				5
TOTAL REVENUES	72,918	36,564	69,265	142,111	358,755	39.61%	45,549	48,052	48,510		142,111
Expenses											
Operating											
Personnel	3,312	850	3,931	7,243	29,763	24.34%	7,243				7,243
Contracts	0	30,161	30,161	30,161	0	-100.00%				30,161	30,161
Insurance	4,436	312	936	5,372	4,900	109.63%		3,500	1,872		5,372
Facility Rent	8,568	3,248	8,428	16,996	37,700	45.08%	14,770		2,227		16,996
Facility Utilities	18,882	10,045	21,589	40,471	107,148	37.77%	1,175		39,296		40,471
Telephone	61	6	23	84	0	-100.00%	84				84
Supplies	1,579	541	1,622	3,201	6,000	53.36%	3,201				3,201
Advertising & Public Relations					1,000	0.00%					
Postage	155			155	250	61.88%	155				155
Dues, Subscriptions & Publications	724	458	625	1,349	1,600	84.31%	1,349				1,349
License & Permits					350	0.00%					
Professional Services	16,294	6,184	16,716	33,010	96,500	34.21%	25,279		7,731		33,010
Legal Services	3,935	2,187	13,318	17,253	15,000	115.02%		3,935		13,318	17,253
Auditing Services	2,085		480	2,565	5,100	50.29%		2,565			2,565
Transit Management - No Shore					20,000	0.00%					
Training					8,000	0.00%					
Travel	585		481	1,066	3,138	33.96%	1,066				1,066
Modified Business Tax	276	555	555	831	0	-100.00%	831				831
Miscellaneous Expenses	117		8	125	0	-100.00%	125				125
Total Operating	61,008	54,546	98,873	159,881	336,449	47.52%	55,277	10,000	51,126	43,479	159,881
Capital Outlay											
Office & Equipment over \$5000					906,250	0.00%					
Office & Equipment under \$5000					0	0.00%					
CIP over \$5000					0	0.00%					
Reimbursed Capital Expenses					0	0.00%					
Total Capital Outlay	0	0	0	0	906,250	0.00%	0	0	0	0	0
Other Financing Sources											
Preventive Maint (In)					0	0.00%					
Capital Outlay (In) Out					-906,250	0.00%					
Transfer (In) Out					20,000	0.00%					
Total Other Financing Sources	0	0	0	0	-886,250	0.00%	0	0	0	0	0
TOTAL EXPENSES	61,008	54,546	98,873	159,881	356,449	44.85%	55,277	10,000	51,126	43,479	159,881
Increase/(Decrease) to Fund Balance	11,911	-17,981	-29,609	-17,770	2,306	-770.59%	-9,727	38,052	-2,615	-43,479	-17,770

Tahoe Transportation District
 Statement of Operations
 Capital Improvement Program
 July 1, 2012 - December 31, 2012

	CIP Fund Activity			Actual vs Budget			Program YTD									
	Total 1st Qtr CIP	Total December CIP	2nd Qtr CIP	YEAR TO DATE	Board Approved Budget	Var %	FLH Rd 2 / FLH Rd 3	So. Demo Constructi on	No. Demo Bikeway	Trolley Purchase	FTA 5309	US 50 SNPLMA	Prop 1B Electronic Fareboxes	NV Shelters	AVL/ Electronic Fareboxes	Program Totals
Revenues																
Capital Grant & Contributions																
FTA 5309	222,451		1,951	224,402	291,999	76.85%				183,620	40,782					224,402
FTA 5308					1,000,000	0.00%										
ARRA	38,963		1,388	40,351	80,358	50.21%								10,351	30,000	40,351
FLH 1/2 Percent Funding	489,801	321,301	777,462	1,267,263	5,174,590	24.49%	1,267,263									1,267,263
Contributions/Grant Match	8,775	194	208	8,983	96,882	9.27%		50,208			8,418			357		58,983
Prop 1B	50,112		487	50,599	1,762,848	2.87%				45,730	3,644		1,225			50,599
Scenic Byways	10,047		4,874	14,922	93,000	16.04%		14,922								14,922
SNPLMA - US 50	33,732		107,386	141,117	452,120	31.21%						141,117				141,117
Question 1	264,227	22,734	257,577	521,804	1,010,040	51.66%		515,710	6,095							521,804
FHWA - Rec Trails					179,405	0.00%										
NV State Lands			50,000	50,000	50,000	0.00%										
NDOT - Gas Tax	318,236		500,994	819,229	985,200	83.15%		819,229								819,229
Total Capital Grants & Contributions	1,436,344	344,230	1,702,326	3,138,670	11,176,442	28.08%	1,267,263	1,385,147	21,016	229,350	52,844	141,117	1,225	10,708	30,000	3,138,670
Special Items																
Interest Revenue	69	28	108	177	0	-100.00%	2	77		6	66		27			177
Total Special Items	69	28	108	177	0	-100.00%	2	77		6	66		27			177
TOTAL REVENUES	1,436,413	344,258	1,702,434	3,138,847	11,176,442	28.08%	1,267,265	1,385,223	21,016	229,356	52,910	141,117	1,252	10,708	30,000	3,138,847
Expenses																
Personnel	90,811	28,452	103,971	194,781	476,732	40.86%	179,994	14,417			129			242		194,781
Contract Services	983,460	305,831	1,565,301	2,548,762	7,055,461	36.12%	1,017,324	1,366,904	21,016		2,588	139,392		1,538		2,548,762
Repair and Maintenance	8,252			8,252	30,000	27.51%					8,252					8,252
Reproduction & Printing			80	80	5,880	1.36%		80								80
Rent Meeting Room	459	1,102	1,873	2,333	3,000	77.75%	2,333									2,333
Facility Utilities/Telephone	312	90	539	852	0	-100.00%	639	213								852
Supplies	153			153	500	30.51%		153								153
Advertising / Outreach		1,327	3,213	3,213	18,500	17.36%	3,213									3,213
Legal Notices					6,850	0.00%										
Admin Support	15,054	5,410	15,621	30,675	72,119	42.53%	28,390	2,236			9			40		30,675
Postage					4,750	0.00%										
Subscriptions, Dues, & Publications	13,931		315	14,246	17,000	83.80%	14,246									14,246
License & Permits	11			11	900	1.22%		11								11

**Tahoe Transportation District
Statement of Operations
Capital Improvement Program
July 1, 2012 - December 31, 2012**

	CIP Fund Activity			Actual vs Budget			Program YTD										
	Total 1st Qtr CIP	Total December CIP	2nd Qtr CIP	YEAR TO DATE	Board Approved Budget	Var %	FLH Rd 2 / FLH Rd 3	So. Demo Constructi on	No. Demo Bikeway	Trolley Purchase	FTA 5309	US 50 SNPLMA	Prop 1B Electronic Fareboxes	NV Shelters	AVL/ Electronic Fareboxes	Program Totals	
Expenses Continued																	
Professional Services	519	94	530	1,049	18,289	5.74%	831	219									1,049
Legal Services	6,918	925	3,384	10,301	30,370	33.92%	6,759	450			1,293	1,725		75			10,301
Auditing Services	2,085		480	2,565	5,100	50.29%	2,565										2,565
Training	3,409		3,190	6,599	7,450	88.58%	6,380	219									6,599
Travel - Per Diem		99	1,536	1,536	5,100	30.13%	1,536										1,536
Travel - Commercial Air	787	20	933	1,720	3,500	49.15%	1,720										1,720
Travel - Auto	222	686	1,151	1,373	1,060	129.54%	1,335	39									1,373
Misc / Contingency					300,000	0.00%											
Reimb Operating	-8,252			-8,252	-30,000	27.51%					-8,252						-8,252
Total Operating	1,118,131	344,036	1,702,119	2,820,249	8,032,561	35.11%	1,267,263	1,384,939	21,016		4,019	141,117		1,895			2,820,249
Capital Outlay																	
Equipment over \$5000	294,392			294,392	2,864,099	10.28%				229,350	26,229			8,813	30,000		294,392
Equipment under \$5000	7,981			7,981	0	-100.00%					6,756	1,225					7,981
CIP over \$5000	7,589			7,589	219,782	3.45%					7,589						7,589
Reimb Capital Expenses	-293,560			-293,560	-3,083,881	9.52%				-229,350	-32,985		-1,225		-30,000		-293,560
Total Capital Outlay	16,402			16,402	0	-100.00%					7,589			8,813			16,402
Interest																	
Interest		194	208	208	30,000	0.69%		208									208
Total Interest		194	208	208	30,000	0.69%		208									208
Other Financing Sources																	
Preventive Maint (In)	8,252			8,252	30,000	27.51%					8,252						8,252
Capital Outlay (In) Out	293,560			293,560	3,083,881	9.52%				229,350	32,985		1,225		30,000		293,560
Transfer (In) Out					0	0.00%											
Total Other Financing Sources	301,812			301,812	3,113,881	9.69%				229,350	41,237		1,225		30,000		301,812
TOTAL EXPENSES	1,436,344	344,230	1,702,326	3,138,670	11,176,442	28.08%	1,267,263	1,385,147	21,016	229,350	52,844	141,117	1,225	10,708	30,000		3,138,670
Increase / (Decrease) to Fund Balance	69	28	108	177	0	-100.00%	2	77		6	66		27				177

Tahoe Transportation District
 Statement of Operations
 Transit Fund
 July 1, 2012 - December 31, 2012

	TO Fund Activity			Actual vs Budget			Program YTD				
	Total 1st Qtr TO	Total December TO	Total 2nd Qtr TO	YEAR TO DATE	Board		Transit Ops	SR 28	CMAQ	Mobility Mgr	Program Totals
					Approved Budget	Var %					
Revenues											
Grants & Contributions											
FTA 5311 - NDOT	353,674	152,388	324,980	678,654	1,825,017	37.19%	597,916	80,738			678,654
FTA 5311 - Caltrans	81,829		11,163	92,992	92,992	100.00%	92,992				92,992
CMAQ - Caltrans					100,000	0.00%					
USFS - SNPLMA	53,826		134,910	188,736	205,432	91.87%	134,910	53,826			188,736
RTAP - Caltrans/NDOT	940			940	3,500	26.87%	940				940
Operating Contributions	276,589	115,093	295,061	571,650	1,230,376	46.46%	571,650				571,650
TDA - LTF	168,233	56,078	168,233	336,465	672,929	50.00%	336,465				336,465
TDA - STA	94,662	31,554	94,662	189,324	378,648	50.00%	189,324				189,324
Total Grants & Contributions	1,029,752	355,112	1,029,009	2,058,761	4,508,894	45.66%	1,924,197	134,564			2,058,761
Charges for Services											
FareBox Revenue	161,561	54,835	142,463	304,024	620,000	49.04%	288,525	15,500			304,024
Pass Sales	30,785	12,390	31,075	61,860		-100.00%	61,860				61,860
Total Charges for Services	192,346	67,225	173,538	365,884	620,000	59.01%	350,385	15,500			365,884
Special Items											
Insurance Claims	1,200			1,200	0	0.00%	1,200				1,200
Interest Revenue	48	43	71	119	0	0.00%	119				119
Total Special Items	1,248	43	71	1,319	0	0.00%	1,319				1,319
Pass Through Revenue	96,802			96,802	0	-100.00%	96,802				96,802
TOTAL REVENUES	1,320,149	422,381	1,202,617	2,522,767	5,128,894	49.19%	2,372,703	150,064			2,522,767
Expenses											
Operating											
Personnel	41,564	16,048	49,031	90,595	277,010	32.70%	90,528	67			90,595
Contract Services	637,636	325,622	701,513	1,339,148	3,370,908	39.73%	1,277,380	61,768			1,339,148
Vehicle Fuel	121,341	59,370	130,868	252,209	749,983	33.63%	243,827	8,383			252,209
Sales Tax on Fuel	147	831	831	978	3,700	26.43%	978				978
Repair and Maintenance	13,529	3,910	8,768	22,297	90,001	24.77%	22,297				22,297
Insurance	39,847	13,246	39,739	79,586	160,000	49.74%	76,495	3,091			79,586
Reproduction & Printing	1,190	360	3,008	4,198	36,000	11.66%	4,198				4,198
Facility Rent	36,658	22,686	30,046	66,704	172,260	38.72%	58,172	8,532			66,704
Facility Utilities	22,625	9,481	16,201	38,826	62,000	62.62%	36,549	2,276			38,826
Telephone	4,413	1,297	4,200	8,612	30,500	28.24%	8,450	162			8,612
Supplies					250	0.00%					
Advertising & Public Relations	46,885	5,044	5,637	52,522	121,166	43.35%	6,513	39,549	6,461		52,522
Legal Notices					1,500	0.00%					
Admin & Overhead Expense	7,534	2,905	7,135	14,668	42,245	34.72%	14,659	10			14,668
License & Permits					2,500	0.00%					
Dues, Subscriptions and Pubs	927	369	369	1,296	2,000	64.80%	1,296				1,296
Professional Services	48,447	2,624	5,906	54,353	160,752	33.81%	41,616	12,737			54,353
Legal Services	25,352	7,158	33,450	58,802	68,000	86.47%	58,802				58,802
Auditing Services	4,930		1,540	6,470	12,000	53.92%	6,470				6,470
Bank Fees	804	227	685	1,490	10,206	14.60%	1,490				1,490
Training	445		1,595	2,040	10,500	19.43%	2,040				2,040
Travel	1,338	-207	35	1,373	5,000	27.46%	1,373				1,373
Miscellaneous Expenses	90	-878	-855	-765	0	100.00%	-765				-765
FareBox Replacement		23,402	30,604	30,604	40,339	75.87%			30,604		30,604
Grant Match Required	2,493			2,493	6,000	41.56%	2,493				2,493
Depreciation Expense	172,377	62,266	183,452	355,829	530,000	67.14%	355,829				355,829
Total Operating	1,230,572	555,763	1,253,758	2,484,330	5,964,820	41.65%	2,310,691	136,574	37,064		2,484,330

**Tahoe Transportation District
Statement of Operations
Transit Fund
July 1, 2012 - December 31, 2012**

	TO Fund Activity			Actual vs Budget			Program YTD				
	Total 1st Qtr TO	Total December TO	Total 2nd Qtr TO	YEAR TO DATE	Board		Transit Ops	SR 28	CMAQ	Mobility Mgr	Program Totals
					Approved Budget	Var %					
Capital Outlay											
Equipment over \$5000					0	0.00%					
Equipment under \$5000	7,981			7,981	0	-100.00%	7,981				7,981
CIP over \$5000					0	0.00%					
Reimbursed Capital Expenses					0	0.00%					
Total Capital Outlay	7,981			7,981	0	-100.00%	7,981				7,981
Other Financing Sources											
Preventive Maint (In)	-8,252			-8,252	-30,000	27.51%	-8,252				-8,252
Capital Outlay (In) Out	-293,560			-293,560	-2,240,161	13.10%	-293,560				-293,560
Transfer (In) Out					-20,000	0.00%					
Total Other Financing Sources	-301,812			-301,812	-2,290,161	13.18%	-301,812				-301,812
Pass Through Expense	96,802			96,802	0	-100.00%	96,802				96,802
TOTAL EXPENSES	1,033,543	555,763	1,253,758	2,287,301	3,674,659	62.25%	2,113,663	136,574	37,064		2,287,301
Increase / Decrease) to Fund Balance	286,606	-133,382	-51,141	235,465	1,454,235	16.19%	259,040	13,489	-37,064	0	235,465



MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TRPA Staff
Subject: Recommend Approval of Transit Level of Service Jurisdictional Reports for Release of 2013 Residential Allocations

Action Requested:

It is requested that the Board review the attached Transit Level of Service reports and provide TRPA staff and the Performance Review Committee (PRC) with a recommendation regarding the release of 2013 residential allocations.

Background:

Chapter 50 of the TRPA Code of Ordinances provides that annual residential allocations can be enhanced or reduced depending on a jurisdiction’s performance in Environmental Improvement Projects, Compliance, Best Management Practices, and Transit Level of Service.

The approved code language related to Transit Level of Service performance is as follows:

TRPA Code of Ordinances
CHAPTER 50 - ALLOCATION OF DEVELOPMENT
Section 50.5.2.E.5 - Transit Level of Service

Tahoe Transportation District (TTD), in consultation with TRPA staff, shall establish baseline Transit Level of Service (TLOS) for each jurisdiction as well as establish targets for improving the TLOS on an annual basis, as set forth in the TRPA TLOS Guidelines Handbook. Failure to comply in one year shall be deducted from the next year’s allocation. The annual base allocation shall be enhanced or reduced by the PRC, with recommendation from the TTD, as follows:

- a. A jurisdiction shall receive one increment of enhancement for improving three of nine of the TLOS criteria from the previous year by five to ten percent as determined by the jurisdiction-specific TLOS Criteria Matrix in the TLOS Guidelines Handbook, or*
- b. A jurisdiction shall receive two increments of enhancement for improving five of nine TLOS criteria from the previous year by greater than five percent, as determined by the jurisdiction-specific TLOS Criteria Matrix in the TLOS Guidelines Handbook, or*

- c. *In the event a jurisdiction does not qualify for either increment of enhancement but improves a minimum of one TLOS criteria by at least five percent under subparagraph a above, or three criteria by at least five percent under subparagraph b above, a jurisdiction may qualify for an initial or second increment if other measurable commitments to transit (listed below), approved by TRPA and TTD at least one year in advance, are met. Other measurable commitments to transit that may increase ridership include, but are not limited to: expenditure of new transit funds on transit; development and implementation of a parking management plan; establishment of a regional or local revenue source to fund transit operations; establishment or extension of inter-jurisdictional service; and/or provision of incentives to transit passenger such as free fares, implementation of new transit marketing, and/or promotional programs.*
- d. *A jurisdiction shall be penalized one increment of deduction for a five percent or greater decrease in the previous year's four of nine TLOS criteria as determined by the jurisdiction-specific TLOS Criteria Matrix.*

Discussion:

TLOS reports have been received from all basin jurisdictions. Based on the information provided, TRPA staff recommends the following:

- **Placer County:** Placer County did not experience significant increases in TLOS criteria nor did the county's transit system experience significant decreases in TLOS criteria. Based on this, staff recommends that Placer County receive a **baseline allocation** in regards to the TLOS linkage.
- **Washoe County:** Washoe County did not experience significant increases in TLOS criteria nor did the county's transit system experience significant decreases in TLOS criteria. Based on this, staff recommends that Washoe County receive a **baseline allocation** in regards to the TLOS linkage.
- **City of South Lake Tahoe, El Dorado County, and Douglas County:** Because of the consolidation of South Shore transit services carried out in November 2008, the three South Shore jurisdictions now submit one combined report. The TTD approved this approach at their meeting in December 2009. For the 2011/2012 fiscal year, the three South Shore services did not experience significant increases in TLOS criteria nor did they experience significant decreases in TLOS criteria. Based on this, staff recommends a **baseline allocation** for the City of South Lake Tahoe, El Dorado County, and Douglas County in regards to the TLOS linkage.

Fiscal Analysis:

There is no direct impact to the TTD of this action.

Work Program Analysis:

There is no direct impact to the TTD's work program.

KF/jw

AGENDA ITEM: VII.B.

Additional Information:

If you have any questions or comments regarding this item, please contact Karen Fink at (775) 589-5204 or kfink@trpa.org.

Attachment:

A: TLOS reports

KF/jw

AGENDA ITEM: VII.B.

Agency: Placer
 Transit System Name: TART

FY 2011-2012 TLOS Data

Type of Service	Criterion	Passengers	Headways	Number of Vehicles in Service (Peak Service)	Number of Routes	Vehicle Service Hours	Vehicle Service Miles	Daily Service Hours	Miles of Service Area	
									Linear Miles (Fixed Route)	Square Miles (Demand Response & Flex Route)
Fixed Route		311,984	1	8	7	21,361	457,366	13.5	59	89
Flex Route										
Demand Response		170	taxi							
FY 2011/2012 TOTALS		312,154	1	8	7	21,361	455,049	13.5	59	89
FY 2010/2011 TOTALS		327,359	1	8	7	21,443	457,366	13.5	59	89
Percentage Change from Previous FY		-5%	0%	0%	0%	0%	-1%	0%	0%	0%

Agency: Washoe
 Transit System Name: TART

FY 2011-2012 TLOS Data

<i>Criterion</i>	Passengers	Headways	Number of Vehicles in Service (Peak Service)	Number of Routes	Vehicle Service Hours	Vehicle Service Miles	Daily Service Hours	Miles of Service Area	
								Linear Miles (Fixed Route)	Square Miles (Demand Response & Flex Route)
<i>Type of Service</i>									
Fixed Route	45,844	0.5	1	2	4,435	96,388	12	12	17
Flex Route									
Demand Response	28	taxi							
FY 2011/2012 TOTALS	45,872	0.5	1	2	4,435	96,388	12	12	17
FY 2010/2011 TOTALS	41,043	0.5	1	2	4,419	96,318	12	12	17
Percentage Change from Previous FY	12%	0%	0%	0%	0%	0%	0%	0%	0%

Agency: Tahoe Transportation District - South Shore Transit
 Service without Winter Seasonal Routes (ski shuttles) for 2011-2012
 Transit System Name: BlueGO

FY 2011-2012 TLOS Data

Type of Service	Criterion	Passengers	Headways	Number of Vehicles in Service (Peak Service)*	Number of Routes*	Vehicle Service Hours*	Vehicle Service Miles*	Daily Service Hours	Miles of Service Area	
									Linear Miles (Fixed Route)	Square Miles (Demand Response & Flex Route)*
Fixed Route		375,047	30 minutes	29	15	26,237	467,381	96	145	
Flex Route										
Demand Response		15,861		3		6,164	82,683	23		50
FY 2011/2012 TOTALS		390,908	30 minutes	32	15	32,401	550,064	119	145	50
FY 2010/2011 TOTALS		388,895	30 minutes	32	15	33,835	570,490	124	145	50
Percentage Change from Previous FY		1%	0%	0%	0%	-4%	-4%	-4%	0%	0%

* Service levels September - June



MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval to Release a Request For Proposal for the Purchase and Installation of Transit Bus Security Camera Systems

Action Requested:

It is requested the Board authorize Staff to issue a Request for Proposal (RFP) for the purchase and installation of 29 transit bus security camera systems. All agreements to be executed by the Transit Manager in accordance with FTA procurement practices with any necessary revisions as are required by the District Manager and approved by District Legal Counsel.

Background:

TTD purchased five buses equipped with Angeltrax security cameras in 2011 and 2012. With Board approval in January 2012, seven additional buses were retrofitted with the same camera systems when California Prop 1B funds became available. The total cost of the seven additional camera systems was \$15,351.

Discussion:

In February 2013, Staff was notified that enough funds have become available to equip the remaining twenty-nine buses used on the South Shore with security camera systems. The Angeltrax system has worked well and Staff recommends that the TTD standardize on one technology and continue to equip buses with the same security camera system. Prop 1B funds in excess of \$100,000 are available for the completion of this project, more than the \$75,000 Staff anticipates will be necessary. Remaining funds will be used in install security camera systems at the operations facilities located at 1669 Shop Street, including a multi-camera system in the vault where the money count takes place.

Fiscal Analysis:

All expenditures associated with this item are fully funded by California Prop 1B and require no local match.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY 2013 Work Program, and corresponding allotted staff time.

Additional Information:

If you have any questions or comments regarding this item, please contact Curtis Garner at (775) 589-5505 or cgarner@tahoetransportation.org

MEMORANDUM

Date: March 15, 2013

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Review and Acceptance of South Shore and Commuter Transit January 2013 Operations Report

Action Requested:

It is requested the Board review and accept the monthly transit operations report for January 2013.

Background:

To inform the Board of the performance of the transit system, Staff will submit a monthly summary of key operational information.

Mobility Management Discussion:

Ralph Power from Transit Plus was on-site from February 25 through March 1. The week was spent in training and the development of a strategic mobility management plan. Mobility Manager, Tara Styer, will present a summary to the Board at a future time. A 5317 grant application will be submitted to Caltrans in March to supplement the Mobility Management program.

Transit Operations Discussion:

Keolis reports that the Heavenly Ski Shuttle GSAT scores in friendliness increased from 4.4 to 4.8 over the month. Employees Fran Fountain and Randy Briney received Service Award Tokens provided by Heavenly for drivers going above and beyond the call of duty. John Treviso was invited to the Heavenly Star Party in recognition of his excellent customer service.

January safety meetings included training on safe following distance between vehicles and sensitivity to passengers with disabilities. The Safety Committee Meeting discussed:

- Fire extinguisher training to be conducted by the fire department
- Accidents and incidents reporting
- Discussion of accidents and accident trends

Timothy Quigg received the customer service award for January 2013. Tim drives the On-Call service and has received compliments for always being pleasant and very helpful. Tim has been driving on the South Shore since 2001. Tarma Tribble received the January safety award. Tarma has driven on the South Shore for over two years with no at-fault accidents or incidents during her tenure.

On January 31, 2013, Keolis management met with the TTD Transit Manager to discuss medium- and long-range goals for the South Shore operation. Much has been accomplished in a short time, but now the hard work of fine-tuning the operation begins. Improving reliability, efficiency and customer service while making safety a priority is a tall order, especially in our mountainous environment, but staff is confident that we will continue to progress. Also under consideration was capital equipment, an engine modification pilot program, use of the Avego tracking system, on-time performance, accident reporting, bus stop maintenance and GFI maintenance training.

There were twelve complaints received in January. Eight of the complaints were related to driver rudeness and four of unsafe driving. All of the drivers cited required counseling and retraining. Two compliments were received, one related to the great customer service provided by Tim Quigg and one of the helpfulness of the drivers and dispatchers in general.

There were four accidents in January; one was preventable and the total liability was less than \$1,000. The other three accidents were non-preventable. There were two road calls in January that resulted in more than a 10-minute delay in service.

Fixed-route ridership in January was strong, up 24.9% compared to January 2012. Ski-bus ridership was off 16.6%, probably due to snow conditions in January. Combined ridership was down a slight 1.6%.

North Tahoe - Truckee Coordinated Ski Shuttle Service:

Truckee North Tahoe–Transportation Management Association reports that as of March 3, 2013, 2,867 passenger trips have been provided over 36 days of service.

Additional Information:

If you have any questions or comments regarding this item, please contact Curtis Garner at (775) 589-5505 or cgarner@tahoetransportation.org.

Attachments:

- A. North Tahoe - Truckee Coordinated Ski Shuttle Service ridership data
- B. TTD Transit statistical data for January 2013 (to be presented at the meeting)



Final Passenger Count Overview - All Routes
December 22, 2012 - March 3, 2013

AM Passengers - All Routes 944	PM Passengers - All Routes 1923	Total All Passengers - All Routes 2867
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Overall Ridership Productivity:

Days of Service: 12/24/13 - 3/3/13 = 36 days

Overall AM Ridership Per Day: 26.22 passengers

Overall PM Ridership Per Day: 53.42 passengers

Total Overall Ridership Per Day AM & PM passengers: 79.64

Average Ridership Per Bus/Day	AM Ridership	PM Ridership
Incline - Squaw Bus #1	11.78	27.33
Incline - Squaw Bus #2	4.75	17.83
Homewood - Squaw	4.72	5.28
Squaw - Northstar - Squaw	2.28	2.36
Northstar - Squaw - Northstar	2.69	0.62



December 22, 2012 - March 3, 2013

TMA Program Management Overview:

- 1.) Ambassadors on busses
- 2.) Ski Shuttle collateral distributed upon receipt to our partners, lodging properties, and business partners - 2 Rounds
- 3.) Ski Shuttle signage on TART stops/Combo Signs with Night Rider
- 4.) Park & Ride coordination done with TTUSD – TTD oversight for lot to avoid cost to the program. TMA overseeing Snow Removal with TTUSD. Signage (4) sandwich boards 7-10 AM with parking coordinator on site.
- 5.) Northstar donated their Blue Lot for our Park & Ride guests
- 6.) Passenger logs reviewed with continuous weekly reporting
- 7.) Work with operator regarding service interruptions and notify lodging on any route effected via email blast & follow up phone calls.
- 8.) Ambassadors on board collecting feedback and asking passengers to complete survey.

Skier Shuttle Passenger Counts
Days of Service:
December 24, 25, 26, 27, 28, 29, 30, 31
January 1, 2, 3, 4, 5, 6, 12, 13, 19, 20, 21, 26, 27
February 2, 3, 9, 10, 16, 17, 18, 19, 20, 21, 22, 23, 24
March 2, 3

Hyatt - Squaw Bus #1 AM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Hyatt	Dep	7:45 AM		82	
Crystal Bay	Dep	8:00 AM		7	
Kings Beach East (Caliente)	Dep	8:06 AM		97	
Kings Beach Central (Daves ski Shop)	Dep	8:07 AM		45	1
Kings Beach West (Safeway TART Stop)	Dep	8:08 AM		29	2
Tahoe Vista East (Firelite Lodge)	Dep	8:09 AM		21	18
Tahoe Vista Central (TART Stop after Anderson Rd)	Dep	8:10 AM		5	
Tahoe Vista West (Cedar Glen Lodge)	Dep	8:11 AM		37	2
Carnelian Bay (TART Stop at 7-11/CB's Pizza)	Dep	8:15 AM		34	8
Dollar Hill (TART Stop - across from 7-11)	Dep	8:18 AM		25	5
Peppertree Inn	Dep	8:21 AM		18	45
Americas Best Value Inn	Dep	8:22 AM		8	2
Bank of America - TART Stop just before	Dep	8:23 AM		7	1
Tahoe City Transit Center (Bay 5)	Arr				24
Tahoe City Transit Center	Dep	8:32 AM		8	
River Ranch	Dep	8:40 AM		1	4
Deer Park (Alpine Meadows)	Dep	8:41 AM			80
Squaw Valley	Arr	8:52 AM			232
Totals:				424	424

Squaw - Hyatt Bus #1 PM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Squaw Valley	Dep	4:00 PM		642	
Deer Park (Alpine Meadows)	Dep	4:10 PM		143	1
River Ranch Parking Lot	Dep	4:11 PM		7	4
Tahoe City Transit Center (Bay 4)	Arr			1	111
Tahoe City Transit Center	Dep	4:20 PM		46	
Tahoe City - Tahoe Marina Lodge (TART Stop)	Dep	4:22 PM		62	36
Tahoe City - Across from Americas Best Value Inn	Dep	4:23 PM			8
Tahoe City - Across from Pepper Tree	Dep	4:24 PM		65	102
Dollar Hill (7-11)	Dep	4:29 PM		5	144
Carnelian Bay (Garwoods)	Dep	4:33 PM			80
Tahoe Vista West (Tahoe Sands)	Dep	4:36 PM			58
Tahoe Vista Central (Mourelatos)	Dep	4:37 PM		4	14
Tahoe Vista East (TART Stop - E. of National)	Dep	4:38 PM		4	42
Kings Beach West (Red Wolf Lodge)	Dep	4:40 PM		1	36
Kings Beach Central (Ferrari Crown)	Dep	4:45 PM			72
Kings Beach East (TART stop - Across from)	Dep	4:46 PM		2	120
Crystal Bay (TART Stop)	Dep	4:50 PM		2	54
Hyatt	Dep	5:10 PM			102
Totals:				984	984

Skier Shuttle Passenger Counts
Days of Service:
December 24, 25, 26, 27, 28, 29, 30, 31
January 1, 2, 3, 4, 5, 6, 12, 13, 19, 20, 21, 26, 27
February 2, 3, 9, 10, 16, 17, 18, 19, 20, 21, 22, 23, 24
March 2, 3

Hyatt - Squaw Bus #2 AM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Hyatt	Dep	8:18 AM		73	
Crystal Bay	Dep	8:33 AM		3	
Kings Beach East (Caliente)	Dep	8:39 AM		22	
Kings Beach Central (Daves ski Shop)	Dep	8:40 AM		1	
Kings Beach West (Safeway TART Stop)	Dep	8:41 AM		4	
Tahoe Vista East (Firelite Lodge)	Dep	8:42 AM		4	
Tahoe Vista Central (TART Stop after Anderson Rd)	Dep	8:43 AM		6	
Tahoe Vista West (Cedar Glen Lodge)	Dep	8:44 AM		9	
Carnelian Bay (TART Stop at 7-11/CB's Pizza)	Dep	8:48 AM		6	
Dollar Hill (TART Stop - across from 7-11)	Dep	8:51 AM		1	
Peppertree Inn	Dep	8:54 AM		15	
Americas Best Value Inn	Dep	8:55 AM		10	
Bank of America - TART Stop just before	Dep	8:56 AM		10	
Tahoe City Transit Center (Bay 5)	Arr				8
Tahoe City Transit Center	Dep	9:05 AM		7	
River Ranch	Dep	9:10 AM			
Deer Park (Alpine Meadows)	Dep	9:11 AM			38
Squaw Valley	Arr	9:25 AM			125
Totals:				171	171

Squaw - Hyatt Bus #2 PM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Squaw Valley	Dep	4:53 PM		581	
Deer Park (Alpine Meadows)	Dep	5:03 PM		31	4
River Ranch Parking Lot	Dep	5:04 PM		4	
Tahoe City Transit Center (Bay 4)	Arr			3	63
Tahoe City Transit Center	Dep	5:13 PM			4
Tahoe City - Tahoe Marina Lodge (TART Stop)	Dep	5:15 PM			21
Tahoe City - Across from Americas Best Value Inn	Dep	5:16 PM			27
Tahoe City - Across from Pepper Tree	Dep	5:17 PM		16	88
Dollar Hill (7-11)	Dep	5:22 PM			63
Carnelian Bay (Garwoods)	Dep	5:26 PM			48
Tahoe Vista West (Tahoe Sands)	Dep	5:29 PM		1	70
Tahoe Vista Central (Mourelatos)	Dep	5:30 PM			6
Tahoe Vista East (TART Stop - E. of National)	Dep	5:31 PM			24
Kings Beach West (Red Wolf Lodge)	Dep	5:35 PM		5	33
Kings Beach Central (Ferrari Crown)	Dep	5:38 PM			59
Kings Beach East (TART stop - Across from)	Dep	5:39 PM			77
Crystal Bay (TART Stop)	Dep	5:43 PM		1	6
Hyatt	Arr	6:00 PM			49
Totals:				642	642

Skier Shuttle Passenger Counts
Days of Service:
December 24, 25, 26, 27, 28, 29, 30, 31
January 1, 2, 3, 4, 5, 6, 12, 13, 19, 20, 21, 26, 27
February 2, 3, 9, 10, 16, 17, 18, 19, 20, 21, 22, 23, 24
March 2, 3

Homewood - Squaw AM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Tahoma Post Office	Dep	7:50 AM		5	
TART Stop - Across from Tahoma Meadow	Dep	7:51 AM			
Homewood Mt. Resort - TART Stop	Dep	8:00 AM			2
Sunnyside - TART Stop	Dep	8:10 AM		13	
Granlibakken - Porte Cochere	Dep	8:15 AM		45	
Tahoe City Transit Center (Bay 5)	Arr			2	3
Tahoe City Transit Center	Dep	8:25 AM		5	
River Ranch	Dep	8:30 AM		3	1
Deer Park (Alpine Meadows)	Dep	8:31 AM		2	10
Squaw Valley	Arr				57
Squaw Valley	Dep	8:45 AM		5	
Deer Park (Alpine Meadows)	Dep	8:49 AM		1	
River Ranch	Dep	8:50 AM		2	
Tahoe City Transit Center (Bay 4)	Arr				3
Tahoe City Transit Center	Dep	9:16 AM		8	
Granlibakken	Dep	9:20 AM		30	
Sunnyside	Dep	9:25 AM		1	1
Homewood	Dep	9:30 AM			39
Tahoma	Dep	9:40 AM		1	
Homewood	Dep	9:50 AM		1	1
Sunnyside	Dep	10:05 AM		6	
Granlibakken	Dep	10:10 AM		28	
Tahoe City Transit Center (Bay 5)	Arr				
Tahoe City Transit Center	Dep	10:15 AM		1	
River Ranch	Dep	10:20 AM		3	
Deer Park (Alpine Meadows)	Dep	10:21 AM		8	5
Squaw Valley	Arr	10:35 AM			48
Totals:				170	170

Squaw - Homewood PM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Squaw Valley	Dep	3:38 PM		50	
Deer Park (Alpine Meadows)	Dep	3:50 PM		15	1
River Ranch Parking Lot	Dep	3:51 PM			
Tahoe City Transit Center	Arr			1	27
Tahoe City Transit Center (Bay 5)	Dep	4:03 PM		3	
Granlibakken	Dep	4:08 PM			25
Sunnyside	Dep	4:13 PM			10
Homewood	Dep	4:28 PM		38	2
Tahoma	Dep	4:38 PM			10
Homewood	Dep	4:48 PM		24	5
Sunnyside	Dep	4:58 PM			4
Granlibakken	Dep	5:03 PM			17
Tahoe City Transit Center	Arr				27
Tahoe City Transit Center (Bay 5)	Dep	5:13 PM		2	
Deer Park (Alpine Meadows)	Dep	5:20 PM			1
River Ranch Parking Lot	Dep	5:21 PM			
Squaw Valley	Arr				4
Squaw Valley	Dep	5:33 PM		55	
Deer Park (Alpine Meadows)	Dep	5:40 PM			1
River Ranch Parking Lot	Dep	5:41 PM			
Tahoe City Transit Center	Arr			2	10
Tahoe City Transit Center (Bay 5)	Dep	5:53 PM			2
Granlibakken	Dep	5:58 PM			44
Sunnyside	Dep	6:03 PM			
Homewood	Dep	6:18 PM			
Tahoma	Arr	6:28 PM			
Totals:				190	190

Skier Shuttle Passenger Counts
Days of Service:
December 24, 25, 26, 27, 28, 29, 30, 31
January 1, 2, 3, 4, 5, 6, 12, 13, 19, 20, 21, 26, 27
February 2, 3, 9, 10, 16, 17, 18, 19, 20, 21, 22, 23, 24
March 2, 3

Squaw - Northstar - Squaw AM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Squaw Valley (Village East)	Dep	7:45 AM		5	
Truckee Middle School	Dep	8:03 AM		2	
Truckee Train Depot	Dep	8:08 AM		14	1
Cedar House Sport Hotel	Dep	8:10 AM		5	
Larkspur Hotel	Dep	8:11 AM		4	
Hampton Inn	Dep	8:12 AM		2	
Truckee Tahoe Airport	Dep	8:13 AM		1	
Northstar Castle Peak Lot	Arr				30
Northstar Castle Peak Lot	Dep	8:32 AM		16	
Ritz Carlton	Dep	8:39 AM			
Northstar Castle Peak Lot	Arr				
Northstar Castle Peak Lot	Dep	8:46 AM			
Truckee Tahoe Airport	Dep	8:51 AM		8	
Hampton Inn	Dep	8:52 AM			
Larkspur Hotel	Dep	8:53 AM		7	
Cedar House Sport Hotel	Dep	8:54 AM			
Truckee Train Depot	Dep	9:11 AM		13	13
Truckee Middle School	Dep	9:20 AM		5	1
Squaw Valley	Arr	9:38 AM			37
Totals:				82	82

Squaw - Northstar - Squaw PM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Squaw Valley	Dep	4:46 PM		75	
Truckee Middle School	Dep	5:10 PM		1	41
Truckee Train Depot	Dep	5:15 PM		1	21
Cedar House Sport Hotel	Dep	5:17 PM			2
Larkspur Hotel	Dep	5:18 PM			9
Hampton Inn	Dep	5:19 PM			8
Truckee Tahoe Airport	Dep	5:20 PM			
Northstar Castle Peak Lot	Arr				4
Northstar Castle Peak Lot	Dep	5:30 PM		4	
Ritz Carlton	Dep	5:37 PM			
Northstar Castle Peak Lot	Arr				
Northstar Castle Peak Lot	Dep	5:44 PM			
Truckee Tahoe Airport	Dep	5:50 PM			
Hampton Inn	Dep	5:52 PM			
Larkspur Hotel	Dep	5:53 PM		4	
Cedar House Sport Hotel	Dep	5:54 PM			
Truckee Train Depot	Dep	6:04 PM			
Truckee Middle School	Dep	6:09 PM			
Squaw Valley	Arr	6:27 PM			
Totals:				85	85

Skier Shuttle Passenger Counts
Days of Service:
December 24, 25, 26, 27, 28, 29, 30, 31
January 1, 2, 3, 4, 5, 6, 12, 13, 19, 20, 21, 26, 27
February 2, 3, 9, 10, 16, 17, 18, 19, 20, 21, 22, 23, 24
March 2, 3

Northstar - Squaw - Northstar AM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Ritz Carlton	Dep	8:00 AM			
Northstar Castle Peak Lot	Arr				
Northstar Castle Peak Lot	Dep	8:07 AM		2	
Truckee Tahoe Airport	Dep	8:12 AM			
Hampton Inn	Dep	8:13 AM		10	
Larkspur Hotel	Dep	8:14 AM		2	
Cedar House Sports Hotel	Dep	8:15 AM			
Truckee Train Depot	Dep	8:30 AM		24	
Truckee Middle School	Dep	8:35 AM		21	
Squaw Valley	Arr				49
Squaw Valley	Dep	8:58 AM		18	
Truckee Middle School	Arr				6
Truckee Middle School	Dep	9:16 AM		1	
Truckee Train Depot	Dep	9:25 AM		4	
Cedar House Sports Hotel	Dep	9:27 AM			
Larkspur Hotel	Dep	9:28 AM		3	
Hampton Inn	Dep	9:29 AM		12	
Truckee Tahoe Airport	Dep	9:30 AM			
Northstar Castle Peak Lot	Arr	9:50 AM			42
Totals:				97	97

Northstar - Squaw - Northstar PM Runs

Stop		Service Time		Passengers	
		Scheduled		Boarding	Departing
Northstar Castle Peak Lot	Dep	4:44 PM		16	
Truckee Tahoe Airport	Dep	4:50 PM			
Hampton Inn	Dep	4:52 PM		1	
Larkspur Hotel	Dep	4:54 PM			1
Cedar House Sport Hotel	Dep	4:56 PM			
Truckee Train Depot	Dep	5:04 PM		1	1
Truckee Middle School	Dep	5:10 PM			1
Squaw Valley	Arr				15
Squaw Valley	Dep	5:33 PM		4	
Truckee Middle School	Arr				
Truckee Middle School	Dep	5:51 PM			
Truckee Train Depot	Dep	5:56 PM			2
Cedar House Sport Hotel	Dep	6:00 PM			
Larkspur Hotel	Dep	6:02 PM			
Hampton Inn	Dep	6:04 PM			
Truckee Tahoe Airport	Dep	6:05 PM			
Northstar Castle Peak Lot	Arr				2
Northstar Castle Peak Lot	Dep	6:16 PM			
Ritz Carlton	Arr	6:23 PM			
Totals:				22	22



North Tahoe - Truckee Skier Shuttle Daily Ridership

12/22/12 - 3/3/13

**No Service 12/22 & 12/23 due to weather and safety issues.

Date	Incline-Squaw 1			Incline-Squaw 2			West Shore - Squaw			Squaw - Northstar			Northstar-Squaw			Daily Total - All Routes		
	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total
Monday 12/24	8	20	28	1	11	12	0	6	6	2	1	3	2	0	2	13	38	51
Tuesday 12/25	2	8	10	9	13	22	2	2	4	2	2	4	0	0	0	15	25	40
Wednesday 12/26	4	16	20	11	19	30	2	0	2	0	1	1	0	0	0	17	36	53
Thursday 12/27	16	17	33	5	11	16	3	3	6	1	0	1	1	0	1	26	31	57
Friday 12/28	10	27	37	13	23	36	8	6	14	8	1	9	1	0	1	40	57	97
Saturday 12/29	7	13	20	8	8	16	1	7	8	4	3	7	5	0	5	25	31	56
Sunday 12/30	7	25	32	4	10	14	6	6	12	0	4	4	8	0	8	25	45	70
Monday 12/31	18	27	45	10	17	27	9	12	21	2	4	6	11	6	17	50	66	116
Tuesday 1/1	19	31	50	1	17	18	1	6	7	0	0	0	6	0	6	27	54	81
Wednesday 1/2	15	28	43	4	21	25	11	13	24	2	13	15	8	1	9	40	76	116
Thursday 1/3	13	31	44	4	21	25	17	16	33	4	13	17	8	0	8	46	81	127
Friday 1/4	14	24	38	11	21	32	10	12	22	1	4	5	9	1	10	45	62	107
Saturday 1/5	21	44	65	12	14	26	3	11	14	5	0	5	0	0	0	41	69	110
Sunday 1/6	22	34	56	3	23	26	4	6	10	0	4	4	2	0	2	31	67	98
Saturday 1/12	10	21	31	2	20	22	0	0	0	6	2	8	2	2	4	20	45	65
Sunday 1/13	10	41	51	3	19	22	2	3	5	1	2	3	4	4	8	20	69	89
Saturday 1/19	12	25	37	5	22	27	5	6	11	0	0	0	1	0	1	23	53	76
Sunday 1/20	9	17	26	5	18	23	4	1	5	1	3	4	3	0	3	22	39	61
Monday 1/21	17	41	58	2	25	27	0	5	5	0	1	1	2	0	2	21	72	93
Saturday 1/26	13	39	52	3	21	24	11	0	11	0	0	0	0	0	0	27	60	87
Sunday 1/27	5	36	41	0	25	25	0	3	3	0	1	1	0	1	1	5	66	71
Saturday 2/2	5	28	33	0	6	6	3	2	5	2	1	3	0	0	0	10	37	47
Sunday 2/3	10	15	25	7	8	15	2	0	2	1	0	1	1	2	3	21	25	46
Saturday 2/9	19	16	35	0	18	18	7	4	11	3	2	5	0	0	0	29	40	69
Sunday 2/10	13	34	47	3	18	21	2	7	9	0	1	1	0	0	0	18	60	78
Saturday 2/16	12	37	49	6	3	9	6	1	7	2	3	5	2	0	2	28	44	72
Sunday 2/17	5	17	22	8	25	33	1	0	1	0	3	3	3	1	4	17	46	63
Monday 2/18	12	35	47	4	32	36	5	0	5	0	0	0	1	0	1	22	67	89
Tuesday 2/19	12	36	48	5	21	26	1	2	3	2	1	3	2	0	2	22	60	82
Wednesday 2/20	9	27	36	0	18	18	9	8	17	0	0	0	4	4	8	22	57	79
Thursday 2/21	9	27	36	5	23	28	11	3	14	11	3	14	1	0	1	37	56	93
Friday 2/22	16	45	61	9	13	22	6	3	9	1	0	1	1	0	1	33	61	94
Saturday 2/23	17	36	53	1	20	21	7	13	20	2	3	5	1	0	1	28	72	100
Sunday 2/24	17	35	52	3	30	33	0	4	4	2	4	6	5	0	5	27	73	100
Saturday 3/2	9	12	21	4	14	18	4	9	13	15	1	16	1	0	1	33	36	69
Sunday 3/3	7	19	26	0	14	14	7	10	17	2	4	6	2	0	2	18	47	65
	AM	PM	TOTAL	AM	PM	TOTAL	AM	PM	TOTAL	AM	PM	TOTAL	AM	PM	TOTAL	AM	PM	TOTAL
Subtotal: Saturday	125	271	396	41	146	187	47	53	100	39	15	54	12	2	14	264	487	751
Subtotal: Sunday	105	273	378	36	190	226	28	40	68	7	26	33	28	8	36	204	537	741
Subtotal: Weekday	194	440	634	94	306	400	95	97	192	36	44	80	57	12	69	476	899	1375
TOTAL	424	984	1408	171	642	813	170	190	360	82	85	167	97	22	119	944	1923	2867



Summary Report December 22, 2012 - March 3, 2013

Route: Hyatt to Squaw - Bus #1									
	Ridership	# Days	Runs	Veh. Svc. Hrs	Ridership/Day	Ridership/Run	Ridership/VSH	*Cost/Passenger	
Weekday	634	16	32	35.68	39.63	19.81	17.77	\$12.38	
Saturday	396	10	20	22.3	39.60	19.80	17.76	\$12.39	
Sunday	378	10	20	22.3	37.80	18.90	16.95	\$12.98	
TOTAL	1408	36	72	80.28	39.11	19.56	17.54	\$12.54	

Route: Hyatt to Squaw - Bus #2									
	Ridership	# Days	Runs	Veh. Svc. Hrs	Ridership/Day	Ridership/Run	Ridership/VSH	*Cost/Passenger	
Weekday	400	16	32	36.48	25.00	12.50	10.96	\$20.06	
Saturday	187	10	20	22.8	18.70	9.35	8.20	\$26.82	
Sunday	226	10	20	22.8	22.60	11.30	9.91	\$22.19	
TOTAL	813	36	72	82.08	22.58	11.29	9.90	\$22.21	

Route: West Shore - Squaw									
	Ridership	# Days	Runs	Veh. Svc. Hrs	Ridership/Day	Ridership/Run	Ridership/VSH	*Cost/Passenger	
Weekday	192	16	96	89.28	12.00	2.00	2.15	\$102.28	
Saturday	100	10	60	55.8	10.00	1.67	1.79	\$122.74	
Sunday	68	10	60	55.8	6.80	1.13	1.22	\$180.50	
TOTAL	360	36	216	200.88	10.00	1.67	1.79	\$122.74	

Route: Squaw to Northstar									
	Ridership	# Days	Runs	Veh. Svc. Hrs	Ridership/Day	Ridership/Run	Ridership/VSH	*Cost/Passenger	
Weekday	80	16	64	57.12	5.00	1.25	1.40	\$157.05	
Saturday	54	10	40	35.7	5.40	1.35	1.51	\$145.42	
Sunday	33	10	40	35.7	3.30	0.83	0.92	\$237.96	
TOTAL	167	36	144	128.52	4.64	1.16	1.30	\$169.28	

Route: Northstar to Squaw									
	Ridership	# Days	Runs	Veh. Svc. Hrs	Ridership/Day	Ridership/Run	Ridership/VSH	*Cost/Passenger	
Weekday	69	16	64	55.68	4.31	1.08	1.24	\$177.50	
Saturday	14	10	40	34.8	1.40	0.35	0.40	\$546.76	
Sunday	36	10	40	34.8	3.60	0.90	1.03	\$212.63	
TOTAL	119	36	144	125.28	3.31	0.83	0.95	\$231.57	

ALL ROUTES									
	Ridership	# Days	Runs	Veh. Svc. Hrs	Ridership/Day	Ridership/Run	Ridership/VSH	*Cost/Passenger	
Weekday	1375	16	288	274.4	85.94	4.77	5.01	\$43.90	
Saturday	751	10	180	171.5	75.10	4.17	4.38	\$50.23	
Sunday	741	10	180	171.5	74.10	4.12	4.32	\$50.91	
TOTAL	2867	36	648	617.4	79.64	4.42	4.64	\$47.37	



MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of Resolutions and Claim for California Transportation Development Act Funds for the El Dorado County Portion of Lake Tahoe for Transit Operations for Fiscal Year 2013-2014

Action Requested:

It is requested the Board approve the resolutions and claim for FY 2013-2014 Transportation Development Act (TDA) funds for the El Dorado County portion of Lake Tahoe, including the City of South Lake Tahoe, for transit operations administered by the District.

Background:

An annual budget source of transit operating revenue that can be used to match federal transit operating grant funds are the TDA funds from the State of California. There are two sources that the District is eligible to receive as a transit operator. The two sources of funds are: State Transit Assistance (STA) funds; and Local Transportation Funds (LTF).

LOCAL TRANSPORTATION FUND (LTF)

TDA legislation (SB325) provides a source of financial support for public transportation by allowing counties to impose a one-quarter percent sales tax. The revenue collected from the tax is returned to the county of origin to be redistributed on a population basis. These funds are deposited in a LTF. The funds are allocated by the Regional Transportation Planning Agency (RTPA) for use in the counties based upon the priorities set by the TDA. For the Tahoe Region, the Tahoe Regional Planning Agency (TRPA) acts as the local RTPA.

Claims may be filed by transit operators for operating costs or capital requirements; by cities or counties for transit services provided under contract; or by cities and counties for streets and roads, if no unmet transit needs which are reasonable to meet exist in the claimant's jurisdiction.

STATE TRANSIT ASSISTANCE (STA)

In addition to the LTF, STA funds are also made available through TDA.

The STA fund program was established under Chapter 161 of the Statutes of 1979 (SB 620). Funds from the program are derived from the statewide sales tax on gasoline and diesel fuel. The money is appropriated to the Secretary of Business, Transportation and Housing Agency

CH/jw

AGENDA ITEM: VII.E.

for allocation by formula to each RTPA. STA funds are allocated for public transportation purposes.

TDA funds are processed on an annual basis through a claims process. Claims for these funds are submitted by eligible recipients to the TRPA, as the RTPA. TRPA will evaluate the claims and present them for approval. Once approved, the allocation instructions for the funds are forwarded to the appropriate County Auditor-Controller's Office. The Auditor-Controller will then release the funds to the claimant at regular intervals throughout the fiscal year.

Discussion:

There is approximately \$798,745 in LTF available for use within the El Dorado County portion of the Tahoe Region including the City of South Lake Tahoe in FY 2014. In the Tahoe Region, 100 percent of LTF available for use is programmed to provide public transit services.

For FY 2014, there is approximately \$449,599 in total STA funding available for the El Dorado County portion Tahoe Region, including the City of South Lake Tahoe. As with the LTF, the District, as a transit operator, is eligible to receive STA funds to fund public transit services.

At this time, the District is proposing to submit claims for FY 2013-2014 LTF and STA funds for El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe. The District's claim is expected to be heard at a future meeting of TRPA (acting as the RTPA), once the District Board approves the resolutions (Attachments A and B).

Staff recommends approval of the claim and resolutions consistent with last year's request.

Fiscal Analysis:

The TDA funds are included as revenue sources in the adopted fiscal year's budget. This action enables the acquisition of these revenue sources, which are used as non-federal match for federal operating grant funds.

Work Program Analysis:

The work load associated with this action is accounted for in the Work Program under Work Element 4.

Additional Information:

If you have any questions or comments regarding this item, please contact Curtis Garner at (775) 589-5505 or cgarner@tahoetransportation.org.

Attachments:

- A. STA Claim Resolution
- B. LTF Claim Resolution

CH/jw

AGENDA ITEM: VII.E.

**TAHOE TRANSPORTATION DISTRICT
RESOLUTION NO. 2013-001**

**A RESOLUTION AUTHORIZING THE DISTRICT MANAGER TO EXECUTE
THE CLAIMS FOR FISCAL YEAR 2013/2014 TO THE TAHOE REGIONAL
PLANNING AGENCY, SITTING AS THE REGIONAL TRANSPORTATION
PLANNING AGENCY, FOR STATE TRANSIT ASSISTANCE FUNDS**

WHEREAS, the Tahoe Transportation District (TTD) is eligible to apply for and receive funds from the California State Transit Assistance Fund (STA) for transit capital, transit operating; and

WHEREAS, the Tahoe Regional Planning Agency (TRPA), sitting as the Regional Transportation Planning Agency (RTPA), includes an estimated allocation in the amount of \$449,599 for the Lake Tahoe portion of El Dorado County for operating and capital assistance for the south shore transit system for Fiscal Year 2013/2014.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tahoe Transportation District authorizes the District Manager to execute the 2013/2014 Transportation claim to the TRPA, sitting as the RTPA, in the amount of \$449,599 in STA funds.

PASSED AND ADOPTED by the Board of Directors of the Tahoe Transportation District at its special meeting held on March 22, 2013, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Steve Teshara, Chair
Tahoe Transportation District

**TAHOE TRANSPORTATION DISTRICT
RESOLUTION NO. 2013-002**

**A RESOLUTION AUTHORIZING THE DISTRICT MANAGER TO EXECUTE THE CLAIMS
FOR FISCAL YEAR 2013/2014 TO THE TAHOE REGIONAL PLANNING AGENCY, SITTING
AS THE REGIONAL TRANSPORTATION PLANNING AGENCY, FOR LOCAL
TRANSPORTATION FUNDS**

WHEREAS, the Tahoe Transportation District (TTD) is eligible to apply for and receive funds from the Local Transportation Fund (LTF) for transit capital, transit operating, and road maintenance assistance; and

WHEREAS, the Tahoe Regional Planning Agency (TRPA), sitting as the Regional Transportation Planning Agency (RTPA), includes an estimated allocation in the amount of \$798,745 for the portion of El Dorado County at Lake Tahoe for operating and capital assistance for the south shore transit system for Fiscal Year 2013/2014.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tahoe Transportation District authorizes the District Manager to execute the 2013/2014 Transportation claim to the TRPA, sitting as the RTPA, in the amount of \$798,745 in TDA Article 4: Transit Operations.

PASSED AND ADOPTED by the Board of Directors of the Tahoe Transportation District at its special meeting held on March 22, 2013, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Steve Teshara, Chair
Tahoe Transportation District

MEMORANDUM

Date: March 15, 2013

To: Tahoe Transportation District (District) Board of Directors

From: TTD Staff

Subject: Presentation, Review, and Acceptance of the District's Fiscal Year 2011-12 Audit Report

Requested Action:

Staff requests the Board accept the Financial Audit of the District for Fiscal Year 2011-12 (FY 2012) (Attachment A) as presented.

Background:

Every fiscal year, an independent auditor is commissioned to audit the prior year's financial activity to insure the District is financially healthy and its practices are within accounting requirements. In fact, there are two audits required for the District. The first is a more standard financial audit and the second is a Single Audit (OMB A-133) (Attachment B). The Single Audit is required because in FY 2012, the District had in excess of \$500,000 of federally funded expenditures as part of its operations. The Single Audit's objective is to provide assurance to the US Federal government as to the management and use of such funds by recipients.

In FY 2010, the District joined the Tahoe Regional Planning Agency (TRPA) in bundling the auditing services needed for each organization into one Request for Proposal (RFP). In May 2010, the Board accepted the recommended audit proposal for auditing services by Mayer, Hoffman, McCann (MHM) for FY 2010 through FY 2012, including one two-year option for extension.

Discussion:

The Summary of the Auditor's Results can be found on page 8 of the Single Audit. Staff is pleased to report the auditors issued an unqualified opinion of the financial statements, showing no material weaknesses or significant deficiencies in internal control over both financial reporting and compliance with the major programs. The audit disclosed no findings required to be reported and the District is considered as a low risk as defined by OMB Circular A-133.

During the course of the audit, the District was put through a vigorous review of their internal controls and is in good stead overall with its practices. MHM did offer two recommendations for the District to consider and they can be found in the Management Letter (Attachment C). As you can see in the Management Responses, the District will complete developing personnel and ethics policies that will be brought to the Board for adoption prior to the close of FY 2014 (June 30, 2014). To do this, Staff suggests that general fund dollars be put aside in FY 2014 to hire an outside contractor to help deliver the manuals and policies. Costs incurred will then be allocated to all the programs based on personnel costs similar to admin support. In response to

the second recommendation, Staff is in the process of filing a corrective action plan with CAL EMA (Prop 1B - TSSSDRA) to amend the current scope of providing security cameras for the transit fleet to include installing security cameras in the count room. The District is planning to complete this prior to June 30, 2013.

Per the requirement of the Statements on Auditing Standards #114 (Auditor's Communication With Those Charged With Governance), MHM has issued a letter to the Board (Attachment D) outlining their responsibility in planning and performing the audit to obtain reasonable, but not absolute assurance that the financial statements are free of material misstatements. The letter states that they had no significant difficulties encountered in performing and completing the audit; that they found no material uncorrected or corrected misstatements identified as a result of the audit; and that no disagreements arose between District Management and themselves.

Marc Davis, a Principal of Mayer, Hoffman, McCann, will highlight the District's financial performance. Staff recommends the Board accept the audit.

Additional Information:

If you have any questions or comments regarding this item, please contact Joanie Schmitt at (775) 589-5227 or jschmitt@tahoetransportation.org.

Attachments:

- A. Basic Financial Statements
- B. Single Audit Report
- C. Management Letter
- D. SAS 114 Letter

TAHOE TRANSPORTATION DISTRICT

Basic Financial Statements

Year ended June 30, 2012

TAHOE TRANSPORTATION DISTRICT

Financial Statements

Year ended June 30, 2012

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TAHOE TRANSPORTATION DISTRICT

Financial Statements

Year ended June 30, 2012

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Board of Directors
Tahoe Transportation District
Stateline, Nevada

INDEPENDENT AUDITORS' REPORT

We have audited the accompanying financial statements of the governmental activities, the business-type activities and each major fund of the Tahoe Transportation District (District) as of and for the year ended June 30, 2012, which collectively comprise the District's basic financial statements, as listed in the table of contents. These financial statements are the responsibility of the management of the District. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities and each major fund of the District as of June 30, 2012, and the respective changes in financial position and cash flows, where applicable, of the District for the year then ended in conformity with accounting principles generally accepted in the United States of America.

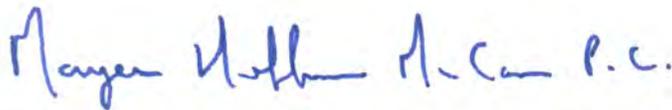
Accounting principles generally accepted in the United States of America require that *Management's Discussion and Analysis* and *Required Supplementary Information* on pages 3-28 and 45-48 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the

Board of Directors
Tahoe Transportation District
Stateline, Nevada

information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the District's basic financial statements. The individual fund financial statements are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the basic financial statements as a whole.

In accordance with *Government Auditing Standards*, we have also issued a report dated March 14, 2013 on our consideration of the District's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.



Irvine, California
March 14, 2013

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT’S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

This section of the Tahoe Transportation District’s (the “District”) annual financial report presents management’s overview and analysis of the financial activities of the District during the fiscal year ending June 30, 2012. We encourage the reader to consider the information presented here in conjunction with the financial statements and the accompanying notes to those financial statements.

Financial Highlights

Transportation Capital Program Fund - The District was awarded five allocations totaling \$17,105,500 from the Tahoe Metropolitan Planning Organization (TMPO) as a sub-recipient for Federal Lands Highway (FLH) Program funding that began on September 4, 2008. This program assists in implementing various capital transportation projects and programs inside the Tahoe basin including, but not limited to the Lake Tahoe Aquabus Project, America’s Most Beautiful Bikeway Project, State Route 89/Fanny Bridge Community Revitalization Project, State Route 28 Scenic Byway Project, the Incline Gateway Project, and the US 50 South Shore Community Revitalization Project.



The FLH funding will assist in carrying all the above-mentioned projects through the environmental and permitting process, consistent with the eligibility of the funding. In prior fiscal

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

years the District expended \$3,478,253, and in Fiscal Year 2012 (FY 12) the District expended \$2,880,282 leaving a remaining balance of \$10,746,965 for use through September 30, 2015.

The District's Capital Program acquired equipment and constructed structures used for transit operations. In FY 12, the District purchased four (4) 2012 Glaval buses, built seven (7) bus shelters, acquired eight (8) electronic fareboxes, installed security systems in seven (7) buses, and purchased various other equipment including hydraulic jacks, computers, copiers and software. The District also invested in an AVL system that went on line in August 2012. Costs incurred for transit related capital and preventive maintenance improvements totaled \$1,221,296.

Transit Operations Program Fund – The District is a bi-state compact agency created as a special purpose district by Article IX of the 1980 Tahoe Regional Planning Compact. In accordance with the Compact, the District may own and operate a regional public transit system, including contracting with private companies and local governments, within the Lake Tahoe Region and for purposes of connecting the Region with out-of-basin transit facilities. The District is eligible to apply for and receive state and federal grants to this end.

Prior to November 2011, the District did not directly administer or operate transit service, except in very limited circumstances, such as through a contract for airport shuttle service from the north Lake Tahoe area to the Reno-Tahoe Airport. The District supported, where it could, transit services run by Placer County at the north shore and Coordinated Transit System (CTS) at the south shore. Most of this support was in the form of capital acquisition of buses through grant funds available to the District (and the corresponding grant responsibility) and very limited operating grants.

In November 2011, after completing the due diligence necessary before assuming the role, the District became the public administrator of the south shore public transportation system (formerly CTS). The system is operated by a private contractor and funded through a private-public partnership. The service provides the need for a reliable coordinated transit system that is convenient and safe for residents, commuters and tourists. Transit service is provided through fixed route, demand response, and commuter express services 365 days per year.

The District introduced the East Shore Express Shuttle program in June 2012. This service is a two-year pilot program shuttling beach goers from Incline Village to Sand Harbor State Park.



**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

The program is funded through federal grants from the Federal Transit Administration and the US Forest Service. This pilot program is in response to community and public safety agency concerns about safety, seasonal congestion, and shoulder parking related erosion.

Transit operation revenues totaled \$4,679,817 during FY 12, while expenditures totaled \$4,564,887, excluding depreciation. Transfers from the Capital Improvement Program Fund (Equipment/Preventive Maintenance) and Transit Fund totaled \$1,303,134.

Transit operations are classified as an enterprise fund and the financial information presented can be found under the business-type activities.

District Operations General Fund – The District continues to provide transportation and transit activities in the Tahoe region by partnering to plan and implement a system that improves safety, protects the environment, and contributes to economic vitality. In FY 12, the District helped launch the North Lake Tahoe Water Shuttle pilot program, connecting the north and west shores of Lake Tahoe. The District continues to operate the CNG fueling facility located at the South Lake Tahoe airport. Staff continues to seek new funding opportunities to bring construction dollars to the Basin so all projects will result in on the ground achievements.



The general fund revenues totaled \$409,054 during FY 12, while expenditures totaled \$395,052.

In Fiscal Year 2009 (FY 09), the District's Board of Directors approved additional staff positions to manage the many projects, programs, and administrative functions necessary to accomplish the District's duties. In FY 12, personnel costs for the Governmental Fund (General and Capital Improvement Program) totaled \$420,938 and \$212,909 for the Enterprise Fund (Transit Operations), bringing the total personnel costs to \$633,847.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the District's basic financial statements for the fiscal year ended June 30, 2012. The basic financial statements are comprised of three components: government-wide financial statements; fund financial statements and; notes to the financial statements along with supplementary information.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the District's finances on a full accrual basis in a manner similar to a private-sector business.

The statement of net assets presents the financial position of the District, including its capital assets and long-term liabilities. Over time, increases or decreases in net assets may serve as a useful indicator of whether the financial position of the District is improving or deteriorating.

The statement of activities presents the District's revenues and expenses for each of the District's programs and explains in detail the change in net assets for the year. The amounts in these statements are separated into Governmental Activities and Business-type Activities. All changes in net assets are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Therefore, revenues and expenses are reported in this statement for some items that may result in cash flows or expenses in future fiscal periods.

Governmental Activities are activities related to the District's capital improvement program (CIP) and general government. The District is principally supported by governmental revenues, including federal and state grants.

Business-type Activities are activities related to the District's enterprise fund for transit operations. Transit operations are principally supported by governmental revenues, including federal grants, local government sources, and Transportation Development Act (TDA) funding in California. Non-government sources include private sector contributions and farebox revenues collected from passengers.

Fund Financial Statements

A fund is a grouping of related accounts used to maintain control over resources that have been segregated for specific activities or objectives. The District, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The District utilizes two governmental funds, Capital Improvement Program (CIP) and General; and one Enterprise Fund for Transit Operations.

Governmental Funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements described above. However, unlike the government-wide financial statements, the Governmental Fund financial statements focus on near-term inflows and outflows of spendable resources, as well as balances of spendable resources available at the end of the fiscal year. This fund is reported using an accounting method called *modified accrual* accounting, which measures cash and all other financial assets that can readily be converted to cash. The Governmental Fund statements provide a detailed short-term view of the District's general government operations.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Governmental Fund information is useful in evaluating the government's financial resources that can be spent in the near future to finance the District's programs.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Proprietary Funds consist of both enterprise funds and internal service funds. The District only uses enterprise funds. The enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. As mentioned earlier, the District uses enterprise funds to account for its transit operations.

Notes to Financial Statements

The notes provide additional information that is essential for a full understanding of the data provided in the government-wide statements.



TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012

Government-wide Financial Analysis

As noted previously, net assets may serve over time as a useful indicator of a government's financial position. At June 30, 2012, the Districts assets exceeded liabilities by \$6,145,392, an increase of \$743,650 from June 30, 2011. Our analysis below focuses on net assets (Table 1) of the District's governmental and business-type activities.

Table 1 provides a summary that compares the District's net assets at FY 12 to FY 11.

Table 1 - Summary of Statement of Net Assets
June 30, 2012

	Governmental Activities						Business-type Activities				Total		
	General FY 2012	CIP FY 2012	Total FY 2012	Total FY 2011	\$ Change	% Change	Transit Ops FY 2012	Total FY 2011	\$ Change	% Change	FY 2012	FY 2011	Change
Net Assets - Governmental Activities:													
Current and other Assets	\$ 116,300	\$ 739,731	\$ 856,031	\$ 464,220	\$ 391,811	84%	\$ 1,072,663	\$ 592,409	\$ 480,254	81%	\$ 1,928,694	\$ 1,056,629	\$ 872,065
Capital Assets, Net	993,954	-	993,954	1,130,052	(136,098)	-12%	4,716,740	4,200,467	516,273	12%	5,710,694	5,330,519	380,175
Total Assets	<u>\$ 1,110,254</u>	<u>\$ 739,731</u>	<u>\$ 1,849,985</u>	<u>\$ 1,594,272</u>	<u>\$ 255,713</u>	<u>16%</u>	<u>\$ 5,789,403</u>	<u>\$ 4,792,876</u>	<u>\$ 996,527</u>	<u>21%</u>	<u>\$ 7,639,388</u>	<u>\$ 6,387,148</u>	<u>\$ 1,252,240</u>
Current Liabilities and Other	\$ 33,011	\$ 739,731	\$ 772,742	\$ 394,933	\$ 377,809	96%	\$ 658,684	\$ 556,149	\$ 102,535	18%	\$ 1,431,426	\$ 951,082	\$ 480,344
Long-term Liabilities													
Due within one year	\$ 10,832	\$ -	\$ 10,832	\$ 6,513	\$ 4,319	66%	\$ 4,811	\$ 2,069	\$ 2,742	133%	\$ 15,643	\$ 8,582	\$ 7,061
Due beyond one year	32,495	-	32,495	19,537	12,958	66%	14,432	6,205	8,227	133%	46,927	25,742	21,185
Total Liabilities	<u>\$ 76,338</u>	<u>\$ 739,731</u>	<u>\$ 816,069</u>	<u>\$ 420,983</u>	<u>\$ 395,086</u>	<u>94%</u>	<u>\$ 677,927</u>	<u>\$ 564,423</u>	<u>\$ 113,504</u>	<u>20%</u>	<u>\$ 1,493,996</u>	<u>\$ 985,406</u>	<u>\$ 508,590</u>
Invested in Capital Assets, Net of Debt	\$ 993,954	\$ -	\$ 993,954	\$ 1,130,052	\$ (136,098)	-12%	\$ 4,716,740	\$ 4,200,467	\$ 516,273	12%	\$ 5,710,694	\$ 5,330,519	\$ 380,175
Unrestricted	39,962	-	39,962	43,237	(3,275)	-8%	394,736	27,986	366,750	1310%	434,698	71,223	363,475
Total Governmental Net Assets	<u>\$ 1,033,916</u>	<u>\$ -</u>	<u>\$ 1,033,916</u>	<u>\$ 1,173,289</u>	<u>\$ (139,373)</u>	<u>-12%</u>	<u>\$ 5,111,476</u>	<u>\$ 4,228,453</u>	<u>\$ 883,023</u>	<u>21%</u>	<u>\$ 6,145,392</u>	<u>\$ 5,401,742</u>	<u>\$ 743,650</u>

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Assets

Governmental Activity:

Current and other Assets – Current assets increased by \$392 thousand, or 84%, from \$464 thousand at June 30, 2011 to \$856 thousand at June 30, 2012. The primary key factors that resulted in this increase include:

- Decrease in Cash of \$211 thousand resulting from the TMPO not advancing the Federal Lands & Highways Half Percent (FLH) June expenditures in FY 12.
- Increase in Accounts Receivable of \$599 thousand resulting from a combination of the TMPO's FLH grant shifting from prepayment in FY 11 to a receivable in FY 12 and the District being awarded a number of grants for their Capital Improvement Programs during FY 12 that were not in place in FY 11.
- The balance can be attributable to normal fluctuations in working capital due to the timing of revenues and expenses.

Capital Assets – Capital assets decreased by \$136 thousand, or (12%), from \$1.13 million at June 30, 2011 to \$994 thousand at June 30, 2012. The decrease is attributable to the following factors:

- Increase in Assets of \$69 thousand. The District was able to secure grants to acquire Project Management and Financial Software vital to the District's operations.
- Decrease of \$205 thousand due to Depreciation for FY 12.

Business-type Activities:

Current and other Assets – Current assets increased by \$480 thousand, or 81%, from \$592 thousand at June 30, 2011 to \$1.072 million at June 30, 2012. The primary key factors that resulted in this increase include:

- Increase in Cash of \$329 thousand, mainly resulting from the increase in Transit Development Act (TDA) funding that was allocated for FY 12. TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.
- Increase in Accounts Receivable of \$292 thousand resulting from a combination of TDA funding that was allocated for FY 12 but paid to the District in FY 13 and the balance outstanding from NDOT for the East Shore Express Shuttle Pilot Program (ESE).
- Decrease in Prepaid expenses of \$113 thousand as the District changed transit operators in July 2011 and was no longer required to advance workers compensation insurance.
- Decrease in Inventory of \$14 thousand resulting from Keolis Transit America purchasing the existing inventory upon taking over the transit operations in July 2011 following a rigorous Request For Proposal process.
- The balance can be attributable to normal fluctuations in working capital due to the timing of revenues and expenses.

Capital Assets – Capital assets increased by \$516 thousand, or 12%, from \$4.201 million at June 30, 2011 to \$4.717 million at June 30, 2012. The increase is attributable to the following factors:

- Increase of \$1.051 million from the transfer of capital assets related to the operations of the transit system, including fleet, shelters and maintenance equipment from the governmental fund.
- Decrease of \$535 thousand due to depreciation for FY 12.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Liabilities

Governmental Activities:

Current and Other Liabilities – Current and Other Liabilities increased by \$378 thousand, or 96%, from \$395 thousand at June 30, 2011 to \$773 thousand at June 30, 2012. Some of the key factors that resulted in this increase include:

- Increase of \$211 thousand in Accounts Payable for payments made in FY 13 for expenses incurred on or before June 30, 2012 for new Capital Improvement Program (CIP) grants obtained in FY 12.
- Increase of \$142 thousand in Accounts Payable for payments made in FY 13 for expenses incurred on or before June 30, 2012 for the FLH grant program.
- The balance can be attributable to normal fluctuations in working capital due to the timing of revenues and expenses.

Long-term Liabilities - Long-term liabilities increased by \$17 thousand or 66%, from \$26 thousand at June 30, 2011 to \$43 thousand at June 30, 2012. The increase is attributable to recording staff's unused accrued Paid Time Off at June 30, 2012.

Business-type Activities:

Current and Other Liabilities – Current and Other Liabilities increased by \$102 thousand, or 18%, from \$556 thousand at June 30, 2011 to \$659 thousand at June 30, 2012. The increase can primarily be attributed to the following factors:

- Increase of \$94 thousand in Accounts Payable for payments made in FY 13 for expenses incurred on or before June 30, 2012 for transit operations.
- Increase of \$41 thousand in Accounts Payable for payments made in FY 13 for expenses incurred on or before June 30, 2012 for the ESE.
- Decrease of \$34 thousand in Deferred Revenues resulting from the reduction in the annual contribution made by Vail Resorts during the winter season and allocated evenly throughout the year.
- The balance can be attributable to normal fluctuations in working capital due to the timing of revenues and expenses.

Long-term Liabilities – Long-term liabilities increased by \$11 thousand, or 133%, from \$8 thousand at June 30, 2011 to \$19 thousand at June 30, 2012. The increase is attributable to recording staff's unused accrued Paid Time Off at June 30, 2012.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Net Assets

Governmental Activities:

- Invested in Capital Assets – The amount invested in capital assets decreased by \$136 thousand, or (12%), from \$1.13 million at June 30, 2011 to \$994 thousand at June 30, 2012. The decrease is primarily attributable to the capital expenses discussed above, net of \$205 thousand in depreciation expense (see Note 3 – Governmental Activities - Capital Assets).

Since these assets were purchased with federal grants, the District is responsible for maintaining the federal public interest. The federalized portion of the assets is \$809 thousand of the \$994 thousand

- Unrestricted – Unrestricted net assets decreased by \$3 thousand, or (8%), from \$43 thousand at June 30, 2011 to \$40 thousand at June 30, 2012. The increase is primarily attributable to fluctuations in working capital from the timing of revenues and associated expenses resulting from normal operations. Unrestricted net assets represent the portion of net assets that can be used to finance day-to-day operations without constraints established by debt covenants, enabling legislation or other legal requirements.

Business-type Activities:

- Invested in Capital Assets – The amount invested in capital assets balance of \$4.7 million at June 30, 2012 can be primarily attributable to the capital expenses discussed above, net of \$535 thousand in depreciation expense (see Note 3 – Business-type Activities - Capital Assets).

Since these assets were purchased with federal/state grants, the District is responsible for maintaining the federal/state public interest. The federalized/state portion of the assets is \$3.9 million of the \$4.7 million.

- Unrestricted – Unrestricted net asset balance of \$395 thousand at June 30, 2012 is primarily attributable to fluctuations in working capital from the timing of revenues and associated expenses resulting from normal operations. Same as Governmental Activities, unrestricted net assets represent the portion of net assets that can be used to finance day-to-day operations without constraints established by debt covenants, enabling legislation or other legal requirements.



**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

The changes in net assets could be referred to as the "bottom line" and results from the combination of revenues, expenses, and the release of assets from restrictions.

The District's revenues increased by \$4 million, or 68%, from \$5.8 million at year ending June 30, 2011 to \$9.8 million at year ending June 30, 2012. The expenses increased by \$2.7 million, or 42%, from \$6.3 million at year ending June 30, 2011 to \$9 million at year ending June 30, 2012. The District did not have any restricted assets on July 1, 2011. Therefore, the net assets increased \$700 thousand from \$5.4 million at year ending June 30, 2011 to \$6.1 million at year ending June 30, 2012.

Our analysis focuses on the changes to net assets of the District's governmental and business-type activities for FY 12 and FY 11 (Table 2).

**Table 2 - Summary of Changes in Net Assets
June 30, 2012**

	General		Governmental Activities				Business-type Activities				Total			
	FY 2012	CIP FY 2012	Total FY 2012	Total FY 2011	\$ Change	% of Change	Transit Ops FY 2012	Total FY 2011	\$ Change	% of Change	FY 2012	FY 2011	\$ Change	% of Change
Revenues														
Charges for Services	\$ 131,981	\$ -	\$ 131,981	\$ 117,807	\$ 14,174	12%	\$ 626,820	\$ 413,486	\$ 213,334	52%	\$ 758,801	\$ 531,293	\$ 227,508	43%
Operating Grants	142,424	-	142,424	223,675	(81,251)	-36%	2,778,229	1,707,083	1,071,146	63%	2,920,653	1,930,758	989,895	51%
Capital Grants & Contributions	-	4,708,789	4,708,789	2,080,952	2,627,837	126%	-	-	-	0%	4,708,789	2,080,952	2,627,837	126%
General Revenues	134,649	-	134,649	253,692	(119,043)	-47%	1,274,768	981,653	293,115	30%	1,409,417	1,235,345	174,072	14%
Special Items	-	-	-	-	0	0%	-	36,859	(36,859)	-100%	-	36,859	(36,859)	-100%
Total Revenues	\$ 409,054	\$ 4,708,789	\$ 5,117,843	\$ 2,676,126	\$ 2,441,717	91%	\$ 4,679,817	\$ 3,139,081	\$ 1,540,736	49%	\$ 9,797,660	\$ 5,815,207	\$ 3,982,453	68%
Expenditures														
Charges for Services	\$ 121,667	\$ -	\$ 121,667	\$ 131,244	\$ (9,577)	-7%	\$ -	\$ -	\$ -	0%	\$ 121,667	\$ 131,244	\$ (9,577)	-7%
Operating Grants	35,160	-	35,160	223,675	(188,515)	-84%	5,099,928	3,103,189	1,996,739	64%	5,135,088	3,326,864	1,808,224	54%
Capital Grants	-	3,456,588	3,456,588	2,050,203	1,406,385	69%	-	-	-	0%	3,456,588	2,050,203	1,406,385	69%
General	340,667	-	340,667	858,372	(517,705)	-60%	-	-	-	-	340,667	858,372	(517,705)	-60%
Total Expenditures	\$ 497,494	\$ 3,456,588	\$ 3,954,082	\$ 3,263,484	\$ 690,598	21%	\$ 5,099,928	\$ 3,103,189	\$ 1,996,739	64%	\$ 9,054,010	\$ 6,366,683	\$ 2,687,327	42%
Net Revenues from Expenses	\$ (88,440)	\$ 1,252,201	\$ 1,163,761	\$ (587,368)	\$ 1,751,129	-298%	\$ (420,111)	\$ 35,892	\$ (456,003)	-1270%	\$ 743,650	\$ (551,476)	\$ 1,295,126	-235%
Transfers														
Transfers In (Revenues)	\$ 76,331	\$ -	\$ 76,331	\$ -	\$ 76,331	100%	\$ 1,303,134	\$ 4,192,561	\$ (2,889,427)	-69%	1,379,465	4,192,561	(2,813,096)	-67%
Transfers Out (Expenses)	127,264	1,252,201	1,379,465	4,192,561	(2,813,096)	-67%	-	-	-	-	1,379,465	4,192,561	(2,813,096)	-67%
Total Transfers	\$ (50,933)	\$ (1,252,201)	\$ (1,303,134)	\$ (4,192,561)	\$ 2,889,427	-69%	\$ 1,303,134	\$ 4,192,561	\$ (2,889,427)	-69%	\$ -	\$ -	\$ -	0%
Increase / (Decrease) in Net Assets	\$ (139,373)	\$ -	\$ (139,373)	\$ (4,779,929)	\$ 4,640,556	-97%	\$ 883,023	\$ 4,228,453	\$ (3,345,430)	-79%	\$ 743,650	\$ (551,476)	\$ 1,295,126	-235%
Beginning Net Assets	\$ 1,173,289	\$ -	\$ 1,173,289	\$ 5,953,218	\$ (4,779,929)	-80%	\$ 4,228,453	\$ -	\$ 4,228,453	100%	\$ 5,401,742	\$ 5,953,218	(551,476)	-9%
Ending Net Assets	\$ 1,033,916	\$ -	\$ 1,033,916	\$ 1,173,289	\$ (139,373)	-12%	\$ 5,111,476	\$ 4,228,453	\$ 883,023	21%	\$ 6,145,392	\$ 5,401,742	\$ 743,650	14%

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Revenues

Governmental Activities:

Charges for Services – Charges for services increased by \$14 thousand, or 12%, from \$118 thousand for the year ended June 30, 2011 to \$132 thousand for the year ended June 30, 2012. The increase is primarily attributable to the normal fluctuations in timing of collections of CNG fuel revenue.

Operating Grants and Contributions – Operating grants and contributions decreased by \$81 thousand, or 36%, from \$224 thousand for the year ended June 30, 2011 to \$142 thousand for the year ended June 30, 2012. The decrease is primarily attributed to the following:

- Federal Transit Administration (FTA) 5311 Tahoe Area Regional Transit (TART) Operations Grant – A decrease of \$61 thousand resulting from Placer County being awarded funding for the Nevada portion of TART operations directly from Nevada Department of Transportation (NDOT). In FY 11, the District was awarded this grant and in turn, passed it along to Placer County.
- Southern Nevada Public Land Management Act (SNPLMA) Grant - A decrease of \$19 thousand in operating costs for the West Shore Transit summer program. This grant helps to connect the west shore to the south shore of Lake Tahoe and runs from Memorial Day Weekend through the first weekend of October.

Capital Grants and Contributions - Capital grants and contributions increased by \$2.6 million, or 126%, from \$2.1 million for the year ended June 30, 2011 to \$4.7 million for the year ended June 30, 2012. The increase is primarily attributable to the following programs:



- FLH Grant (awarded to TRPA and sub-awarded to the District) - Increase of \$832 thousand for reimbursement of transportation project planning activities in the Tahoe Basin.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**



- SNPLMA Round 5 Grant - Increase of \$410 thousand in expense reimbursements for environmental and preliminary engineering costs originally programmed in the FLH Half Percent grant for the US 50 South Shore Community Revitalization Project. .



- Federal Highways Scenic Byways grant - Increase of \$134 thousand in a funding opportunity which enables the District to be reimbursed for preliminary design and environmental costs originally programmed in the FLH Half Percent grant for the North Demo Bikeway project.
- Increase of \$62 thousand in a Nevada Question 1 (Q1) state bond sales agreement. These funds were used to match the Scenic Byways Grant for the North Demo Bikeway and for expenses incurred on the South Demo Bikeway construction project.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**



- American Recover & Reinvestment Act (ARRA) Grant - Increase of \$894 thousand for the purchase of transportation equipment and related infrastructure, including four buses.



- FTA 5309 Grant - Increase of \$231 thousand, along with contributions used for the purchase of transportation equipment, preventive maintenance and related infrastructure, including four bus shelters.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**



- California Prop 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Grant - Increase of \$80 thousand for the purchase of five GFI Genfare Fareboxes.
- California Prop 1B Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Grant - Increase of \$16 thousand for the purchase of seven security camera systems to be installed in BlueGO buses. Each system includes four cameras, the HDS receiver, and removable hard drive. The District also purchased an additional two hard drives to provide redundancy in the recording capabilities and continuous performance of the installed systems.

General Revenues – General Revenues decreased by \$119 thousand, or 47%, from \$254 thousand for the year ended June 30, 2011 to \$135 thousand for the year ended June 30, 2012. The decrease is attributable to the following factors:

- Contributions - A decrease of \$100 thousand in contributions made to the District.
- Rental Car Mitigation Fees - The decrease of \$3 thousand in Rental Car Mitigation Fees (RCMF) resulted from a decrease in passenger car rentals in the Lake Tahoe basin.
- Miscellaneous Revenue – A decrease of \$16 thousand resulting from a Nevada Energy Line Extension Refund received in FY 11, not FY 12.

Business-type Activities:

Charges for Services – Charges for services increased by \$213 thousand, or 52%, from \$413 thousand at June 30, 2011 to \$627 thousand at June 30, 2012. The increase is primarily attributable to the following:

- The District began operations of the transit system on November 1, 2010. Therefore all revenue, including farebox, and expense comparisons will be based upon eight months of service in FY11 to a full year during FY12.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**



Operating Grants – Operating grants increased by \$1.1 million, or 63%, from \$1.7 million at June 30, 2011 to \$2.8 million at June 30, 2012. The increase is attributed to the following programs:

1. BLUEGO 'TRIANGLE PLAN' SERVICE AREA

The addition of a route along Highways 395 and 88 connecting the 20x and 21x routes.



The District expanded operations in October 2011 by connecting Gardnerville to Carson City, while continuing the connection of Carson City to Tahoe along Highway 50 and Gardnerville to Tahoe along Highway 271. This expansion of service helped to shift the Nevada / California mileage splits from 53% / 47% to 63% / 37%, while reducing deadhead miles on both commuter routes. The significance of the mileage change allowed for additional grant funding from Nevada, while maintaining the same funding from California.

- FTA 5311 Operations Grant from NDOT - Increase of \$479 thousand for the Nevada portion of the South Tahoe transit system.
- TDA funding from El Dorado County - Increase of \$543 thousand for FY 12.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

2. EAST SHORE EXPRESS PILOT PROGRAM



As mentioned earlier, the District responded to the community and public agency's concerns about safety, seasonal congestion and shoulder parking-related erosion and entered into a two-year pilot program to shuttle beachgoers from Incline Village to Sand Harbor State Park. The program is funded through federal grants from the Federal Transportation Administration and the US Forest Service.

- NDOT FTA 5311 Grant - Revenues totaling \$29 thousand for reimbursement of 60% of costs incurred through June 30, 2012.
- SNPLMA Round 10 Grant - Revenues totaling \$19 thousand for reimbursement of 40% of costs incurred through June 30, 2012.

General Revenues – General revenues increased \$293 thousand, or 30%, from \$982 thousand at June 30, 2011 to \$1.275 million at June 30, 2012. The increase is primarily due to the following:

- Increase of \$175 thousand in public and private contributions.
- Increase of \$118 thousand in insurance claim revenues.

Special Item – Special Item revenues decreased by \$37 thousand, or 100%, from \$37 thousand at June 30, 2011 to \$0 at June 30, 2012. In FY 11, the District received two donated buses from El Dorado County. In FY 12, the District did not receive any donation of assets.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Expenses

Governmental Activity:

Charges for Services – Charges for services decreased by \$9 thousand, or 7%, from \$131 thousand for the year ended June 30, 2011 to \$122 thousand for the year ended June 30, 2012. The decrease is primarily attributable to the decrease in fuel costs.

Operating Grants – Operating grant expenses decreased by \$188 thousand, or 84%, from \$224 thousand for the year ended June 30, 2011 to \$35 thousand for the year ended June 30, 2012. The decrease is primarily attributed to the following programs:

- SNPLMA Grant - Decrease of \$19 thousand in operating expenses.
- Transfer - Decrease of \$107 thousand resulting from the District transferring cash from the governmental fund to the transit operations fund. The transfer was for reimbursed expenses from the SNPLMA grant for the 2011 West Shore summer transit service. Previously, the District reimbursed the previous transit administrators.
- FTA 5311 Pass-Through Grant - Decrease of \$61 thousand in expenses associated with the TART operations grant resulting from Placer County obtaining the grant directly from NDOT.

Capital Grants - Capital grant expenses increased by \$1.4 million, or 69%, from \$2 million for the year ended June 30, 2011 to \$3.4 million for the year ended June 30, 2012. The increase is primarily attributable to the following programs:

- FLH Expenses – An increase of \$832 thousand for transportation project planning and activities, including personnel costs, in the Tahoe Basin.
- SNPLMA Round 5 Expenses - Increase of \$410 thousand for environmental, preliminary engineering, and final design expenses originally programmed in the FLH Half Percent grant for the US 50 South Shore Community Revitalization Project. .
- Scenic Byways Expenses - Increase of \$134 thousand for preliminary design and environmental expenses originally programmed in the FLH Half Percent grant for the North Demo Bikeway project.
- Q1 Expenses - Increase of \$62 thousand for expenses incurred on the Bikeway projects.

General Expenses – General expenses decreased by \$518 thousand, or 60%, from \$858 thousand for the year ended June 30, 2011 to \$341 thousand for the year ended June 30, 2012. The decrease is primarily attributed to the following factors:

- Decrease of \$46 thousand primarily due to legal fees, associated with a lawsuit filed by MV Transportation (see Factors Bearing on District's Future), recorded in the General fund during FY 11 and moved to the Transit fund in FY 12.
- Increase of \$16 thousand primarily due to legal fees arising from costs incurred from the set-up of the North Shore Water Shuttle Pilot Program.
- Personnel Expenses – Decrease of \$8 thousand resulting from the increase in staff's time to other programs, i.e., capital grants & transit.
- Decrease of \$479 thousand in depreciation as transit assets were transferred to the Transit fund at year end FY 11.
- Decrease due to normal fluctuations in the timing and recognition of increases and decreases in operating expenses.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Business-type Activity:

Operating Expenses – Operating grant expenses increased by \$2 million, or 64% from \$3.1 million at year end June 30, 2011 to \$5.1 million at June 30, 2012. The increase is primarily attributable to the following:

- As mentioned in revenues, the District began operations of the transit system on November 1, 2010. Therefore, all revenue and expense comparisons will be based upon eight months of service during FY 11 to 12 months during FY 12.
- The District added the Triangle Route connecting Carson City & Gardnerville/Minden.
- The District began the East Shore Express Pilot Program.

FY 12 to FY 11 Comparisons

(Comparisons exclude East Shore Express costs that total \$62 thousand)

- Increase of \$703 thousand in Contractor Fees
- Increase of \$127 thousand in Fuel costs
- Increase of \$211 thousand in Repairs & Maintenance costs
- Increase of \$109 thousand in Insurance costs.
- Increase of \$59 thousand in Facility Rent & Utilities, including Telephone costs. The District entered into a new lease agreement for the Stateline and the “Y” transit centers with the City of South Lake Tahoe. TDA funds previously paid directly to the City are now being paid directly to the District help to pay for the additional rents.
- Increase of \$29 thousand in Professional Services
- Increase of \$523 thousand in Depreciation
- Increase of \$84 thousand in Personnel costs, including Fringe Benefits
- Increase of \$46 thousand in Legal Fees, arising from the MV vs STATA lawsuit
- Costs due to normal fluctuations in the timing and recognition of increases and decreases in operating expenses.

Transfers**Governmental Activity:**

The District transferred \$76 thousand from the CIP fund to the General fund during FY 12. This transfer was for the computers & software purchased from the FLH grant.

Business-type Activity:

The District transferred \$1.3 million from the CIP fund to the enterprise fund during FY 12.

These transfers are summarized below:

- Transfer of \$20 thousand from the General fund to the Transit fund to support South Shore Transit Management.
- Transfer of \$107 thousand from the General fund to the Transit fund to reimburse the Summer Route 30 costs reimbursed from SNPLMA Round 10.
- Transfer of \$66 thousand from the CIP fund to the Transit fund for Preventive Maintenance costs reimbursed by a CIP - FTA grant.
- Transfer of \$862 thousand from the CIP fund to the Transit fund for ARRA purchases of transit equipment including four buses, three bus shelters, three GFI Genfare fareboxes with the software, and other transportation equipment.
- Transfer of \$143 thousand from the CIP fund to the Transit fund for FTA expenses for the purchase of transportation equipment and related infrastructure including four bus shelters, computers and software.

**TAHOE TRANSPORTATION DISTRICT
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- Transfer of \$85 thousand from the CIP fund to the Transit fund for Prop 1B PTISMEA for five GFI Genfare fareboxes and shelters for Phase 2 of the CA shelter program.
- Transfer of \$16 thousand from the CIP fund to the Transit fund for Prop 1B TSSSDRA outfitting seven buses with Security Cameras.

The District's Funds

Governmental Activities

The District's governmental fund reports a balance of \$39 thousand which is \$3 thousand less than last year's fund balance of a \$43 thousand.

Business-type Activities

The District's enterprise fund reports a balance of \$395 thousand which is \$367 thousand more than last year's fund balance of \$28 thousand.



**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Fund Budgetary Highlights

The District's budget is prepared according to Nevada state law and the modified accrual basis of accounting. The budget is legally adopted by the Board of Directors.

There were no adjustments during FY 12.

Governmental Activities:

Revenues

- General Fund - The primary sources of revenues for the general fund are made up of RCMF, CNG fueling revenues, federal grants, and contributions from public and private sources. Actual revenues were less than the final budget by \$112 thousand and resulted from private/public contributions being less than projected.
- CIP Fund – The primary source of revenues for the CIP fund are made up of federal grants, state funding and contributions. Actual revenues were less than the final budget by \$5.4 million. The under-run in the capital assistance grants are strictly related to timing. Funds in these categories are received on a reimbursement basis. Reimbursements sought as expenses are incurred throughout the life of a project. The projects contributing to the under-runs are:
 - 1 FTA purchases matched with Prop 1B funds. The District waits until funds from the CA Bond sales (Prop 1B) are received prior to ordering equipment including buses. As funding was not received in FY12, the projects will be rolled into the FY 13 budget.
 - 2 FLH invoiced less than anticipated due to environmental document delays, inclusion of additional project alternatives, and continued public outreach efforts for the US 50 South Shore Community Revitalization project.

Expenses

- General Fund – The actual expenditures were less than the final budget by \$122 thousand. The primary under-run resulted from the District's decision to not renew the federal lobbying contract, an over projection on personnel costs charged to the general fund, and the District not incurring interest fees on the Line of Credit (LOC).
- CIP Fund – The actual expenditures were less than the final budget by \$5.4 million. The primary variances listed below:
 - 1 FTA projects the District scoped to be included in FY 12 were delayed and re-budgeted in FY 13. These projects included Bus & Trolley Purchases, Electronic Farebox Purchases and Transit Equipment Purchases.
 - 2 Delays associated with the US 50 South Shore Community Revitalization project, more specifically, the need for additional public outreach, the development and consideration of additional alternatives, and additionally the limited Tahoe field season precludes the collection of data for particular studies (i.e. botanical surveys) thereby reducing the rate of expected expenditures. The expenses for this project were re-budgeted in FY 13.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Business-type Activities

Revenues

- Transit Fund – The primary sources of revenues for the transit fund are made up of federal and state grants, TDA funding, farebox/pass sales and private/public contributions. Revenues also include transfers from the CIP fund for fixed assets. Actual revenues were more than the final budget by \$ 1.3 million. The overrun resulted from under estimating TDA funding, Farebox/Pass sales and the transfer of transit assets from the CIP fund, while over estimating contributions.

Expenses

- Transit Fund – The actual expenditures were more than the final budget by \$386 thousand. The primary variance was due to under estimating depreciation, rent as the District had not entered into the Transit Center rental agreements until after budget development, and legal services resulting from the MV vs STATA lawsuit, while over estimating vehicle fuel and personnel costs.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Capital Assets

Table 3 shows FY 11 balances compared to FY 12.

**Table 3 - Summary of Capital Assets, Net Depreciation
June 30, 2012**

	<i>Governmental Activity</i> Balance June 30, 2012	<i>Business-type Activity</i> Balance June 30, 2012	<i>Total</i> District Assets	FY 2011	\$ Change
Capital Assets					
Construction in process:	\$ -	125,000	125,000	0	125,000
*Buildings, net depreciation	120,172	0	120,172	204,999	-84,827
Equipment, net depreciation	873,782	4,591,740	5,465,522	5,125,520	340,002
Total govt activity capital assets, depreciated, net	<u>\$ 993,954</u>	<u>\$ 4,716,740</u>	<u>\$ 5,710,694</u>	<u>\$ 5,330,519</u>	<u>\$ 380,175</u>
Federalized portion of TTD Assets	808,875	3,882,124	4,690,999		

* TTD does not own a building, but rather equipment for the CNG facility.

Overall, the District's capital assets increased \$380,175 from \$5,330,519 at June 30, 2011 to \$5,710,694 at June 30, 2012. The increase is comprised of equipment purchases of \$1,120,628, including construction in progress costs of \$125,000 for CA Phase II shelters and the AVL System pending testing prior to depreciating. The increase in capital assets was offset by \$740,453 in depreciation for the year.

The Federalized portion of the District's fleet totals \$4,691,000. Per FTA OMB Circular C-5010.1D, any disposition of rolling stock before the end of its service life requires prior FTA approval. FTA is entitled to its share of the remaining Federal interest. The Federal interest is determined by calculating the fair market value of the project property immediately before the occurrence prompting the withdrawal of the project property from appropriate use. If project property is being removed from service before the end of its useful life, the Federal interest and the return to FTA is the greater of FTA's share of the unamortized value of the remaining service of life per unit, based on straight line depreciation of the original purchase price, or the Federal share of the sales price.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Factors Bearing on the District's Future

The key assumptions in the revenue and expenditure forecast for FY 13 are:

1. The Federal Fiscal Year 2008 grant award balance from the TMPO for the second round of FLH half-percent transportation grant totaling \$464,966, which will be expended on various transportation projects inside the Tahoe Basin in FY 2013.
2. The Federal Fiscal Year 2009 grant award from the TMPO for the third round of FLH half-percent transportation grant totaling \$3,639,375, which will be expended on various transportation projects inside the Tahoe Basin forecasted for FY 13 and 14.
3. The Federal Fiscal Year 2010 grant award from the TMPO for the fourth round of FLH half-percent transportation grant estimated to total \$3,542,624, which will be expended on various transportation projects inside the Tahoe Basin forecasted for FY 14.
4. The Federal Fiscal Year 2011 grant award from the TMPO for the fifth found of FLH half-percent grant estimated to total \$3,100,000, which will be expended on various transportation projects inside the Tahoe Basin forecasted for FY 15.
5. Congressional appropriation totaling \$1 million has been awarded to the District to be used for transit vehicles and expected to be expended in FY 14 and 15.
6. Congressional appropriation balance of \$291 thousand from FTA had been awarded to the District to be used for shelter construction, IT equipment, software purchases, transit maintenance equipment, transit support vehicles and transit preventive maintenance. The expenses began in FY 12 and will be completed in FY 14.
7. The District has a balance of \$1,016,559 in Question 1, State of NV, NV Division of State Lands funds for the Nevada Stateline to Stateline Bikeway Phase IB (South Demo) Construction Project began in FY 12 and estimated to be completed in FY 13.
8. The District has been awarded a NDOT grant in FY 13 from their gas sales tax program totaling \$985,246 for the construction of the Nevada Stateline to Stateline Bikeway Phase IB (South Demo) Project began in FY 12 and estimated to be completed in FY 13.
9. The District received \$12,850 in FY 13 from the Tahoe License Plate Fund for the construction of the Nevada Stateline to Stateline Bikeway Phase IB (South Demo) Project began in FY 12 and estimated to be completed in FY 13.
10. The District received \$37,150 in FY 13 from Nevada State Lands for the construction of the Nevada Stateline to Stateline Bikeway Phase IB (South Demo) Project began in FY 12 and estimated to be completed in FY 13.
11. The District has been awarded a Scenic By-Ways grant from the FHWA, administered through NDOT for approximately \$2 million for the Nevada Stateline to Stateline Bikeway Phase II (North Demo) Project projected to start construction in late FY 13 or early FY 14.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

12. The District has begun a collaborative planning effort for State Route 28 among federal, state, and local agencies to develop a Corridor Management Plan that identifies strategies and projects to organize parking; improve access to recreational areas; enhance the safety for users, including bicyclists and pedestrians; create new options for alternative modes of transportation; and improve the scenic and environmental aspects of the corridor, including improving lake clarity.
13. The District will continue working on the Capital Improvement Program Environmental Analysis Documents expected to be complete in FY 13 or 14. The District has also started environmental special studies to supplement the programmatic environmental documents as required by the individual project of the Capital Improvement Program.
14. The District will continue to develop the Trans Sierra Transportation Coalition initiative, a bi-state collaboration of state and local agencies stretching from Sacramento to the Reno, Carson City, Douglas County, and perhaps as far as Fernley, Nevada. This proposal would include the counties of Sacramento, El Dorado, Placer, and Nevada on the California side; and Washoe, Carson City, Douglas, and perhaps Storey on the Nevada side. The Coalition will accomplish the collaboration efforts necessary for transportation project implementation in the greater region, as well as collaborating on the economic connectivity and transportation ties via major airports on either side of the Tahoe Basin and the transportation corridors that connect the Lake Tahoe Basin with the rest of the greater region. The benefits of this Coalition are creating a unified inter-regional voice for transportation infrastructure investment and transit services, leveraging resources and effectiveness through partnership versus unilateral problem solving, and creating a larger political block to compete more effectively. It will facilitate the ability to educate neighboring regions about the role Tahoe plays in the larger inter-regional economy; enhance the opportunity for all partnering entities to create the financing needed to capitalize on respective project and transit service programs; give the public a more comprehensive and integrated trail, transit, and road system; and facilitate other larger inter-regional goals like the potential of high profile winter and summer sporting event bids and regional economic development goals.
15. The District will continue the Public Outreach Campaign for the projects identified in the Capital Improvement Program.
16. The District will complete the environmental scoping process for the South Shore Community Revitalization /US 50 Realignment Project and SR 89 / Fanny Bridge Community Revitalization Project, and will be completing the Environmental Analysis for the NV Bikeway Phase II (North Demo) Projects.
17. The District will update the Relocation Assistance Plan for the US 50 South Shore Community Revitalization Project as part of the Environmental Analysis.
18. The District plans to start design and construction for Phase II of the Nevada and California transit shelter projects for FY 13 and FY 14.
19. The District plans to have the environmental process complete for the majority of the projects identified in the Capital Improvement Program by FY 13 to FY 14 and plans to apply for construction grants over the next several fiscal years. The District plans to move into the construction phase for most of the CIP projects in FY 13 through FY 16.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

20. The District anticipates starting the environmental scoping, and preliminary engineering and design for the Lake Tahoe Waterborne Transit Project in FY 2013.
21. The District has been awarded an additional \$1 million Public Lands Highway Funding for US 50 South Shore Community Revitalization project through NDOT to be expended during FY 13 and FY 14.
22. The District will expend the remaining FTA 5311 ARRA grant funding from NDOT for the construction of NV shelters in FY 2013.
23. The District received a FTA 5309 grant from NDOT totaling \$236 thousand for the purchase of a trolley that was expended in FY 2013.
24. The District is working with TRPA to file amended plans with Caltrans for Prop 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funding totaling in excess of \$1.8 million to be used in FY 2013 through FY 2015.
25. The District has secured FTA 5311 funding totaling \$93 thousand with Caltrans for transit operations in FY 2013.
26. The District has secured Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding totaling \$200 thousand with Caltrans for FY 2013 and FY 2014.
27. The District has secured FTA 5311 funding totaling \$1.7 million with NDOT for transit operations, including East Shore Express in FY 2013. The District has a pending FTA 5311 NDOT transit operating grant totaling \$1.5 million.
28. The District will be receiving California Transit Development Act (TDA) funding totaling \$1.2 million for FY 13 transit operations.
29. The collection of Rental Car Mitigation Funds will continue at a rate similar to recent years, as a result of no increases in the fee rate and current economic conditions.
30. The District was granted a \$500 thousand Line of Credit with NV State Bank in January 2012. The line was renewed in FY 13.
31. As a result of the District's membership in the former South Tahoe Area Transit Authority (STATA) the District was sued at the end of the fiscal year 2010, along with other members of STATA, over a payment dispute between STATA and MV Transportation, Inc. (MV), STATA's former contract operator. Since that time, STATA has filed for bankruptcy protection and MV's suit with STATA and the STATA members has been moved from state to federal bankruptcy court. The District is seeking dismissal of the suit, as the matter is between STATA and MV.

**TAHOE TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2012**

Contacting the District's Financial Management

This financial report is designed to provide a general overview of the Tahoe Transportation District's finances for those interested and to demonstrate the District's accountability for the money it receives. Questions concerning any information provided in this report or requests for additional financial information should be addressed to the Tahoe Transportation District Finance Office, P.O. Box 499, Zephyr Cove, NV 89448.



TAHOE TRANSPORTATION DISTRICT

Statement of Net Assets

June 30, 2012

	Governmental Activities	Business-type Activities	Total
<u>Assets:</u>			
Cash and investments (note 2)	\$ 182,899	557,013	739,912
Accounts receivable	14,153	4,181	18,334
Due from other governments	656,981	497,362	1,154,343
Prepays and deposits	1,998	14,107	16,105
Capital assets, net (note 3)	993,954	4,716,740	5,710,694
Total assets	1,849,985	5,789,403	7,639,388
<u>Liabilities:</u>			
Accounts payable	697,479	299,795	997,274
Due to other governments	15,166	57,440	72,606
Unearned revenue	60,097	301,449	361,546
Noncurrent liabilities (note 4):			
Due within one year	10,832	4,811	15,643
Due beyond one year	32,495	14,432	46,927
Total liabilities	816,069	677,927	1,493,996
<u>Net assets:</u>			
Invested in capital assets	993,954	4,716,740	5,710,694
Unrestricted	39,962	394,736	434,698
Total net assets	\$ 1,033,916	5,111,476	6,145,392

See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT

Statement of Activities

Year ended June 30, 2012

Functions/Programs	Expenses	Program Revenue			Net (Expenses) Revenue and Changes in Net Assets		
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	Total
Primary government:							
Governmental activities:							
General government	\$ 3,954,082	131,981	142,424	4,708,789	1,029,112	-	1,029,112
Total governmental activities	3,954,082	131,981	142,424	4,708,789	1,029,112	-	1,029,112
Business-type activities:							
Transportation	5,099,928	626,820	2,778,229	-	-	(1,694,879)	(1,694,879)
Total business-type activities	5,099,928	626,820	2,778,229	-	-	(1,694,879)	(1,694,879)
Total primary government	\$ 9,054,010	758,801	2,920,653	4,708,789	1,029,112	(1,694,879)	(665,767)
General revenues and transfers:							
Rental car mitigation fees					78,683	-	78,683
Unrestricted contributions					55,159	1,133,942	1,189,101
Miscellaneous revenue					807	140,826	141,633
Transfers (note 5)					(1,303,134)	1,303,134	-
Total general revenues and transfers					(1,168,485)	2,577,902	1,409,417
Change in net assets					(139,373)	883,023	743,650
Net assets, beginning of year					1,173,289	4,228,453	5,401,742
Net assets, end of year					\$ 1,033,916	5,111,476	6,145,392

See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT

Governmental Funds

Balance Sheet

June 30, 2012

	<u>General Fund</u>	<u>Capital Projects Fund</u>	<u>Total</u>
<u>Assets</u>			
Cash and cash equivalents (note 2)	\$ 85,836	97,063	182,899
Accounts receivable	14,153	-	14,153
Due from other governments	14,988	641,993	656,981
Prepays and deposits	<u>1,323</u>	<u>675</u>	<u>1,998</u>
 Total assets	 <u>\$ 116,300</u>	 <u>739,731</u>	 <u>856,031</u>
<u>Liabilities and Fund Balances</u>			
Liabilities:			
Accounts payable	\$ 19,825	677,654	697,479
Due to other governments	13,186	1,980	15,166
Unearned revenue	<u>-</u>	<u>60,097</u>	<u>60,097</u>
 Total liabilities	 <u>33,011</u>	 <u>739,731</u>	 <u>772,742</u>
Fund balances:			
Nonspendable:			
Prepaid items	1,323	675	1,998
Unassigned	<u>81,966</u>	<u>(675)</u>	<u>81,291</u>
 Total fund balances	 <u>83,289</u>	 <u>-</u>	 <u>83,289</u>
 Total liabilities and fund balances	 <u>\$ 116,300</u>	 <u>739,731</u>	 <u>856,031</u>

See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT

Governmental Funds

Reconciliation of the Balance Sheet of Governmental Funds
to the Statement of Net Assets

June 30, 2012

Fund balances of governmental funds	\$ 83,289
Amounts reported for governmental activities in the Statement of Net Assets are different because:	
Capital assets net of depreciation have not been included as financial resources in the governmental fund activity.	
Capital assets	2,355,593
Accumulated depreciation	(1,361,639)
Compensated absences are not due and payable in the current period and accordingly are not reported as fund liabilities.	<u>(43,327)</u>
Net assets of governmental activities	<u>\$ 1,033,916</u>

See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT
Governmental Funds

Statement of Revenues, Expenditures and Changes in Fund Balances

Year ended June 30, 2012

	<u>General Fund</u>	<u>Capital Projects Fund</u>	<u>Total</u>
Revenues:			
Taxes:			
Rental car mitigation fees	\$ 78,683	-	78,683
Intergovernmental:			
Federal grants:			
Federal Transportation Agency	-	1,078,075	1,078,075
FLH 1/2 percent funding	-	2,880,282	2,880,282
Other federal grants	142,424	544,748	687,172
State and local grants:			
Capital grants	-	205,684	205,684
Total intergovernmental	<u>142,424</u>	<u>4,708,789</u>	<u>4,851,213</u>
Charges for services:			
CNG fuel sales	<u>131,981</u>	-	<u>131,981</u>
Other revenues:			
Contributions	55,159	-	55,159
Miscellaneous revenue	<u>807</u>	-	<u>807</u>
Total other revenues	<u>55,966</u>	-	<u>55,966</u>
Total revenues	<u>409,054</u>	<u>4,708,789</u>	<u>5,117,843</u>
Expenditures:			
General government:			
Personnel costs	24,130	396,808	420,938
Services and supplies	250,649	3,054,863	3,305,512
Capital outlay	<u>69,340</u>	<u>4,917</u>	<u>74,257</u>
Total expenditures	<u>344,119</u>	<u>3,456,588</u>	<u>3,800,707</u>
Excess of revenues over expenditures	<u>64,935</u>	<u>1,252,201</u>	<u>1,317,136</u>
Other financing sources (uses):			
Transfers in (note 5)	76,331	-	76,331
Transfers out (note 5)	<u>(127,264)</u>	<u>(1,252,201)</u>	<u>(1,379,465)</u>
Total other financing sources (uses)	<u>(50,933)</u>	<u>(1,252,201)</u>	<u>(1,303,134)</u>
Net change in fund balance	14,002	-	14,002
Fund balance at beginning of year	<u>69,287</u>	-	<u>69,287</u>
Fund balance at end of year	<u>\$ 83,289</u>	-	<u>83,289</u>

See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT

Governmental Funds

Reconciliation of the Statement of Revenues, Expenditures, and Changes in
Fund Balances of Governmental Funds to the Statement of Activities

Year ended June 30, 2012

Net change in fund balances - total governmental funds	\$ 14,002
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Amounts reported for governmental activities in the Statement of Activities
are different because:

The governmental funds reports capital outlays as expenditures. However, in
the Statement of Activities, the costs of those assets are allocated over
their estimated useful lives as depreciation expense.

Capital outlay	69,314
Depreciation	(205,412)

Compensated absences reported on the Statement of Activities do not
require the use of current financial resources and therefore are not
reported as expenditures in governmental funds. The net change is
reported on the Statement of Activities.

<u>(17,277)</u>

Change in net assets of governmental activities	<u>\$ (139,373)</u>
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See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT

Proprietary Fund

Statement of Net Assets

June 30, 2012

<u>Assets</u>	
Current assets:	
Cash and cash equivalents (note 2)	\$ 557,013
Accounts receivable	4,181
Due from other governments	497,362
Prepays and deposits	<u>14,107</u>
Total current assets	<u>1,072,663</u>
Noncurrent assets:	
Capital assets, net (note 3)	<u>4,716,740</u>
Total assets	<u>5,789,403</u>
<u>Liabilities</u>	
Current liabilities:	
Accounts payable	299,795
Due to other governments	57,440
Unearned revenue	301,449
Compensated absences (note 4)	<u>4,811</u>
Total current liabilities	<u>663,495</u>
Noncurrent liabilities:	
Compensated absences (note 4)	<u>14,432</u>
Total liabilities	<u>677,927</u>
<u>Net Assets</u>	
Invested in capital assets, net of related debt	4,716,740
Unrestricted	<u>394,736</u>
Total net assets	<u>\$ 5,111,476</u>

See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT

Proprietary Fund

Schedule of Revenues, Expenses, and Change in Net Assets

Year ended June 30, 2012

Operating revenues:	
Charges for services	<u>\$ 626,820</u>
Total operating revenues	<u>626,820</u>
Operating expenses:	
Personnel costs	212,909
Services and supplies	4,351,978
Depreciation expense	<u>535,041</u>
Total expenditures	<u>5,099,928</u>
Operating income (loss)	<u>(4,473,108)</u>
Nonoperating revenues (expenses):	
Contributions	1,133,942
Federal grants:	
Federal Transportation Agency	1,497,758
Other Federal Grants	19,051
State and local grants	1,261,420
Miscellaneous revenue	<u>140,826</u>
Total nonoperating revenues (expenses)	<u>4,052,997</u>
Income (loss) before transfers	<u>(420,111)</u>
Transfers:	
Transfers in	<u>1,303,134</u>
Total transfers	<u>1,303,134</u>
Change in net assets	883,023
Net assets at beginning of year	<u>4,228,453</u>
Net assets at end of year	<u>\$ 5,111,476</u>

See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT
Proprietary Fund

Statement of Cash Flows

Year ended June 30, 2012

Cash flows from operating activities:	
Receipts from customers and users	\$ 589,065
Payments to suppliers	(4,347,189)
Payments to employees	(201,940)
Other non-operating revenues	<u>140,826</u>
Net cash provided (used) by operating activities	<u>(3,819,238)</u>
Cash flows from noncapital financing activities:	
Receipts from other governmental agencies	3,912,171
Receipt (from) to other funds	<u>1,287,319</u>
Net cash provided by noncapital financing activities	<u>5,199,490</u>
Cash flows from capital and related financing activities:	
Purchase of capital assets	<u>(1,051,314)</u>
Net cash provided (used) by capital and related financing activities	<u>(1,051,314)</u>
Net increase in cash and cash equivalents	<u>328,938</u>
Cash and cash equivalents, beginning of fiscal year	<u>228,075</u>
Cash and cash equivalents, end of fiscal year	<u>\$ 557,013</u>
Reconciliation of operating income to net cash provided (used) by operations:	
Operating income (loss)	\$ (4,473,108)
Adjustments to reconcile operating income (loss) to net cash provided by operating activities:	
Depreciation	535,041
Other non-operating revenues	140,826
Change in assets and liabilities:	
Accounts receivable	(4,181)
Due from other governments	(287,833)
Prepays and deposits	112,808
Inventory	27,890
Accounts payable	95,059
Due to other governments	56,865
Deferred revenue	(33,574)
Compensated absences	<u>10,969</u>
Net cash provided (used) by operating activities	<u>\$ (3,819,238)</u>

Noncash investing, capital, and financing activities

There were no noncash capital, financing, or investing activities during the fiscal year ended June 30, 2012.

See accompanying notes to basic financial statements.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

Year Ended June 30, 2011

(1) Summary of Significant Accounting Policies**(a) Reporting Entity**

The Tahoe Transportation District (District) was organized pursuant to the Tahoe Regional Planning Compact, Article IX, which established it as a special purpose district authorized and operating under federal authority provided by Public Law 96-551. The District may acquire, own and operate public transportation systems and support facilities for public or private transportation systems serving the Tahoe Region, and provide access to convenient transportation terminals outside of the Region including airport, railroad and bus terminals.

The Board of Directors consists of eleven directors. Of the voting directors, six are appointed by each of the elected local governments, two are appointed by the Transportation Management Associations and an at-large system operator is appointed by the majority of the other voting directors. The two non-voting members are the directors of the Departments of Transportation in California and Nevada, respectively.

(b) Basis of Presentation

The District's basic financial statements are prepared in conformity with accounting principles generally accepted in the United States of America. The Governmental Accounting Standards Board (GASB) is the acknowledged standard setting body for establishing accounting and financial reporting standards followed by governmental entities in the United States of America. Financial reporting is based upon all GASB pronouncements, as well as the FASB Statements and Interpretations, APB Opinions, and Accounting Research Bulletins that were issued on or before November 30, 1989 that do not conflict with or contradict GASB pronouncements. The District's basic financial statements consist of government-wide financial statements and fund financial statements.

Government-Wide Financial Statements. The government-wide financial statements (i.e., the Statement of Net Assets and the Statement of Activities) report information on all of the nonfiduciary activities of the District. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. Eliminations have been made in the statement of activities so that certain allocated expenses are recorded only once (by the function to which they were allocated). However, general government expenses have not been allocated as indirect expenses to the various functions of the District.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(1) Summary of Significant Accounting Policies (Continued)

The Statement of Activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include: 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services or privileges provided by a given function or segment; and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as general revenues.

Fund Financial Statements. Separate financial statements are provided for the governmental funds and the enterprise fund after the government-wide financial statements. Major individual governmental funds are reported as separate columns in the fund financial statements.

The District reports the following major governmental funds:

- General Fund – The General Fund is the general operating fund of the District and accounts for all of the District’s financial resources, except those required to be accounted for in another fund.
- Capital Projects Fund – The Capital Projects Fund is used to account for and report financial resources that are restricted, committed, or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets.

The District reports the following major enterprise fund:

- Transit Fund – The Transit Fund accounts for the operations of the District’s bus lines.

(c) Measurement Focus and Basis of Accounting

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(1) Summary of Significant Accounting Policies (Continued)

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the District considers revenues to be available if they are collected within 120 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred; however, principal and interest expenditures on long-term debt and compensated absences of governmental funds are recorded only when payment is due.

Those revenues susceptible to accrual include intergovernmental revenue and rental car mitigation fees. In applying the susceptible-to-accrual concept to intergovernmental revenues, there are essentially two types of revenues. In one, monies must be expended on the specific purpose or project before any amounts will be paid to the District. Therefore, revenues are recognized based upon the expenditures incurred. In the other, monies are virtually unrestricted and are usually revocable only for failure to comply with prescribed compliance requirements. These resources are reflected as revenues at the time of receipt or earlier if the susceptible-to-accrual criteria are met.

Private sector standards of accounting and financial reporting issued prior to December 1989, generally are followed by both the government-wide and proprietary fund financial statements to the extent that those standards do not conflict with or contradict guidance of the GASB. Governments also have the option of following subsequent private-sector guidance for their business-type activities and enterprise funds, subject to this same limitation. The District has elected not to follow subsequent private sector guidance.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Transit Fund are charges for services. Operating expenses of the Transit Fund include personnel costs, services and supplies, and depreciation expense. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the District's policy to use restricted resources first, and then unrestricted resources as they are needed.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(1) Summary of Significant Accounting Policies (Continued)

(d) Cash and Cash Equivalents

The District considers cash and cash equivalents to include cash on hand, demand deposit, and short-term investments with original maturities of three months or less from the date of purchase.

(e) Inventories

Inventories of materials and supplies are carried at cost using the average cost method. Inventory in the Transit Fund is recorded as an expenditure when consumed rather than when purchased.

(f) Prepaid Items

Certain payments to vendors reflecting costs applicable to future accounting periods are recorded as prepaid items in both the government-wide and fund financial statements. The fund balance in the fund financial statements has been classified as nonspendable in an amount equal to the prepaid items since this amount is not available for appropriation.

(g) Capital Assets

Capital assets are defined by the District as assets with an initial individual cost of more than \$5,000 and an estimated useful life in excess of two years. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Contributed capital assets are valued at their estimated fair market value at the date of the contribution. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

The District uses the straight-line method in the government-wide financial statements for depreciating capital assets over their estimated useful lives. Depreciation is charged as an expense against operations and accumulated depreciation is reported on the respective Statement of Net Assets. The range of lives used for depreciation purposes for each capital asset class is as follows:

<u>Item</u>	<u>Useful Life</u>
Buildings and improvements	10-30 years
Transportation equipment:	
Vehicles	5 years
Buses/Trolleys/Trams	10-12 years

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(1) Summary of Significant Accounting Policies (Continued)

(h) Compensated Absences

In accordance with GASB Statement No. 16, an employee benefits payable liability is recorded for unused vacation and similar compensatory leave balances. The employee's entitlement to these balances is attributable to services already rendered and it is probable that virtually all of these balances will be liquidated by either paid time off or payments upon termination or retirement.

(i) Fund Equity

Fund balances are reported in the fund statements in the following classifications:

- *Nonspendable Fund Balance* – includes amounts that cannot be spent because they are either (a) not in spendable form, or (b) legally or contractually required to be maintained intact.
- *Restricted Fund Balance* – includes amounts that can be spent only for specific purposes stipulated by constitution, external resource providers, or through enabling legislation.
- *Committed Fund Balance* – includes amounts that can be used only for the specific purposes determined by a formal action of the District's Board of Directors.
- *Assigned Fund Balance* – includes amounts that are intended to be used for by the District for specific purposes, but do not meet the criteria to be classified as restricted or committed.
- *Unassigned Fund Balance* – includes any deficit fund balance resulting from overspending for specific purposes for which amounts had been restricted, committed or assigned.

It is the District's policy that restricted resources will be applied first, followed by (in order of application) committed, assigned, and unassigned resources, in the absence of a formal policy adopted by the Board of Directors.

(j) Net Assets

In the government-wide financial statements, net assets represent the difference between assets and liabilities and are classified into three categories:

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(1) Summary of Significant Accounting Policies (Continued)

- *Invested in capital assets, net of related debt* – describes the portion of net assets that are represented by the current net book value of the District’s capital assets, less the outstanding balance of any debt issued to finance these assets.
- *Restricted net assets* – represents the net assets that are not accessible for general use because their use is subject to restrictions enforceable by third parties through legislation or contractual agreements.
- *Unrestricted net assets* – represents those assets that are available for general use.

When both restricted and unrestricted resources are available for use, it is the District’s policy to use restricted resources first.

(k) Use of Estimates

The preparation of basic financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the reporting date and revenues and expenses during the reporting period. Actual results could differ from those estimates.

(2) Cash and Investments

Cash and investments as of June 30, 2012 consist of the following:

Deposits with financial institutions	\$557,013
Equity in Tahoe Regional Planning Agency (TRPA) investment pool	<u>182,899</u>
Total cash and investments	<u>\$739,912</u>

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(2) Cash and Investments (Continued)

Equity in the TRPA Investment Pool

The District holds equity in an investment pool managed by Tahoe Regional Planning Agency (TRPA). The District is a voluntary participant in that pool. This pool is governed by and under the regulatory oversight of the Investment Policy adopted by TRPA. The District has not adopted an investment policy separate from that of TRPA. The fair value of the District's investment in this pool is reported in the accompanying financial statements based upon the District's pro-rata share of the fair value calculated by TRPA for the entire TRPA portfolio. The balance available for withdrawal is based on the accounting records maintained by TRPA, which are recorded on an original cost basis.

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that TRPA manages its exposure to interest rate risk is by purchasing a combination of shorter term and longer term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations.

Information about the District's exposure to interest rate risk as a result of its equity in the cash and investment pool of TRPA is provided by disclosures in the notes to the basic financial statements of TRPA that shows the distribution of TRPA's investments by maturity.

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Minimum ratings required by (where applicable) the California Government Code and TRPA's Investment Policy and the actual ratings as of year-end for each investment type are provided by disclosures in the notes to the basic financial statements of TRPA.

Concentration of Credit Risk

Investments in any one issuer (other than U.S. Treasury securities, mutual funds and investment pools) that represent 5% or more of total investments for the entire entity (or for each separate major fund or for nonmajor funds in the aggregate) are disclosed in the notes to the basic financial statements of TRPA.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(2) Cash and Investments (Continued)

Custodial Credit Risk

The District does not have any certificates of deposit or demand accounts that are subject to disclosable custodial credit risk (as defined by GASB Statement No. 40). In addition, the District does not have direct investments in securities subject to disclosable custodial credit risk (as defined by GASB Statement No. 40).

(3) Capital Assets

Governmental Activities

Capital asset governmental activity for the year ended June 30, 2012 was as follows:

	Balance at June 30, 2011	Additions	Deletions	Balance at June 30, 2012
Capital assets being depreciated:				
Buildings	\$ 848,269	-	-	848,269
Transportation equipment	<u>1,438,010</u>	<u>69,314</u>	<u>-</u>	<u>1,507,324</u>
Total capital assets being depreciated	<u>2,286,279</u>	<u>69,314</u>	<u>-</u>	<u>2,355,593</u>
Less accumulated depreciation for:				
Buildings	(643,270)	(84,827)	-	(728,097)
Transportation equipment	<u>(512,957)</u>	<u>(120,585)</u>	<u>-</u>	<u>(633,542)</u>
Total accumulated depreciation	<u>1,156,227</u>	<u>(205,412)</u>	<u>-</u>	<u>(1,361,639)</u>
Capital assets, net	<u>\$1,130,052</u>	<u>(136,098)</u>	<u>-</u>	<u>993,954</u>

Depreciation expense of \$205,412 was charged to the general government function in the District's Statement of Activities.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(3) Capital Assets (Continued)

Business-type Activities

Capital asset business-type activity for the year ended June 30, 2012 was as follows:

	<u>Balance at June 30, 2011</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance at June 30, 2012</u>
Capital assets not being depreciated:				
Construction in progress	\$ <u> -</u>	<u>125,000</u>	<u> -</u>	<u>125,000</u>
Capital assets being depreciated:				
Transportation equipment	<u>4,212,176</u>	<u>926,314</u>	<u> -</u>	<u>5,138,490</u>
Total capital assets being depreciated	<u>4,212,176</u>	<u>926,314</u>	<u> -</u>	<u>5,138,490</u>
Less accumulated depreciation for:				
Transportation equipment	<u>(11,709)</u>	<u>(535,041)</u>	<u> -</u>	<u>(546,750)</u>
Total accumulated depreciation	<u>(11,709)</u>	<u>(535,041)</u>	<u> -</u>	<u>(546,750)</u>
Capital assets, net	<u>\$4,200,467</u>	<u>516,273</u>	<u> -</u>	<u>4,716,740</u>

Depreciation expense of \$535,041 was charged to the transportation function in the District's Statement of Activities.

(4) Compensated absences

The following is a summary of changes in compensated absences during the year ended June 30, 2012:

	<u>Balance at June 30, 2011</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance at June 30, 2012</u>	<u>Amount Due in One Year</u>	<u>Due Beyond One Year</u>
Governmental activities	\$26,050	45,337	(28,060)	43,327	10,832	32,495
Business-type activities	<u>8,274</u>	<u>21,903</u>	<u>(10,934)</u>	<u>19,243</u>	<u>4,811</u>	<u>14,432</u>
Totals	<u>\$34,324</u>	<u>67,240</u>	<u>(38,994)</u>	<u>62,570</u>	<u>15,643</u>	<u>46,927</u>

The District's policies relating to employee leave benefits are described in Note 1(h). This liability will be paid in future years from future resources of the General Fund for governmental activities, and from the Transit Fund for business-type activities.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(5) Interfund Activity

The composition of interfund balances as of June 30, 2012 is as follows:

Interfund Transfers:

<u>Transfer In</u>	<u>Transfer Out</u>	<u>Amount</u>	
General Fund	Capital Projects Fund	\$ <u>76,331</u>	(A)
Transit Fund	General Fund	127,264	(B)
Transit Fund	Capital Projects Fund	<u>1,175,870</u>	(A)
	Subtotal	<u>1,303,134</u>	
	Total	<u>\$1,379,465</u>	

Transfers are used to: (A) cover operating costs associated with transit operations; and (B) to transfer capital assets purchased during the current year.

(6) Agreement with TRPA

On August 11, 2008, the District entered into an agreement with TRPA. Under the agreement, TRPA provides the District with various administrative services, such as payroll, accounting, human resources and office space. The cost of the services provided to the District is determined based square footage and number of employees. Total expenditures incurred under the agreement during the year ended June 30, 2012 were \$111,240.

(7) Operating Leases

Tahoe Regional Planning Agency

On October 9, 2009, the District entered into a month-to-month lease agreement with TRPA for storage space. Rent is payable at \$200 per month. The agreement can be terminated by either party with thirty days' written notice. Additionally, in October 2011, the District entered into a six month lease agreement with TRPA for additional space to store the District's trolleys. Rent is payable at \$960 per month. Total rental expenditures incurred during the year ended June 30, 2012 was \$8,160.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(7) Operating Leases (Continued)

City of South Lake Tahoe

On November 1, 2010, the District entered into a month-to-month lease agreement with the City of South Lake Tahoe for the use of the bus garage comprised of three buildings. Rent is payable at \$3,000 per month. Additionally, in October 2011, the District entered into a two year lease agreement with the City of South Lake Tahoe for the use of a transit station and waiting area, city owned bus stop locations, and six city owned buses. Rent is payable at \$18,526 per quarter. The agreement can be terminated by either party with thirty days' written notice. Total rental expenditures incurred during the year ended June 30, 2012 was \$89,131.

Washoe County School District

On May 18, 2012, the District entered into a facility use agreement with the Washoe County School District (WCSD) for the use of the parking lot for the East Shore Express. The facility use agreement covering use of the WCSD parking lots between June 15, 2012 and September 3, 2012 is payable at \$11,440 or \$2,700 per month. The agreement can be terminated by either party with thirty days' written notice. Total rental expenditures incurred during the year ended June 30, 2012 was \$4,196.

(8) CNG Fueling Facility

City of South Lake Tahoe

On October 15, 2002, the District entered into a lease agreement with the City of South Lake Tahoe for the use of a portion of the Lake Tahoe Airport Parking Lot for the operation of a CNG fueling facility. The agreement expires on October 14, 2012. Lease payments are calculated at five cents (\$0.05) per therm dispensed at the CNG fueling facility. Total lease payments for the year ended June 30, 2012 were \$4,813.

Pinnacle CNG Company

On December 12, 2002, the District entered into a management services agreement with Pinnacle CNG Company for operational and management services in connection with the CNG fueling station. The operational fees are calculated at 0.1769 cents per therm sold. Fees for operational and management services were paid from the "overhead charge" component of the price per therm. Total operational and management fees incurred for the fiscal year ended June 30, 2012 were \$19,115.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(9) Proposition 1B

As a part of the State of California's Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by California voters as Proposition 1B (Prop 1B) on November 7, 2006, the District was awarded funding from the Public Transportation, Modernization, Improvement and Service Enhancement Account (PTMISEA) and the Transit System Safety, Security and Disaster Response Account (TSSSDRA). Prop 1B activity during the fiscal year ended June 30, 2012 was as follows:

	<u>PTMISEA</u>	<u>TSSSDRA</u>	<u>Total</u>
Unspent Prop 1B funds as of June 30, 2011	\$ -	\$ -	\$ -
Prop 1B funds received	111,351	16,445	127,796
Interest earned	-	-	-
Prop 1B expenses incurred	<u>(111,351)</u>	<u>(16,445)</u>	<u>(127,796)</u>
Unspent Prop 1B funds as of June 30, 2012	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

(10) Defined Contribution Pension Plan

Plan Description

The District offers its employees a deferred compensation plan (the "457 Plan") created in accordance with Section 457 of the Internal Revenue Code. The 457 Plan permits employees to defer a portion of their salary to future years. A third party administrator maintains deferrals in a trust capacity. The deferred compensation is not available to employees until termination, retirement, death or unforeseen emergency. Participants can elect to contribute up to \$16,500 of their annual compensation annually.

As of June 30, 2012, the 457 Plan's assets of \$554,202 consisted of investments in mutual funds. These assets are held in trust and are considered protected from the general creditors of the District.

(11) Risk Management

The District is exposed to various risks of loss related to torts; theft of, damage to, or destruction of assets; errors or omissions; injuries to employees; and natural disasters. The District protects itself against such losses with commercial insurance purchased from independent third parties. Loss exposures retained by the District are treated as normal expenditures and include any loss contingency not covered by the District's purchased insurance policies.

TAHOE TRANSPORTATION DISTRICT

Notes to Basic Financial Statements

(Continued)

(11) Risk Management (Continued)

Liabilities are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Settled claims have not exceeded insurance coverage limits in any of the previous three fiscal years.

(12) Economic Dependency

During the fiscal year ended June 30, 2012, approximately 78% of the District's total revenue was derived from federal, state, and local government agencies. These funds are subject to audit by the granting agencies. Although the outcome of any such audits cannot be predicted, it is management's opinion that these audits would not have a material effect on the District's financial position or changes in financial position.

(13) Other Contingencies

The District is a defendant in the lawsuit *MV Transportation, Inc. v. STATA, et. al.* pending before the United States Bankruptcy Court, District of Nevada. The District was formerly a member of the South Tahoe Area transit Authority (STATA). MV Transportation has alleged that STATA failed to pay MV for services provided. MV filed suit against STATA and its members for various causes of action. The District and the other member defendants have filed motions to dismiss all claims. Due to the nature of the claims, management is not able to estimate a potential range of loss with any reasonable degree of certainty.

(14) Subsequent Events

Subsequent to the fiscal year ended June 30, 2012, the 401(a) plan was frozen, after determining that the plan was improperly structured to meet the Internal Revenue Service requirements for a Social Security Replacement Plan. In July 2012, the District replaced the non-conforming plan with new plans that meet the appropriate requirements. A Voluntary Change Proposal has been filed with the Internal Revenue Service to reflect these changes. The new defined contribution plans will not increase costs to the District, or reduce benefits for employees.

REQUIRED SUPPLEMENTARY INFORMATION

TAHOE TRANSPORTATION DISTRICT

General Fund

Schedule of Revenues, Expenditures, and Change in Fund Balance -
Budget and Actual

Year ended June 30, 2012

	Budgeted Amounts		Actual	Variances with Final Budget Positive (Negative)
	Original	Final		
Revenues:				
Taxes:				
Rental car mitigation fees	\$ 75,000	75,000	78,683	3,683
Intergovernmental:				
Federal grants:				
Other federal grants	148,153	148,153	142,424	(5,729)
Total intergovernmental:	148,153	148,153	142,424	(5,729)
Charges for services:				
CNG fuel sales	132,765	132,765	131,981	(784)
Other revenues:				
Contributions	165,000	165,000	55,159	(109,841)
Miscellaneous revenue	-	-	807	807
Total other revenues	165,000	165,000	55,966	(109,034)
Total revenues	520,918	520,918	409,054	(111,864)
Expenditures:				
General government:				
Personnel costs	50,359	50,359	24,130	26,229
Services and supplies	334,154	334,154	250,649	83,505
Capital outlay	-	-	69,340	(69,340)
Total expenditures	384,513	384,513	344,119	40,394
Excess (deficiency) of revenues over (under) expenditures	136,405	136,405	64,935	(71,470)
Other financing sources (uses):				
Transfers in	-	-	76,331	76,331
Transfers out	132,153	132,153	(127,264)	(259,417)
Total other financing sources (uses)	132,153	132,153	(50,933)	(183,086)
Net change in fund balance	268,558	268,558	14,002	(254,556)
Fund balance at beginning of year	69,287	69,287	69,287	-
Fund balances at end of year	\$ 337,845	337,845	83,289	(254,556)

See accompanying note to required supplementary information

TAHOE TRANSPORTATION DISTRICT

Note to Required Supplementary Information

Year Ended June 30, 2012

(1) Budgetary Data

The District adopts an annual budget. Budgets are prepared in accordance with generally accepted accounting principles using the modified accrual basis of accounting. The level of budgetary control (the level at which expenditures cannot legally exceed the appropriated amount) is established at the fund level. Board approval is required for any budget revisions that affect the total appropriations of each fund. Appropriations lapse at the end of the fiscal year unless they are re-appropriated through the formal budget process. Open encumbrances are recorded as reservations of fund balance since the commitments will be paid by subsequent year's budget appropriations. Encumbrances do not constitute expenditures or liabilities of the District. Budgeted amounts are as originally adopted, or as amended in accordance with prescribed procedures throughout the fiscal year.

SUPPLEMENTARY INFORMATION

TAHOE TRANSPORTATION DISTRICT
Capital Projects Fund

Schedule of Revenues, Expenditures, and Change in Fund Balance -
Budget and Actual

Year ended June 30, 2012

	<u>Budgeted Amounts</u>		<u>Actual</u>	Variances with
	<u>Original</u>	<u>Final</u>		Final Budget Positive (Negative)
Revenues:				
Intergovernmental:				
Federal grants:				
Federal Transportation Agency	\$ 2,990,888	2,990,888	1,078,075	(1,912,813)
FLH 1/2 percent funding	6,562,716	6,562,716	2,880,282	(3,682,434)
Other federal grants	-	-	544,748	544,748
State and local grants:				
Capital grants	<u>508,321</u>	<u>508,321</u>	<u>205,684</u>	<u>(302,637)</u>
Total revenues	<u>10,061,925</u>	<u>10,061,925</u>	<u>4,708,789</u>	<u>(5,353,136)</u>
Expenditures:				
General government:				
Personnel costs	322,224	322,224	396,808	(74,584)
Services and supplies	6,463,147	6,463,147	3,054,863	3,408,284
Capital outlay	<u>3,276,554</u>	<u>3,276,554</u>	<u>4,917</u>	<u>3,271,637</u>
Total expenditures	<u>10,061,925</u>	<u>10,061,925</u>	<u>3,456,588</u>	<u>6,605,337</u>
Excess of revenues over expenditures	-	-	1,252,201	1,252,201
Other financing sources (uses):				
Transfers out	<u>-</u>	<u>-</u>	<u>(1,252,201)</u>	<u>(1,252,201)</u>
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>(1,252,201)</u>	<u>(1,252,201)</u>
Net change in fund balance	-	-	-	-
Fund balance at beginning of year	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Fund balance at end of year	<u>\$ -</u>	<u>-</u>	<u>-</u>	<u>-</u>

See accompanying note to required supplementary information

TAHOE TRANSPORTATION DISTRICT

Transit Fund

Schedule of Revenues, Expenses, and Change in Net Assets -
Budget and Actual

Year ended June 30, 2012

	Budgeted Amounts		Actual	Variances with Final Budget Positive (Negative)
	Original	Final		
Operating revenues:				
Charges for services	\$ -	545,819	626,820	81,001
Total operating revenues	-	545,819	626,820	81,001
Operating expenses:				
Personnel costs	-	329,138	212,909	116,229
Services and supplies	-	4,385,139	4,351,978	33,161
Depreciation expense	-	-	535,041	(535,041)
Total expenditures	-	4,714,277	5,099,928	(385,651)
Operating income (loss)	-	(4,168,458)	(4,473,108)	(304,650)
Nonoperating revenues (expenses):				
Contributions	-	1,474,098	1,133,942	(340,156)
Federal grants:				
Federal Transportation Agency	-	1,493,032	1,497,758	4,726
Other Federal Grants	-	-	19,051	19,051
State and local grants	-	955,982	1,261,420	305,438
Miscellaneous revenue	-	-	140,826	140,826
Total nonoperating revenues (expenses)	-	3,923,112	4,052,997	129,885
Income before capital contributions and transfers	-	(245,346)	(420,111)	(174,765)
Transfers:				
Transfers in	-	245,346	1,303,134	1,057,788
Total transfers	-	245,346	1,303,134	1,057,788
Change in net assets	-	-	883,023	883,023
Net assets, beginning of year	4,228,453	4,228,453	4,228,453	-
Net assets, end of year	\$ 4,228,453	4,228,453	5,111,476	883,023


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Board of Directors
 Tahoe Regional Planning Agency
 Stateline, Nevada

**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL
 REPORTING AND ON COMPLIANCE AND OTHER MATTERS
 BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED
 IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

We have audited the financial statements of the governmental activities, business-type activities and each major fund of the Tahoe Transportation District (District) as of and for the year ended June 30, 2012, which collectively comprise the District's basic financial statements, and have issued our report thereon dated March 14, 2013. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control over Financial Reporting

Management of the District is responsible for establishing and maintaining effective internal control over financial reporting. In planning and performing our audit, we considered the District's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the District's internal control over financial reporting.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the District's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of the internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting applicable to Proposition 1B that we consider to be material weaknesses, as defined above.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, including Section 6667 of Part 21 of the California Code of Regulations, the Transportation Development Act and Section 8879.50 et seq of the California Government Code, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance that are required to be reported under *Government Auditing Standards*, including Section 6667 of Part 21 of the California Code of Regulations, the Transportation Development Act and Section 8879.50 et seq of the California Government Code.

We noted certain other matters that we reported to management of the District in a separate letter dated March 14, 2013.

This report is intended solely for the information and use of the Board of Directors and management of the Tahoe Transportation District, the California State Department of Transportation and the California State Controller's Office and is not intended to be and should not be used by anyone other than these specified parties.



Irvine, California
March 14, 2013

TAHOE TRANSPORTATION DISTRICT

Single Audit Report on Federal Awards

Year ended June 30, 2012

TAHOE TRANSPORTATION DISTRICT

Single Audit Report on Federal Awards

Year Ended June 30, 2012

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
 AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
 AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
 ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Independent Auditors' Report

Board of Directors
 Tahoe Transportation District
 Stateline, Nevada

We have audited the governmental activities, each major fund, and the aggregate remaining fund information of the Tahoe Transportation District (District), as of and for the year ended June 30, 2012, which collectively comprise the District's basic financial statements and have issued our report thereon dated March 14, 2013. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

Management of the District is responsible for establishing and maintaining effective internal control over financial reporting. In planning and performing our audit, we considered the District's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the District's internal control over financial reporting.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

Our consideration of the internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We noted certain matters that we reported to management of the District in a separate letter dated March 14, 2013.

This report is intended solely for the information of the Board of Directors, management of the District, federal awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.



Irvine, California
March 14, 2013


Mayer Hoffman McCann P.C.

An Independent CPA Firm

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**REPORT ON COMPLIANCE WITH REQUIREMENTS THAT COULD HAVE A DIRECT
 AND MATERIAL EFFECT ON EACH MAJOR PROGRAM AND ON INTERNAL CONTROL
 OVER COMPLIANCE IN ACCORDANCE WITH OMB CIRCULAR A-133**

Independent Auditor's Report

Board of Directors
 Tahoe Transportation District
 Stateline, Nevada

Compliance

We have audited the Tahoe Transportation District's compliance with the types of compliance requirements described in the OMB Circular A-133 Compliance Supplement that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2012. The District's major federal programs are identified in the Summary of Auditor's Results section of the accompanying Schedule of Findings and Questioned Costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal programs is the responsibility of the District's management. Our responsibility is to express an opinion on the District's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the District's compliance with those requirements.

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2012.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

Internal Control Over Compliance

Management of the District is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our audit, we considered the District's internal control over compliance with the requirements that could have a direct and material effect on a major federal program to determine the auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the District's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

Schedule of Expenditures of Federal Awards

We have audited the financial statements of the governmental activities, the business-type activities and each major fund of the District as of and for the year ended June 30, 2012, and have issued our report thereon dated March 14, 2013, which contained an unqualified opinion on those financial statements. Our audit was conducted for the purpose of forming our opinions on the financial statements that collectively comprise the District's financial statements. The accompanying Schedule of Expenditures of Federal Awards is presented for purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditure of Federal Awards is fairly stated in all material respects in relation to the financial statements as a whole.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

This report is intended solely for the information of the Board of Directors, management of the District, federal awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Mayer Hoffman McCombs P.C.

Irvine, California
March 14, 2013

TAHOE TRANSPORTATION DISTRICT

Schedule of Expenditures of Federal Awards

Year Ended June 30, 2012

Federal Grantor/ Pass-through Grantor/Program Title	Federal Domestic Assistance Number	Program Identification Number	Federal Financial Assistance Expenditures
<u>U.S. Department of Transportation</u>			
Direct Program:			
Federal Transit Capital Investment Grants	20.500	NV-04-0013-00	\$ 184,146
Passed through the Tahoe Regional Planning Agency:			
Highway Planning and Construction Program:			
National Scenic Byways Program	20.205	PR071-09-063	134,412
Southern Nevada Public Lands Management Act	20.205	87A0	410,336
1/2% Round 1	20.205	DTFH68-08-E-00034	235,248
1/2% Round 2	20.205	DTFH68-08-E-00034	<u>2,645,034</u>
Subtotal			<u>3,425,030</u>
Passed through the California Department of Transportation:			
Formula Grants for Other Than Urbanized Areas:			
Federal Transit Administration Section 5311 RTAP Program	20.509	RTAP - CalACT	1,411
Federal Transit Administration Section 5311 Program	20.509	SA 641173	92,992
Federal Transit Administration Section 5311 CMAQ Program	20.509	SA 647251	<u>200,000</u>
Subtotal			<u>294,403</u>
Passed through the Nevada Department of Transportation:			
Formula Grants for Other Than Urbanized Areas:			
Federal Transit Administration Section 5311 Program	20.509	PR-009-11-802	175,500
Federal Transit Administration Section 5311 RTAP Program	20.509	RTAP - NDOT	1,158
Federal Transit Administration Section 5311 Program	20.509	PR-518-11-802	1,046,974
Federal Transit Administration Section 5311 Program	20.509	PR171-12-802	36,670
Federal Transit Administration Section 5311 Program - ARRA	20.509	P203-11-802	220,000
Federal Transit Administration Section 5311 Program - ARRA	20.509	P365-11-802	565,802
Federal Transit Administration Section 5311 Program - ARRA	20.509	P244-11-802	<u>108,127</u>
Subtotal			<u>2,154,231</u>
Total U.S. Department of Transportation			<u>6,057,810</u>
<u>U.S. Department of Agriculture</u>			
Direct assistance:			
Rural Development, Forestry and Communities Program	10.672	10-CA-11051900-032	<u>161,475</u>
Total U.S. Department of Agriculture			<u>161,475</u>
Total expenditures of federal awards			<u>\$ 6,219,285</u>

See Note to Schedule of Expenditures of Federal Awards.

TAHOE TRANSPORTATION DISTRICT

Note to the Schedule of Expenditures of Federal Awards

Year ended June 30, 2012

(1) Summary of Significant Accounting Policies Applicable to the Schedule of Expenditures of Federal Awards**Scope of presentation**

The accompanying schedule presents only the expenditures incurred by the Tahoe Transportation District (District) that are reimbursable under programs of federal agencies providing financial awards. For the purposes of this schedule, financial awards include federal awards received directly from a federal agency, as well as federal funds received indirectly by the District from a non-federal agency or other organization. Only the portions of program expenditures reimbursable with such federal funds are reported in the accompanying schedule. Program expenditures in excess of the maximum reimbursement authorized or the portion of the program expenditures that were funded with other state, local or other non-federal funds are excluded from the accompanying schedule.

Basis of accounting

The expenditures included in the accompanying schedule were reported on the accrual basis of accounting. Under the accrual basis of accounting, expenditures are recognized when incurred. Expenditures reported include any property or equipment acquisitions incurred under the federal program.

Subrecipients

The District did not pass through any federal funds to subrecipients during the fiscal year ended June 30, 2012.

TAHOE TRANSPORTATION DISTRICT

Schedule of Findings and Questioned Costs

Year ended June 30, 2012

(A) Summary of Auditors' Results

1. An unqualified opinion was issued by the auditors on the financial statements of the auditee.
2. No material weaknesses or significant deficiencies in internal control over financial reporting were reported.
3. The audit disclosed no instances of noncompliance which are material to the financial statements of the auditee.
4. No material weaknesses or significant deficiencies in internal control over compliance with the major programs of the auditee were reported.
5. An unqualified report was issued by the auditors on compliance for its major programs.
6. The audit disclosed no findings required to be reported under paragraph .510(a) of OMB Circular A-133.
7. The major programs of the auditee were: CFDA No. 20.205 – U.S. Department of Transportation, Highway Planning and Construction; and CFDA No. 20.509 – U.S. Department of Transportation, Formula Grants for Other Than Urbanized Areas.
8. The dollar threshold used to distinguish Type A and Type B programs was \$300,000.
9. The auditee met the criteria to be considered a low risk auditee, as defined by OMB Circular A-133, paragraph .530, for the year ended June 30, 2011 for purposes of major program determination.

(B) Findings Related to the Financial Statements which are Required to be Reported in Accordance with GAGAS

There were no findings required to be reported in accordance with GAGAS.

(C) Findings and Questioned Costs Related to Federal Awards

There were no findings required to be reported under paragraph .510(a) of OMB Circular A-133.

TAHOE TRANSPORTATION DISTRICT

Summary Schedule of Prior Year Findings

Year ended June 30, 2012

The following is the status of the prior audit finding for the year ended June 30, 2011:

2011-01: Compliance with Reporting Requirements

Recommendation

We recommended that the District implement procedures to submit reimbursement requests within required timeframes, or contact NDOT and request an extension when a reimbursement request is going to be submitted beyond the required timeframe.

Current Year Status

Reimbursement requests were submitted within required timeframes. As such, this finding has been resolved.


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Board of Directors
 Tahoe Transportation District
 Stateline, Nevada

In planning and performing our audit of the financial statements of the governmental activities, business-type activities and each major fund of the Tahoe Transportation District (District) as of and for the year ended June 30, 2012, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, we considered the District's internal control over financial reporting (internal control) as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be deficiencies, significant deficiencies or material weaknesses and, therefore, there can be no assurance that all such deficiencies have been identified.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the District's financial statements will not be prevented, or detected and corrected on a timely basis. We did not identify any deficiencies in internal control that we consider to be material weaknesses.

As a service to you, we identified other matters during our audit that provide you an opportunity to enhance your existing internal controls. The matters identified below are provided as recommendations for your consideration and are not considered to be material weaknesses or significant deficiencies in internal control.

(1) Separation from Reliance on Tahoe Regional Planning Agency

The District has relied significantly on the Tahoe Regional Planning Agency (TRPA) for its administrative policies, processing of transactions, human resources functions and other administrative matters. Over the past three years, the District has made a concerted effort to remove its reliance on the TRPA for these administrative matters. The only matter remaining is the need for the District to develop its own personnel policies and procedures.

The District should be self-reliant and operate under its own policies and procedures and not those of another agency. Separate policies and procedures, and minimizing the reliance on another agency reduces the likelihood that the agencies are viewed as a single entity or related parties, when they are not. This condition was previously communicated as part of the prior year audit in our letter to the Board dated December 1, 2011.

Recommendation

We recommend that the District adopt its own personnel policies and procedures. Since the District has been using TRPA's policies and procedures, the ones adopted by the District certainly can be modeled after TRPA's, but they should be the policies of the District and not another agency.

Management Response

Staff agrees that the District needs to develop their own personnel policies and procedures. The District will also need to address developing its own code of ethics policy. In order to move both of these policies forward, staff will budget in FY 14 (within the general fund budget and then allocated to other funds based on payroll) to hire an outside contractor to prepare and complete the policies. Staff anticipates the Board to adopt the policies and procedures prior to June 30, 2014.

(2) Strengthen Controls over Bus Fare Cash Counts

The District currently requires two employees to count all bus fare cash received. The count occurs in a separate count room and both employees must be present at all times. During our review of this cash count process, we noted the following there are no cameras present that record the employees counting the cash. The District has been working to obtain funding for the installation of cameras. This condition was previously communicated as part of the prior year audit in our letter to the Board dated December 1, 2011.

Best practices require that controls be strengthened in instances where access to cash is involved in an effort to minimize the opportunity for theft, loss or misuse.

Recommendation

We recommend that the District continue its efforts to seek funding for the purchase an installation of security cameras to record the cash counts.

Management Response

Staff is currently looking into filing a corrective action plan with Cal EMA (TSSSDRA funding) to change the scope on outfitting the fleet with security cameras to include equipping the count room with security cameras. Upon approval from Cal EMA staff will move forward.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

The District's written responses to the matters communicated herein have not been subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

This communication is intended solely for the information and use of management, those charged with governance, others within the organization, and is not intended to be and should not be used by anyone other than these specified parties.

Margen Nathan McCann P.C.

Irvine, California
March 14, 2013


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Board of Directors
 Tahoe Transportation District
 Stateline, Nevada

We have audited the financial statements of the Tahoe Transportation District (District) for the year ended June 30, 2012, and have issued our report thereon dated March 14, 2013. Professional standards require that we provide you with the following information related to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards and OMB Circular A-133

Our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

Our responsibility is to plan and perform the audit to obtain reasonable, but not absolute, assurance that the financial statements are free of material misstatement. In planning and performing our audit, we considered the District's internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide assurance on the internal control over financial reporting. We also considered internal control over compliance with requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with the U.S. Office of Management and Budget (OMB) Circular A-133.

As part of obtaining reasonable assurance about whether the District's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit. Also in accordance with OMB Circular A-133, we examined, on a test basis, evidence about the District's compliance with the types of compliance requirements described in the OMB Circular A-133 Compliance Supplement applicable to its major federal program for the purpose of expressing an opinion on District's compliance with those requirements. While our audit provides a reasonable basis for our opinion, it does not provide a legal determination on the District's compliance with those requirements.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

We are responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures specifically to identify such matters.

Significant Audit Findings

We reported to you in our Single Audit Report on Federal Awards that our audit disclosed no material weaknesses in internal control. Other matters deserving your attention are reported in a separate letter addressed to you dated March 14, 2013.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. We will advise management about the appropriateness of accounting policies and their application. The significant accounting policies used by the District are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by the District during the year for which there is a lack of authoritative guidance or consensus.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected.

An example of a significant judgment reflected in the District's financial statements is the judgment involving the useful lives and depreciation methodology to use for capital assets. We evaluated the estimates made by management and found them to be reasonable and based upon prior experience.

Significant Difficulties Encountered in Performing the Audit

We encountered no difficulties in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no material uncorrected or corrected misstatements identified as a result of our audit.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting or auditing matter, whether or not resolved to our satisfaction that could be significant to the financial statements or the auditors' report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated March 14, 2013.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the District's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the District's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

This information is intended solely for the use of the Board of Directors and management of the District and is not intended to be and should not be used by anyone other than these specified parties.



Irvine, California
March 14, 2013

MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Progress Report of US 50 South Shore Community Revitalization Project

Action Requested:

No action is requested. It is requested the Board receive a progress report on the US 50 South Shore Community Revitalization Project.

Background:

The TTD is proposing construction of an improved circulation network in and around the Stateline casino corridor area, between a location 0.25 miles southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route 207 (SR 207) (i.e., Kingsbury Grade) in Douglas County, Nevada. The US 50 South Shore Community Revitalization Project proposes to realign US Highway 50 (US 50) around the Stateline casino corridor area between Lake Parkway in Douglas County, Nevada and a location southwest of Pioneer Trail in South Lake Tahoe, California and create a local main street, including a safer pedestrian and bicycle-friendly roadway and streetscape enhancements within the existing US 50 corridor and the South Shore of Lake Tahoe. The affected segment of existing US 50 is approximately 1.1 miles long. The Project is currently in the preliminary engineering/ environmental analysis phase. As required by the environmental regulations of Tahoe Regional Planning Agency (TRPA), California Environmental Quality Act (CEQA), and National Environmental Policy Act (NEPA), formal environmental public scoping meetings were held on November 11, 2011 and December 7, 2011 at the TTD Board of Directors meeting and the TRPA Advisory Planning Commission meeting, respectively. In addition to the formal scoping meetings, Staff has provided project presentations to numerous community groups and met with private individuals prior to and since the initiation of scoping. This project is a key implementation strategy identified in several local, regional, and federal planning documents, including the Lake Tahoe Environmental Improvement Program, Stateline/Ski Run Community Plan, City of South Lake Tahoe General Plan, and the Lake Tahoe Regional Transportation Plan.

Discussion:

Over the last few months, numerous tasks have been completed by Staff and the consultant team in regards to the Project Delivery Process (PDP), including

- completion of a "Project Briefing Package"
- completion of four public workshops
- numerous presentations to various community groups
- commissioning and completion of a "Draft Economic Analysis"
- establishment of a Business Review Committee (BRC) and procurement of a BRC meeting facilitator

- development of potential additional alternatives
- BRC and Project Delivery Team (PDT) meetings; and
- ongoing consultation with PDT members, affected property owners, and the general public

Prior to the completion of these tasks, the Board also approved the establishment of a Citizens Review Committee (CRC) back in May 2012 to address the many design concerns and needs expressed by the public. The CRC has yet to be formally established since the final alternatives for the environmental analysis have not been selected nor associated design work initiated. Below is a more detailed update on some of the tasks mentioned above, including an update on the establishment of the CRC.

City of South Lake Tahoe Special Meeting:

TTD staff and the consultant team attended a public workshop at a Special Meeting of the City of South Lake Tahoe (CSLT) City Council on March 12, 2013 to present project history, project status update, review of all previous and existing alternatives, and present potential additional alternatives for environmental analysis. This meeting was scheduled in response to the letter submitted by the CSLT on July 5, 2012, as well as a follow up letter dated September 25, 2012 and was the last in a series of public meetings prior to the April TTD Board meeting when project alternatives will be brought forward for decision. The workshop was very well attended by the general public, as well as agency representatives. The outcome of the meeting resulted in a recommendation by the City Council that included the following: remove existing Alternatives 2 and 3 from consideration, revise the proposed action to reflect the inclusion of the "Triangle Alternative" as the proposed action, include the "One-Way Triangle Alternative," include an alternative to be determined by TTD, and maintain inclusion of the "No Project Alternative" as required by CEQA, NEPA, and TRPA. It was discussed that the alternative to be determined by TTD includes an emphasis on transit and minimization of right-of-way impacts to the maximum extent practicable. This recommendation was approved by the City Council by a vote of 4 to 1. The presentation prepared by TTD and consultant team and given to the City Council is included as Attachment A.

The proposed range of alternatives to be included in the environmental document will be brought before the TTD Board for decision as part of the April 2013 meeting, along with a staff recommendation which will take into consideration factors that include but are not limited to the City Council recommendation, legal defensibility of the environmental analysis, cost, schedule, BRC input, as well as public input received to date. With the conclusion of the CSLT City Council meeting, TTD staff has effectively honored all actions requested by the City Council identified in the July 5, 2012 letter, which was provided to the Board as part of the September 2012 Board meeting packet. However, it should be stressed that TTD staff will continue to coordinate and work directly with City staff, as well as all other stakeholders, throughout the Project Development Process to ensure the project proceeds in the most efficient and effective manner possible.

Business Review Committee:

In February 2013, the TTD Board appointed a number of business representatives to the US 50 South Shore Community Revitalization Project BRC to represent the following categories: small local retail, large national retail, small local tourist accommodation owner, large corporate tourist accommodation owner, small recreation provider, larger recreation provider, local collective business representative, regional collective business representative, large commercial property owner, small commercial property owner, large corporate retail, local restaurant/dining, and commercial real estate broker. One major role of the BRC is to provide a peer review of the Draft Economic Analysis, which was released on March 4, 2013 to the BRC and general public. Prior to the release of the draft report, Economic & Planning Systems, Inc. (EPS), the preparer of the report, provided an overview of the report and the associated initial findings at BRC meeting #1

AK/jw

AGENDA ITEM: VIII.B.

held on February 27, 2013. In addition to the presenting of the initial findings at BRC meeting #1, Staff and EPS also provided a brief presentation on the project and economic report as part of the South Shore Economic Forum held on March 5, 2013. A second BRC meeting was held March 14th.

The BRC dialogue and input has proven to be very valuable to date and additional BRC meetings are scheduled for March 27, April 3, and April 10, 2013, culminating into a final report from the BRC, which will be presented to the TTD Board on April 12th. A meeting summary for BRC meeting #1 is attached as Attachment B and an update of the March 14, 2013 will be provided as part of this agenda item at the March 22, 2013 TTD Board meeting.

Community Review Committee:

In May 2012, the TTD Board approved the establishment of the CRC to inform and provide input on non-technical aspects of the project. As was previously mentioned, establishment of the CRC has not yet occurred since the final alternatives for the environmental analysis have not been selected nor associated design work initiated. Now that the BRC is established and several meetings have occurred, and anticipating the selection of proposed alternatives for analysis, Staff is preparing to proceed with the establishment of the CRC. It is anticipated that this group will include a wider range of community representatives, consistent with the representatives identified in the May 11, 2012 staff summary, as well as a few carry-over members from the BRC to maintain continuity in these sub-committees, and assist in providing context and background on project from the perspective of the business community.

To establish the CRC, staff proposes to solicit nominations for representation from the existing database of interested and affected citizens and business, as well as publish a public advertisement in the Tahoe Daily Tribune, no less than two times with an open nomination period of no less than two weeks (14 calendar days). Staff will prepare a recommendation for Board review and approval once all the nomination forms are received and reviewed. The added value the CRC will bring to the PDT is the representation of key aspects of community opinion and needs, including addressing concerns and ideas on constructive solutions for the project.

Fiscal Analysis:

All expenditures associated with this effort have been approved in previous task orders. There is no additional fiscal impact associated with this item.

Work Program Analysis:

This project is included in the Work Program. All work associated with this effort will be captured under respective elements of the existing and proposed Work Programs and corresponding allotted staff time.

Additional Information:

If you have any questions or comments regarding this item, please contact Alfred Knotts at aknotts@tahoetransportation.org or (775) 589-5503.

Attachments:

- A. CSLT City Council presentation (this attachment is not included in the Meeting Packet due to its size and can be downloaded here: [Item VIII.B. Attachment A](#))
- B. BRC Meeting Summary

AK/jw

AGENDA ITEM: VIII.B.



US 50/South Shore Community Revitalization Project

Business Review Committee Meeting #1

February 27, 2013

11:30 – 1:00 pm

Lake Tahoe Visitors Authority/Tahoe Chamber Building

Business Review Committee (BRC) Meeting #1 Summary

Businesses represented at the meeting included:

Heavenly Mountain Resort
Tahoe Chamber
Tahoe Prosperity Center
Sidestreet Boutique
Edgewood Companies
Tahoe Beach Club
Naked Fish
Duck Tours
Holiday Inn Express
Pacific Crest Gallery
Harrah's / Harvey's
Commercial Real Estate

Twelve (12) representatives attended the first Business Review Committee Meeting for the US 50/South Shore Community Revitalization Project. Below is a summary of discussions.

Meeting Objectives

- Review the purpose and objectives of the Business Review Committee
- Discuss stakeholder values as they relate to this process
- Introduce the draft Economic Analysis Report
- Review existing economic conditions in the study area
- Provide a summary of the business survey conducted by EPS
- Introduce the topic of the next BRC meeting – Best Practices in Mountain/Resort areas

BRC Purpose

The Business Review Committee was established by the Tahoe Transportation District Board of Directors to provide a community peer review of the economic analysis prepared for this project including:

- Feedback on the accuracy of the report.
- The meaning of the report to the project area and the broader South Shore community.





US 50/South Shore Community Revitalization Project

Business Review Committee Meeting #1

- Feedback on the recommended strategies to achieve economic goals and objectives.

In addition, based upon the economic analysis, the BRC will be asked to develop three pros and cons for each alternative being considered as well as input on the design features of each.

BRC Values

BRC members were asked to identify what they would like to create and what they would like to avoid through this process. Below is a summary of responses:

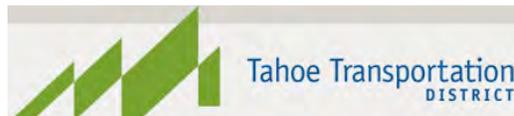
What would you like to create?

Progress.
Vision and clarity.
Collaboration and movement forward.
Open discussion.
Willingness to set aside preconceived opinions.
Business revenue.
Consensus.
General consensus.
User friendlier name for the "US 50/South Shore Community Revitalization Project"
Clear language analysis.
Path for redevelopment.
Development of a "Main Street" environment.
Emphasis on equal reward for South Lake Tahoe and Stateline communities.
Solution to compromise.
Tourism boost via a more attractive retail/hospitality/transportation environment.
Commonality of goals.
Vision.
Increase the safety of pedestrians and bikes and promote these modes of transportation.

What would you like to avoid?

A divisive outcome.
A bypass and the destruction of private property.
Relocating the intersections to the west.
Avoid closing existing business.
Divisiveness.
Divisive conflict.





US 50/South Shore Community Revitalization Project

Business Review Committee Meeting #1

The current decline and negativity of our economy and community.
Redesigning the project.
Special interests.
Deadlock.
We need to avoid business losses.
Groupthink.
Stagnation.
Downturn of revenue due to road construction during peak seasons.

Purpose of Economic Analysis Review and Methodology

Discussion Objective: provide BRC members with an overview of methodology used to create the draft Economic Analysis report.

Jesse Walker with Economic and Planning Systems (EPS) provided an overview of the methodology used to create the draft Economic Analysis Report. EPS collected and analyzed data from various sources pertaining to retail sales, Transient Occupancy Tax(TOT) collection, visitation, visitor spending, and traffic, as well as broader economic conditions on the South Shore. EPS also conducted extensive outreach to local businesses to receive feedback about the economic performance of the Stateline area, how various properties relate to each other, how businesses relate to each other, and how economic performance relates to infrastructure and transportation. EPS has compiled all of this information to assess the likely effects that the project will have on tourism and investment, and created a financial model that predicts the impacts on retail sales that are likely to occur as the result of the project.

Existing Conditions:

Discussion Objective: present data collected on the existing economic conditions in the South Shore area and receive feedback from BRC members on issues and opportunities.

Jesse Walker provided an overview of the economic context of the report, which provides information about where the local economy has been and where it is heading. The existing economic conditions in the South Shore area were used as a baseline for the economic analysis report. Areas that were examined included: population, demographics, sales tax, employment, tourism trends, rooms rented, hotel comparison, transient occupancy tax, gaming revenues, and skiing visits. In general, the data that was collected and analyzed indicates some weaknesses with South Shore's economy, and a structural weakness in its tourism infrastructure. Significant steps will be needed to address the identified weaknesses; methods to do this will be explored in a future BRC meeting.





US 50/South Shore Community Revitalization Project

Business Review Committee Meeting #1

Questions and comments from BRC members included:

- *Comment:* It seems like part of the downturn in the local economy may be due to the large number of people who sold their homes and left the area.
- *Question:* Can you define what you mean when you refer to the study area?
 - *Response:* The “Study Area” is the geographic area identified as having the potential to be directly affected by roadway realignment. The area consists of the Stateline corridor, from Midway Avenue (near the Vagabond Hotel), down to Kahle Drive.
- *Question:* When you refer to data collected from California and Nevada, are you referring to the Tahoe Basin only or areas outside the Basin as well?
 - *Response:* California refers to the Tahoe Basin area including the cities of South Lake Tahoe and Meyers, and other unincorporated areas; Nevada refers to unincorporated areas within the Tahoe Basin.
- *Question:* Does the data presented include the entire Tahoe Basin or just the defined study area?
 - *Response:* It was difficult to get similar data for both California and Nevada; some data shown pertains to the entire Basin, some data looks at the South Shore (each side of the state line), and some data focuses on the “study area” as defined.
- *Comment:* We are South Shore in marketing terms but looking at the data, we are two very separate communities – South Lake Tahoe and Stateline.
- *Comment:* The decline on the South Lake Tahoe side is worse than the numbers are showing; although the percentages are lower for the California side the decline is worse because the area is larger and more diverse. Because of geographic space constraints on the Nevada side, the decline is concentrated to a much smaller area which makes the numbers higher.
- *Comment:* 2012 was a good year for real estate sales in the area, we are bringing in more people to rent rooms and buy homes; the percentages for number of rooms rented seem very low.
- *Comment:* Some of the larger casinos that are not highly used may bring down the average, and the averages may not include rooms that are given as “comps.”
- *Comment:* As a hotel owner, the average daily rate for room rentals seems too low.
- *Question:* The number of housing units sold in 2012 is up 30%, and prices stayed flat. I am surprised that the number of rooms rented is down 30%, how did other communities fair compared to South Shore in terms of room rentals declining?
 - *Response:* At the next BRC meeting we will discuss case studies of other resort areas.
- *Question:* What were the sources for this information?
 - *Response:* Additional sources include the Lake Tahoe Visitors Authority, Transient Occupancy Tax (TOT) data from Dean Runyan, Smith Travel Research, Nevada



US 50/South Shore Community Revitalization Project

Business Review Committee Meeting #1

Commission on Tourism and others. All data sources are cited in the draft Economic Analysis report.

- *Comment:* A majority of the data presented was California based; I would like to see more Nevada specific data. The decline on the Nevada side does not seem to be as bad as the data is suggesting.
- *Comment:* We all understand that there has been a steady decline in gaming revenues due to the economic downturn. When you look at other communities that have lost a major employer such as a military base, they worked collaboratively to come up with solutions. As the South Shore community, we should allow ourselves to work together.
- *Comment:* We need to look at this data in two ways: how can the whole community work together to use this data and this project to our advantage; and also looking at the larger community, what will the negative impacts be?

Summary of Business Survey

Discussion objectives: present outcome of the business survey conducted and receive feedback from BRC members.

As a part of the effort in developing the economic context for the report, EPS conducted a survey of businesses in the study area. The questions were geared toward evaluating shopping and visitation trends, the relationship among key business types to transportation networks, general business trends and practices common of businesses located at the directly-affected area surrounding the project. To ensure as many responses as possible, the business survey was distributed in both a hard copy and electronic format. A total of 37 responses were collected.

In general, results showed that the study area includes many well established businesses that have been operating for over ten years and have a substantial base of repeat customers who are visitors to the area. The survey also included questions related to what works well and what does not. Business owners reported that parking and blighted conditions were major problems in the area.

Questions and comments from BRC members included:

- *Question:* Will BRC members have access to the business survey results?
 - *Response:* Yes, a summary of survey results will be included in the draft Economic Analysis Report which will be sent out to the BRC.
- *Question:* Can the survey responders be broken down by number of California responders and number of Nevada responders?





US 50/South Shore Community Revitalization Project

Business Review Committee Meeting #1

- *Response:* Of the 37 responses, less than five were from Nevada. This is largely because there are far fewer businesses located on the Nevada side.
- *Comment:* The results of the survey seem consistent with customer surveys that have been distributed to visitors.

Introduction of Best Practices in Mountain Resort Areas

Discussion objectives: provide a preview of the discussion topic for the next BRC meeting.

EPS has looked at other tourism areas through the US, and performed research to identify what the best practices are in these areas, what has worked well, and what might be applied in the South Shore to help enhance economic conditions. Discussions at the next BRC meeting will focus on this topic, in addition to looking at best practices in retail development and also lessons learned from other roadway and streetscape projects.

Questions and comments from BRC members included:

- *Comment:* If Park City is an example case study, there are problems there as well. On a recent visit I saw a lot of vacant retail space.
- *Question:* In addition to the benefits that this project will bring to the area, I would also like to see the impacts that will be experienced by local businesses during construction. When you stop traffic flow and access; you stop business.
 - *Response:* Impacts that may be experienced during construction will be a discussion topic at a future BRC meeting.
- *Comment:* The street in front of Harrah's and Marriot was recently closed by the City for a community event. I would like to see how much business was lost during that time due to the street closure.
- *Comment:* The problem with the community event was that there were no traffic mitigation methods. The event would not be an accurate comparison to a construction event.

Next Steps

- Next BRC meeting:
Thursday, March 14th
11:30 – 1:00 pm
Lake Tahoe Visitor's Authority/Tahoe Chamber Building



MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Presentation on South Shore Transit System Improvements and Progress

Action Requested:

The Transit Manager will give a presentation of the transit system operation improvements. It is requested that the Board hear the presentation, discuss the progress of the system with Staff, and provide possible direction.

Background:

The TTD assumed administrative oversight of the South Shore transit operations in November 2010. Since then substantive changes have been made that have financially stabilized the system, increased efficiencies, and improved the service, positioning the system for future potential development opportunities.

Discussion:

Staff will present an overview of the transit system operations including statistical information, area of service, farebox return, and real-time passenger information. Following the November 2010 transition, significant operational efficiencies have been achieved, ridership is increasing and new technologies employed, and infrastructure constructed. Many challenges remain and this presentation will provide a framework for discussion at the April strategic planning workshop.

Additional Information:

If you have any questions or comments regarding this item, please contact Curtis Garner at (775) 589-5505 or cgarner@tahoetransportation.org



MEMORANDUM

Date: March 15, 2013

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Update and Presentation on the Nevada State Route 28 Corridor Management Plan, Crystal Bay to US 50 Junction/Spooner Summit, America's Most Beautiful Drive National Scenic Corridor

Action Requested:

Project update and information only, no action is requested. Staff will be making a verbal and slide presentation update to the Board.

Background:

Staff views this effort as a holistic model approach for addressing other Tahoe corridor management and project needs. The State Route 28 (SR 28) Corridor Management Plan (CMP) will result in an umbrella document that synchronizes individual agency goals, and encourages collaboration and funding partnerships within the SR 28 Corridor.

A portion of SR 28 was designated a National Scenic Byway in 1996, "America's Most Beautiful Drive," which prompted a series of efforts from 1996 to 2001 to address shoulder parking, safety, erosion issues, and access along the SR 28 Corridor from Crystal Bay to the US 50 junction. Over the years, there have been over 20 documents prepared by various agencies with interests along the corridor. These studies address either segments of the corridor or site specific areas, but never looked at the entire corridor to thoroughly address systematic problems crossing jurisdictional and agency boundaries with a multi modal transportation solution. The three key documents are the Corridor Management Plan 1997, The East Shore Access Plan 2001, and the Nevada SR 28 Off-Highway Parking Environmental Assessment 1999. The majority of the action items listed in these studies have never been implemented. Agency representatives have stated that it was difficult to implement the plans because of the multiple jurisdictions and the number of agencies that were involved, with no lead agency to coordinate the process or the projects in the corridor. Lack of funding also played a role.

In August 2011, TTD partnered with Nevada Division of State Parks (NDSP), Nevada Department of Transportation (NDOT), and Nevada Highway Patrol (NHP) creating the SR 28 Technical Advisory Committee (TAC) to address serious safety concerns along SR 28, specifically near Sand Harbor related to uncontrolled beach access and an increasing demand for recreation within the corridor. The TAC reaffirmed that a single strategy shared amongst all agencies operating within the corridor needed to be developed including a single document, the SR 28 Corridor Management Plan (CMP), along with some immediate changes for summer 2012 for the Sand Harbor area. The strategy for the document was presented to and approved by the TTD Board on March 9, 2012.

DK/jw

AGENDA ITEM: VIII.D.

TTD and the TAC were successful at implementing the pilot program for Sand Harbor, June 2012 through September 2012, which included the East Shore Express (ESE) as an alternative to shoulder parking along with improved signage, increased enforcement, a no-walk-in policy for Sand Harbor, and an educational campaign of the corridor safety improvements. Results for the pilot program during the summer 2012 showed much success, relocating the shoulder parking near Sand Harbor to a park and ride lot within Incline. The ESE provided over 12,000 passenger trips between Incline and Sand Harbor, eliminating the dangers of walking along the highway and providing visitors a safer, more efficient means of access when the parking lot was full at Sand Harbor.

Since the Board's approval in March 2012, TTD has brought the Project Development Team (PDT) together including NDOT, NDSP, NHP, Nevada Division of State Lands (NDSL), Incline Village General Improvement District (IVGID), Tahoe Regional Planning Agency (TRPA), United States Forest Service – Lake Tahoe Basin Management Unit (USFS-LTBMU), Federal Highways Administration (FHWA), Washoe County, Carson City, Douglas County, and the Washoe Tribe to develop the CMP and overall strategy for the vision of the SR 28 corridor. The PDT has been involved on a regular basis through the development of the CMP planning process, providing valuable input in reaching a single strategy shared by all, while maintaining the goals of individual agencies.

Discussion:

Currently Design Workshop is in the process of developing the CMP document, which is anticipated to be completed in draft form April 2013. The ongoing planning process leading up to the draft document over the past year included:

- March to May 2012 - Analyzing over 20 plus existing documents and determining information and data gaps
- May to October 2012 - Collecting and analyzing data, including parking counts and East Shore Express related data, developing the vision and strategy with the PDT for the corridor and CMP document
- October 2012 - Involving the public and stakeholders in the process and analyzing comments received
- November to December 2012 - Coordinating with PDT members to begin project scoping and content of CMP, incorporating public/stakeholder comments into the decision process
- January to April 2013 - Developing various transportation scenarios for the corridor, finalizing the content of the CMP, working with the PDT for final coordination of the planning process, and determination of final approval process for the document.

TTD and the PDT have put much effort and resources into seeking public and stakeholder input for the development of the CMP. The 30-day public involvement process for the CMP included open houses held in Reno (including UNR), Carson, and Incline throughout the month of October 2012. TTD also employed software, called Crowdbrite, offering people a way to interact online and comment on the CMP any time throughout the 30-day period, including the option to vote and comment on other's ideas. The CMP received over 2,000 views and over 500 comments, votes, and/or ideas. A summary of the public/stakeholder comments is attached (Attachment A).

The SR 28 Corridor Management process includes an analysis from rim to lake, with a primary focus on transportation and access while cooperating with the resource agencies to plan for how transportation and access impacts the resources along the corridor. This effort of coordinating the resources and transportation planning is a similar strategy that is implemented

in the urban areas for coordinating land use and transportation planning. The CMP will serve as the cumulative analysis of the corridor, including a list of projects to accomplish the goals and objectives of the management strategies identified in the plan by the PDT. Of those strategies, relocation of shoulder parking to safe, more convenient off-highway parking locations is being analyzed in three (plus the no action) different scenarios to accomplish this goal. All of the scenarios include shared use paths, emergency pull-outs, vista points, and various levels of transit service providing connectivity between parking nodes and access to recreational areas.

Staff and Design Workshop will provide an update and presentation to the Board of the SR 28 CMP, including the various transportation scenarios being analyzed. Please find attached the document structure and storyboard for the draft CMP, as well as the mission, vision, purpose and need, and goals and objectives of the CMP (Attachment B). The document includes specific elements to maximize its future usefulness to agencies organized in particular project implementation charts, potential funding methodology, and a monitoring element to recognize project/program success. The goal is to not only make this document the coordinated implementation vehicle for all agencies with projects in the SR 28 corridor, but to act as a template for future CMP's within the basin that have similar complex jurisdictional and resource management issues. Staff will bring the final draft CMP to the Board for review and approval once the PDT has completed their review, most likely at the May TTD Board meeting.

Staff and the consultant team are also working closely with FHWA-Central Federal Lands Highways Division representatives to integrate the wealth of CMP data into their GIS based assessment tool, Transportation Recreation Opportunities Spectrum (TROS). This is a first time approach to capturing recreational access and capacity management information, along with multi-model transportation solutions and other solutions that can improve the corridor, and enhance the visitor experience.

Fiscal Analysis:

All work is within the approved budget and funding sources. There is no additional fiscal impact associated with this item at this time. This expenditure is intended to address many of the issues that will facilitate the construction and completion of the District's Class 1 bike trail efforts. It is possible that additional capital and operating costs will be necessary as the CMP indicates and will need to be considered in future TTD actions, TMPO plans, and those of other resource management agencies.

Work Program Analysis:

This project is included the Work Program. All work associated with this effort will be captured under respective elements of the existing and proposed Work Programs and corresponding allotted staff time.

Additional Information:

If you have any questions or comments regarding this item, please contact Derek Kirkland at dkirkland@tahoetransportation.org or (775) 589-5504.

Attachments:

- A. Public/Stakeholder comment summary report
- B. CMP Structure and Storyboard, Vision, Purpose and Need, Goals and Objectives



SR 28 Corridor Management Plan Public Engagement

Traditional public open houses and online outreach expanded the number and quality of input.

Four Meeting Locations

- University of Nevada, Reno;
- The Grove in Reno;
- The Carson City Community Center; or
- The Chateau at Incline Village

Web-based Input

- Participants were able to go on-line and provide input and comments using an interactive software called Crowdbrite which was available for four weeks.

Stakeholder Meeting

A stakeholder meeting inviting the Plan Partners and other local business people and interested property owners allowed additional collaboration and input from those who may partner in the corridor outcomes. The stakeholders also used the Crowdbrite software during the meeting and were able to add more information and comments on-line after the meeting.

Results

- 120 people attended the public open house meetings
- 42 people attended the stakeholder meeting
- Crowdbrite recorded over 2,750 page views and gathered almost 570 ideas, votes, and comments.
- The 570 ideas, votes and comments were organized according to the topic/category associate with the comment. Charts show the relative response per each comment grouping.

Comment Summaries

Participants provided a range of comments and ideas based on the questions and topics below. Participants both directly answered the questions and provided additional thoughts or ideas. The responses were grouped to identify and rank common themes.

Activities

- Tell us what you do, where, and in what season.
- Show us where you park and how long you park there.
- Comment on other's ideas.

Transportation & Access

- Where would you locate additional parking areas?
- Where would you locate transit stops?
- Identify missing trail or bike connections.
- Tell us what other improvements you would make.

Aesthetics

- Indicate top three visual preference for imagery of entry gateways, signage, safety features, and slope treatments.
- Provide input on defining corridor characteristics & interpretive topics.



Participants were able to add comments and vote on ideas on physical and virtual map canvases.



Crowdbrite Summaries

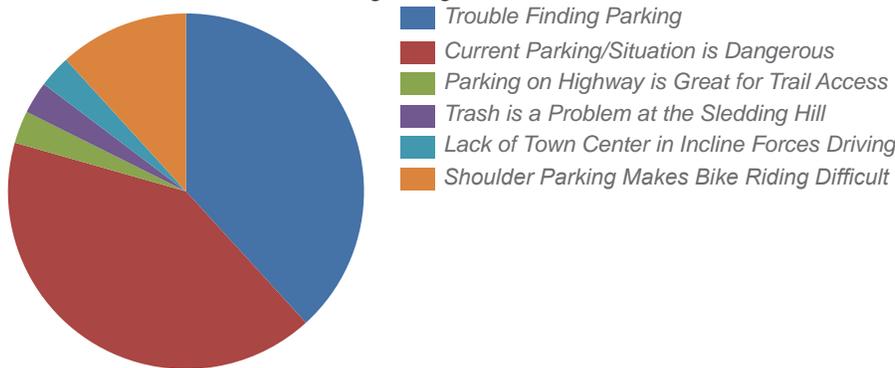
SR 28 Corridor Management Plan: Public Workshop Comments & Ideas
November 15, 2012

Public Workshop Comments, Ideas, & Votes

General Comments on the Corridor Situation

Trouble Finding Parking	13	38%
Current Parking/Situation is Dangerous	14	41%
Shoulder Parking Makes Bike Riding Difficult	4	12%
Parking on Highway is Great for Trail Access	1	3%
Trash is a Problem at the Sledding Hill	1	3%
Lack of Town Center in Incline Forces Driving	1	3%

34 Comments, Ideas, & Votes Regarding the Overall Corridor Situation



General Comments on Corridor Situation

Parking Suggestions, Comments, Ideas, & Votes

Support for Retaining & Improving Shoulder Parking	19	35%
• Retain Shoulder Parking	2	
• Retain & Improve Shoulder Parking	12	
• Improve Shoulder Parking – Widen Shoulder	5	
Support for Relocating Shoulder Parking & Expanding Off-Highway Parking	34	62%
• Retain Shoulder Parking or Build Lot	3	
• Improve Parking	4	
• Remove Shoulder Parking	6	
• Expand Off-Highway Parking	17	
• Provide Parking at Ponderosa Ranch	3	
• Create Parking Garage at Sand Harbor	1	
Open Lots Earlier & Leave Them Open Longer	1	2%
Provide Private Parking for Rocky Point Residences	1	2%

55 Comments, Ideas, & Votes Regarding Parking Suggestions



Parking Suggestions, Comments, Ideas, & Votes



Crowdbrite Summaries

SR 28 Corridor Management Plan: Public Workshop Comments & Ideas
November 15, 2012

Bikeway & Bike Lanes Comments, Ideas, & Votes

Create Separated Bikeway/Trail Along Highway	15	75%
Locate Bikeway Behind Rocky Point Properties (on 4th)	1	5%
Add Bike & Pedestrian Paths in Incline Village	1	5%
Allow Walk-in/Bike-in at Sand Harbor Along the Bikeway	2	10%
Create a Bike Share Program	1	5%

20 Comments, Ideas, & Votes Regarding the Bikeway and/or Bike Lanes

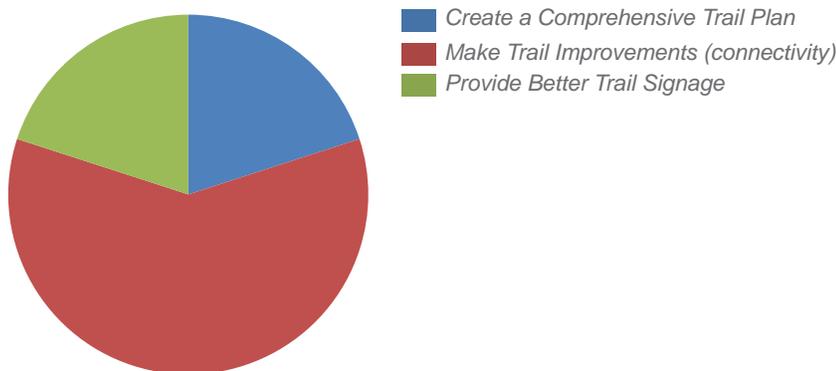


Bikeway & Bike Lanes Comments, Ideas, & Votes

Trails Suggestions, Comments, Ideas, & Votes

Create a Comprehensive Trail Plan	1	20%
Make Trail Improvements (connectivity)	3	60%
Provide Better Trail Signage	1	20%

5 Comments, Ideas, & Votes Regarding Trails



Trails Suggestions, Comments, Ideas, & Votes



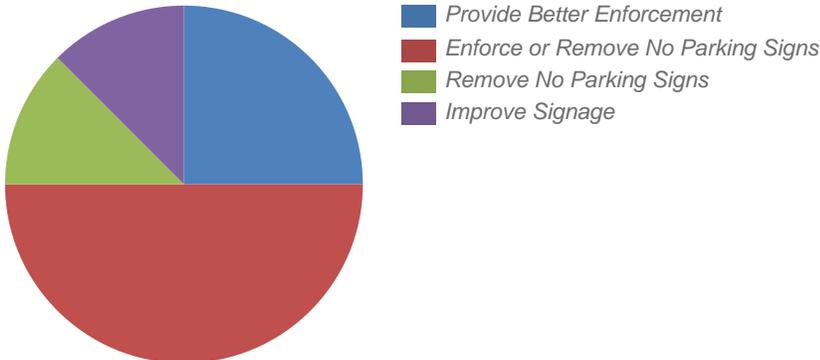
Crowdbrite Summaries

SR 28 Corridor Management Plan: Public Workshop Comments & Ideas
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Signage & Enforcement Suggestions, Comments, Ideas, & Votes

Provide Better Enforcement	2	25%
Enforce or Remove No Parking Signs	4	50%
Remove No Parking Signs	1	13%
Improve Signage	1	13%

8 Comments, Ideas, & Votes Regarding Signage & Enforcement

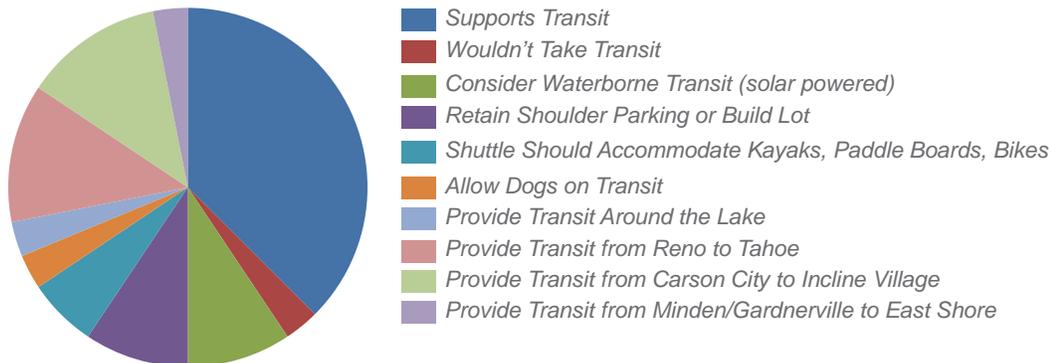


Signage & Enforcement Suggestions, Comments, Ideas, & Votes

General Transit Suggestions, Comments, Ideas, & Votes

Supports Transit	12	38%
Wouldn't Take Transit	1	3%
Consider Waterborne Transit (solar powered)	3	9%
Shuttle Worked Well/Keep It	3	9%
Shuttle to Accommodate Kayaks, Paddle Boards, Bikes	2	6%
Allow Dogs on Transit	1	3%
Provide Transit Around the Lake	1	3%
Provide Transit from Reno to Tahoe	4	13%
Provide Transit from Carson City to Incline Village	4	13%
Provide Transit from Minden/Gardnerville to East Shore	1	3%

32 Comments, Ideas, & Votes Regarding Parking Suggestions



General Transit Suggestions, Comments, Ideas, & Votes

Crowdbrite Summaries

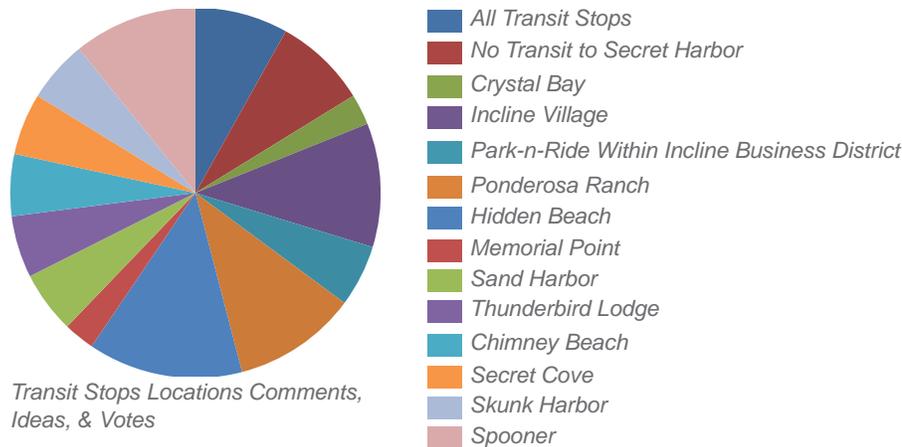
SR 28 Corridor Management Plan: Public Workshop Comments & Ideas
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Transit Stop Locations Comments, Ideas, & Votes

All Transit Stops	3	8%
No Transit to Secret Harbor	3	8%
Crystal Bay	1	3%
Incline Village	4	11%
Park-n-Ride Within Incline Business District	2	5%
Ponderosa Ranch	4	11%
Hidden Beach	5	14%
Memorial Point	1	3%
Sand Harbor	1	3%
Thunderbird Lodge	2	5%
Chimney Beach	2	5%
Secret Cove	2	5%
Skunk Harbor	2	5%
Spooner	4	11%

37 Comments, Ideas, & Votes Regarding Transit Stop Locations





Crowdbrite Summaries

SR 28 Corridor Management Plan: Public Workshop Comments & Ideas
November 15, 2012

Other Transportation Suggestions, Comments, Ideas, & Votes

Reduce Speed	9	45%
Close Road to Vehicles During Peak Season	1	5%
Provide Non-motorized Boat Access	3	15%
Don't Allow U-Turns Between Rocky Point & Lakeshore	2	10%
Use Technology – Web Cam, Apps	1	5%
Use Infiltration Basins, Not Pipes	1	5%
Don't Make Any Changes	1	5%
Keep East Shore Beaches Hidden	1	5%
The Roundabout at SR 431/SR 28 is Effective	1	5%

20 Comments, Ideas, & Votes Regarding Other Transportation Comments



Other Transportation Suggestions, Comments, Ideas, & Votes

Crowdbrite Summaries

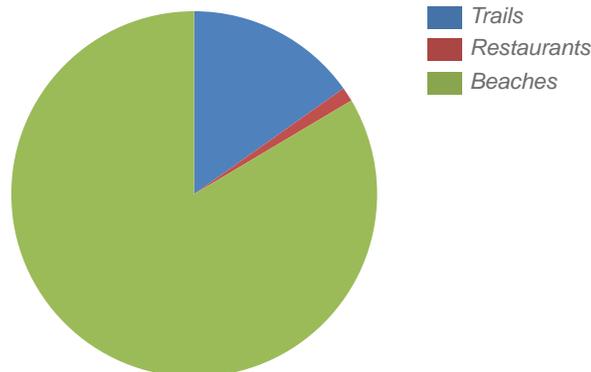
SR 28 Corridor Management Plan: Public Workshop Comments & Ideas
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General Destinations Comments, Ideas, & Votes

Trails	12	15%
Restaurants	1	1%
Beaches	66	84%

79 Comments, Ideas, & Votes Regarding General Destinations

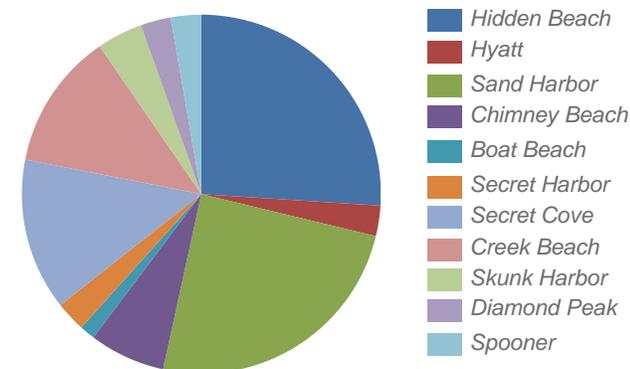


General Destinations Comments, Ideas, & Votes

Specific Destinations Comments, Ideas, & Votes

Hidden Beach	19	26%
Hyatt	2	3%
Sand Harbor	18	25%
Chimney Beach	5	7%
Boat Beach	1	1%
Secret Harbor	2	3%
Secret Cove	10	14%
Creek Beach	9	13%
Skunk Harbor	3	4%
Diamond Peak	2	3%
Spooner	2	3%

73 Comments, Ideas, & Votes Regarding Specific Destinations



Specific Destinations Comments, Ideas, & Votes



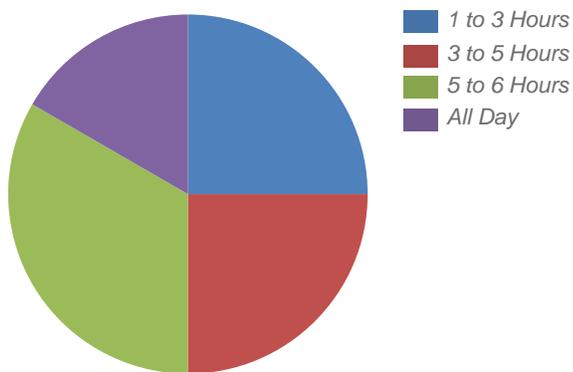
Crowdbrite Summaries

SR 28 Corridor Management Plan: Public Workshop Comments & Ideas
November 15, 2012

Length of Stay Comments & Votes

1 to 3 Hours	6	25%
3 to 5 Hours	6	25%
5 to 6 Hours	8	33%
All Day	4	17%

24 Comments & Votes Regarding Length of Stay

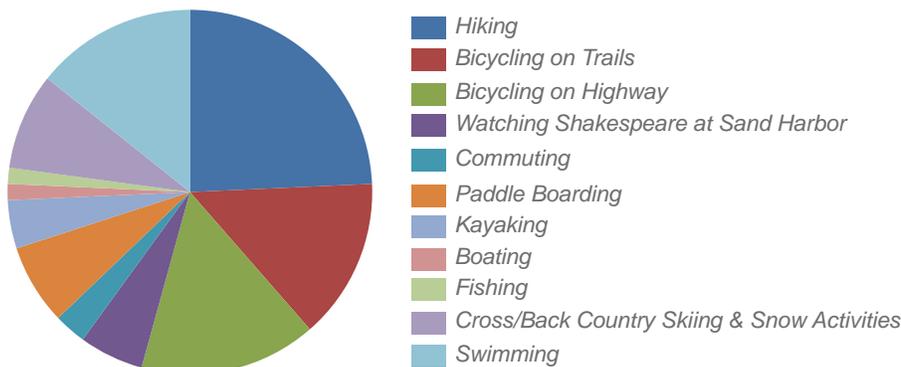


Length of Stay Comments & Votes

Activities Comments & Votes

Hiking	17	24%
Bicycling on Trails	10	14%
Bicycling on Highway	11	16%
Watching Shakespeare at Sand Harbor	4	6%
Commuting	2	3%
Paddle Boarding	5	7%
Kayaking	3	4%
Boating	1	1%
Fishing	1	1%
Cross/Back Country Skiing & Snow Activities	6	9%
Swimming	10	14%

70 Comments & Votes Regarding Activities



Activities Comments & Votes



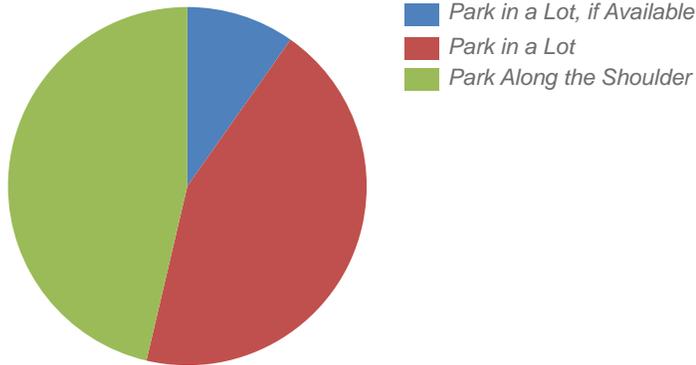
Crowdbrite Summaries

SR 28 Corridor Management Plan: Public Workshop Comments & Ideas
November 15, 2012

General Parking Locations Comments & Votes

Park in a Lot, if Available	4	10%
Park in a Lot	18	44%
Park Along the Shoulder	19	46%

41 Comments & Votes Regarding Length of Stay

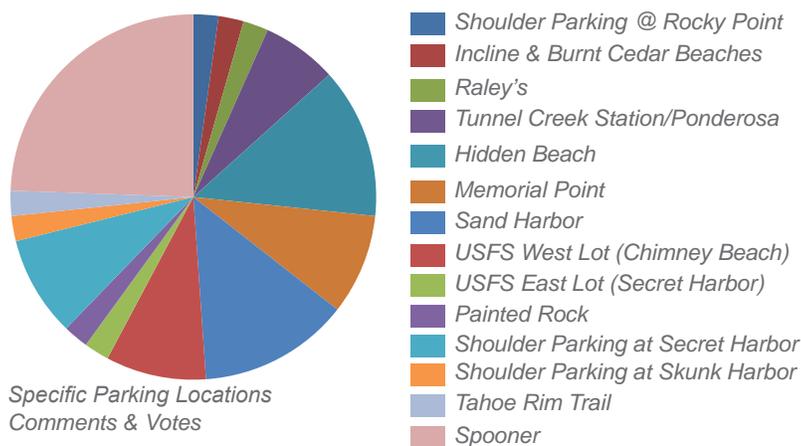


General Parking Locations Comments & Votes

Specific Parking Locations Comments & Votes

Shoulder Parking @ Rocky Point	1	2%
Incline & Burnt Cedar Beaches	1	2%
Raley's	1	2%
Tunnel Creek Station/Ponderosa	3	7%
Hidden Beach	6	13%
Memorial Point	4	9%
Sand Harbor	6	13%
USFS West Lot (Chimney Beach)	4	9%
USFS East Lot (Secret Harbor)	1	2%
Painted Rock	1	2%
Shoulder Parking at Secret Harbor	4	9%
Shoulder Parking at Skunk Harbor	1	2%
Tahoe Rim Trail	1	2%
Spooner	11	24%

45 Comments & Votes Regarding Specific Parking Locations



Specific Parking Locations Comments & Votes



Crowdbrite Summaries
 SR 28 Corridor Management Plan: Visual Preferences Results
 November 15, 2012

Entry Gateway Types

Type	Remote	UNR	Reno (The Grove)	Carson City	Incline Village	Total	Percentage
Monument Sign Type 1	1	2		1	2	6	15%
Monument Sign Type 2	3	3	2	4	5	18	46%
Hanging Sign	2	5	2	4	2	15	38%
Post Sign						0	0
Sign Spanning the Highway						0	0



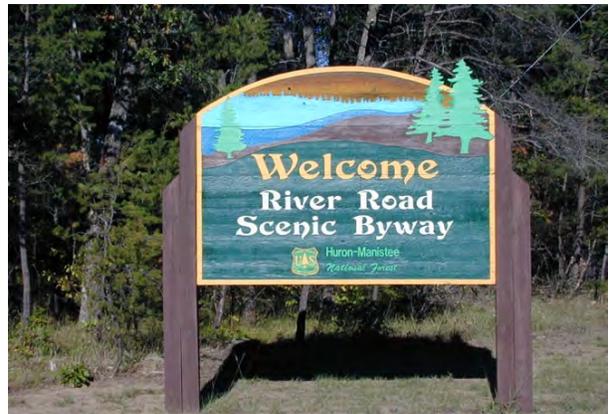
Monument Sign Type 1: 15%



Monument Sign Type 2: 46%



Hanging Sign: 38%



Post Sign



Sign Spanning the Highway

Crowdbrite Summaries
 SR 28 Corridor Management Plan: Visual Preferences Results
 November 15, 2012



Interpretive Signage Types

Type	Remote	UNR	Reno (The Grove)	Carson City	Incline Village	Total	Percentage
Vertical Interpretive Panels	1	3	3		3	10	29%
Integrated Sign	3		1	2	4	10	29%
Monument Interpretive Sign	3	3	3	3	2	14	41%
Low Standing Interpretive Panel						0	0
Signage in Paving						0	0



Vertical Interpretive Panels: 29%



Integrated Sign: 29%



Monument Interpretive Sign: 41%



Low Standing Interpretive Panel



Signage in Paving



Crowdbrite Summaries
 SR 28 Corridor Management Plan: Visual Preferences Results
 November 15, 2012

Railings Types

Type	Remote	UNR	Reno (The Grove)	Carson City	Incline Village	Total	Percentage
Powder Coated Rail							
Stamped Concrete Barrier							
Wood Post Barriers	1	2	1	2	1	7	23%
Timber Railing Type 1	1		1		2	4	13%
Timber Railing Type 2	4	1	3	3	8	19	63%



Powder Coated Rail



Stamped Concrete Barrier



Wood Post Barriers: 23%



Timber Railing Type 1: 13%



Timber Railing Type 2: 63%



Crowdbrite Summaries
 SR 28 Corridor Management Plan: Visual Preferences Results
 November 15, 2012

Slope Treatment Types

Type	Remote	UNR	Reno (The Grove)	Carson City	Incline Village	Total	Percentage
Rock Wall with Revegetation	2	5	4	5	8	24	49%
Detailed Concrete Wall Type 1							
Detailed Concrete Wall Type 2	1	2	1	3	4	11	22%
Rock Faced Slope	1			2	6	9	18%
Gabion Rock Wall	2		2	1		5	10%



Rock Wall with Revegetation: 49%



Detailed Concrete Wall Type 1



Detailed Concrete Wall Type 2: 22%



Rock Faced Slope: 18%



Gabion Rock Wall: 10%



TOP VOTE GETTERS		
PARKING SUGGESTIONS		
Idea	Votes	Comments
The two USFS lots near Chimney Beach need to be improved and can be improved and expanded.	2	0
"Remove shoulder parking by: 1) constructing off-shoulder parking (maybe 3 lots; 2 at either end and one in the center); 2) the Bikeway; and 3) transit"	2	0
Safety in the area of Secret and Skunk- can we find one area for parking off-highway	2	0
Need parking access near Secret Cove general c-o use areas	1	0
Issues with roadside parking should be removed	1	0
Shoulder parking	1	0
No shoulder parking along corridor. period	1	1
Parking near Thunderbird Lodge. Beach area is small, but more viable if Bikeway through this stretch goes in. Might not be demand w/o Bikeway. LTBMU recently improved trail just north of Thunderbird Lodge.	1	0
TRANSIT SUGGESTIONS		
parking at ponderosa and spooner with transit between shuttle stop @ NDOT sand hut	1	0
shuttle from reno link with east shore express	1	0
need transit services, connectivity from urban areas (carson, reno)	1	0
Operate two shuttle routes: one from Crystal Bay to Sand Harbor; and one from Spooner to Sand Harbor	1	0
More short-term transit stops - like other national parks. Locations for interpretive opportunities..	1	0
Transit stop at Spooner near sand hut would be a good parking location and transit stop. More parking available then the location where the TRPA boat wash station is located.	1	1
Reduce speeds at transit hubs.	1	0
BIKEWAY SUGGESTIONS		
Want Crystal Bay to incline to be included in bikeway (to integrate with construction)	1	0
build and/or improve bike lanes and bike paths	1	0
Need bike parking at recreation sites	1	0
Support for bikeway	1	0
Getting a trail that will get people out of their cars will be a benefit to the community	1	0
SIGNAGE SUGGESTIONS		
Better signage for trail heads and parking areas	1	0
Better connectivity on Lakeside of trails with access signage	1	0
TRAILS SUGGESTIONS		
"trail erosion, too many undefined access points"	1	0

Tahoe Transportation
District

Decide which social trails remain. remove all others	1	0
In Chimney Rock area, would need trails to have a bus turnout. This areas is a lot different than Sand Harbor - people are accessing really specific locations, and walking along the highway.	1	0
ROADWAY SUGGESTIONS		
Thru lane at Sand harbor	1	0
Crystal Bay & Incline Village Suggestions		
Sidewalk or path on other side of incline	1	0
Capacity Suggestions		
Expand use capacity issues are of concern	1	1
Kayak impacts on capacity of number	1	0
GENERAL COMMENTS		
Develop a cohesive plan that deals with bike access pedestrian access and public transportation	1	0
Safety is an extreme issue especially the shuttle at Spooner	1	0
OTHER IDEAS/COMMENTS		
PARKING SUGGESTIONS		
Parking along road contributing to numerous concerns from safety to a erosion from user created trails - need additional parking lot		0
Easy and stress free relocated parking has to benefit those who use the beaches-		0
“SR 28WQ/EC project between WC/ CC To Sandharbor boat ramp entrance. eliminating shoulder parking would help with implementing WQ/EC improvement. NDOT has included parking (off site and adjacent) lots with WQ/EC projects in the past”		0
Quicker removal of highway parking the better, parking lots or more shuttles		0
“Parking is not recreation Need parking to recreate”		0
Removal of unsafe parking. No Parking zones.		0
Ideally I would like to see guardrails along route to Spooner, however I don't want to see parking decrease - can it be moved somewhere else?		0
Keep USFS parking lots open year round		0
Add parking lot for access to walkable beaches? Would it help lake by less roadside parking or big enough area for shuttle turnaround?		0
Parking lot construction may be limited base on how land was purchased for state park		0
Expand the parking at Spooner, where boat wash station.		0
Is there a parking opportunity across Spooner Meadow. Some existing unpaved parking today and opportunity for expansion.		0
More off-road parking - shoulder parking has increased near Thunderbird Lodge		0
Need a parking lot at skunk harbor. No on road parking		0
Secure parking in Village core		0
If off-highway parking lot doesn't line up with demand for destination, could provide trail connection, bike connection, bus connection, new trail heads		0
Link parking with paved trail access		0



Tahoe Transportation
DISTRICT

Pedestrian access from the roadway parking is a major cause of people causing unauthorized trails and erosion, this is a concern and needs to be addressed		0
"Distinguish between scenic pull outs versus parking for access. Need state parks and usfs input"		0
Parking nodes along corridor with paid parking.		0
What demand/size of parking would it take to generate enough funds to maintain parking areas.		0
Maintenance of parking and operations of restrooms at those parking facilities		0
Liability is a concern with parking at Ponderosa		0
Partnerships to use ponderosa or other property owners to use or purchase parking to take insurance issues away, protecting property owners		0
TRANSIT SUGGESTIONS		
Transit needs to be increased in corridor.		0
Have a frequent riders card for the Sand Harbor shuttle		0
Shuttle service from the top of Spooner to Sand harbor		0
Extend east shore express to spooner		0
Shuttle service was targeted toward residence and most visitors were unaware of the services		0
Conduct an inventory of available sites for park and ride		0
Future parking plans for incline (is old elementary school feasible in future?)		0
Add air hose at Sand Harbor (other locations?) so people don't get on the bus with large inflatables.		0
Would love to see more (any) paddleboard storage so people could bike to their board instead of driving		0
Pets allowed on transit to increase ridership.		0
Increase the amount of people using the shuttle to attend the Shakespeare Plays		0
WATER TRANSIT SUGGESTIONS		
Ideally I would like to see integrated transportation (including water taxi) throughout North Shore - would require more harbors, but would reduce traffic and improve lake.		0
Increase water taxi frequency		0
Need water taxi to sand harbor		0
BIKEWAY SUGGESTIONS		
Getting people to ride to recreation access-- needs to be separated for highway		0
Include a bike lane along the roadway too		0
Bikeway should be on mountain side- views, and serves bikers		0
Have the bike trail connect to other trails that are already established		0
Bikeway access from Incline to Sand Harbor - increase bike rentals - could possible alleviate parking issues		0
Utilize fire roads for bike paths between Sand Harbor and Stateline		0
No bike trails through Thunderbird		0
Possible bollards to define bike lane.		0
Road bikes cant really use the bikeway		0
Pedestrian and bike facilities that are convenient meet public needs will facilitate less use of POVs.		0



TRAILS SUGGESTIONS		
Improve trail access.		0
Would like to see more trails in the area		0
Add trail that parallel both sides of road, at least some areas (like Chimney Rock)		0
Trespassers/bicycle trails on Thunderbird property		0
Flume trail goes across private land		0
This is a great early season hike		0
CAPACITY SUGGESTIONS		
Goal is to increase length of stay versus number of stays (more easy recreation optys for visitors)		0
Increase length of stay not number of trips to Lake. diverse recreation opportunities types beginner to expert		0
Parking capacity set at off season levels. Transit rest of year.		0
What is best for the lake? Can the lake support additional users?		0
Capacity should not be increased.		0
Roadway Design Suggestions		
Narrow travel lanes and widen shoulders.		0
Better way to get past Sand harbor. - congestion - work at Thunderbird		0
IVGID-pace of travel between Spooner and incline. Many use the Corridor for commuting to work		0
EMERGENCY ACCESS SUGGESTIONS		
Issues with emergency services to pull-off the road; they need to be on board with it.		0
ENFORCEMENT SUGGESTIONS		
Increase enforcement of illegally parked cars. Tow them.		0
Could a non-profit enforce parking regulations on NDSP and NFS lands? If not could there be a funding mechanism established for NHP or NDSP to enforce.		0
CRYSTAL BAY/INCLINE VILLAGE SUGGESTIONS		
IVGID pedestrian access through town.		0
Recreation opportunity (bike and hike) - town centers to Incline and Crystal Bay with common PR.		0
What is going to be done about the recreation between Crystal Bay and Incline Village? There needs to be a bike trail along there.		0
Crystal Bay/Incline Corridor is critical to bikepath throughout north shore.		0
SIGNAGE SUGGESTIONS		
Reduce signage along the corridor.		0
TECHNOLOGY SUGGESTIONS		
Concierge for Tahoe. App folks can go to one location to get info on where to go		0
Develop a mobile phone app that allows people to view parking along at Sand Harbor.		0



BUSINESS SUGGESTIONS		
Transportation pickups at large businesses. (helps increase spending)		0
Special events Ironman could be expanded along 8000 tough mudder 18,000		0
Bikeway from incline to Sand harbor is potential for bike rentals (used for running)		0
Bike rentals along the bike path		0
Public/private venture- coupons for food, bike rentals, or concessions		0
Private partnership to help with moving people in corr. ie: bike shuttle service.		0
The idea of more concessionaire's was raised. Usually require 100 spaces to make money. Chimney Beach too small.		0
MANAGEMENT SUGGESTIONS		
Form coalition to maintain bikeway.		0
PARTNERSHIPS/PROJECT COORDINATION		
NDOT main concerns are lake clarity, TMDL (environmental) access, safety, maintenance, aesthetics, etc.		0
Washoe Tribe should be involved in plan		0
High level of forest service involvement.		0
Ivgid- safety for motorists and recreational users including bikers		0
Sewer pump Station project IVGID		0
GENERAL SUGGESTIONS		
Safety should be the top priority		0
Environmental preservation important.		0
Beach use may impact TYC		0
Need to protect historic sites, bull wheel at flume trail		0
California Conservancy encouraging more users coming from California		0
Limit large trucks in corridor		0
Construction management planning is critical to complete all jobs in that area - impacts tourism and locals.		0
Cohesive planning is goal; public transportation that is usable and integrated with pedestrian and bike access (needed times, other shuttles)		0
Dangerous turn off to hidden beach.		0
Want to make sure Crowdbrite is included in all parking and public transportation plans		0
Include all property owners, public and private, to locate new parking or park and ride areas		0

CORRIDOR MANAGEMENT APPROACH

SR 28 CORRIDOR MANAGEMENT

SR 28 National Scenic Byway
Corridor Management Plan 2013

Purpose & Need
Plan's Value

Partnerships,
Governing Policies,
Funding Plan, &
Maintenance

Safety, Environment, Transportation,
Visitor Experience, Economic Benefit

Agency Coordination/Management
Plans; TRPA Plan Area Statements &
Community Plans; NDOT Corridor
Landscape & Aesthetics Plan

Technology

PUBLIC SAFETY

Highway Safety
Improvements

Emergency
Pullouts

Highway
Enforcement

HIGHWAY
OPERATIONS

Regulatory
Signs

Bike Lanes

Pedestrian
Crossings

Slope
Stabilization

Snow Removal

Drainage
Improvements

ITS

ALTERNATIVE
TRANSPORTATION
SYSTEMS

Buses

Transit Stops

Pedestrian &
Bike Paths

USER EXPERIENCE
& AESTHETICS

Scenic Byway
(National Park
Level)

Gateways

Vista Points

Interpretive
Signage

Corridor Parking

Visitor
Amenities

Recreation
Access Points/
Trails

Wayfinding Signs

INTEGRATION
OF RESOURCE
MANAGEMENT

Forest Health

Cultural &
Historic

Biological

Watershed-
Level
Restoration

Backcountry
Trails

Forest Roads



Cover

Page 1

TOC

Page 2

Executive Summary*Summary of recommendations**(Also a pull-out/marketing piece)*

Page 3

**Purpose & Need/
Value of the Plan**

- Corridor Location
- Mission Statement
- Vision Statement
- Purpose & Need
- Coord. w/TRPA Thresholds & TMDL
- Issues (Story-telling elements of corridor)
- Public Input

Maps & Imagery

- Corridor Location Map
- Character photos
- Photos of key issues
- Chart of increase of corridor use (content from flyers)
- A few pie charts of public responses

Page 4

**Corridor Vision
Principles**

- Identify assumptions
- Vision Principles
- Vision Principles Diagrams

Maps & Imagery

- Diagram of corridor vision principles
- Supporting imagery

Page 5

Corridor Objectives

- Safety
- Environment
- Transportation
- Visitor Experience
- Economic Benefit

Maps & Imagery

- Existing photos (undeveloped land & corridor resources)
- Corridor map of longest stretch of undeveloped land
- Photos of corridor users/economic benefit
- Tie imagery and corridor to the brand of America's Most Beautiful Drive

Page 6

**Plan Organization/Corridor
Management Structure**

- Organization
 - Public Safety
 - Highway Operations
 - Alternative Trans. Systems
 - User Experience & Aesthetics
 - Integration of Resource Management
- Contextual Corridor Planning
- Plan Partners/Roles/Partnerships & Governance – project charter & interlocal agreements
- Public/Private Partnerships
- How/When to Use
- Current Reference Documents

Maps & Imagery

- Organization chart
- Roles & responsibilities matrix- logos
- Matrix of other reference documents & where they apply

Page 7

**Corridor Context &
Conditions**

- Ownership/Management
- Contextual Corridor Planning for Existing Resources & Facilities
- Public Safety
- Alternative Transportation Systems
- User Experience & Aesthetics
 - Intrinsic Qualities
 - Visual Integrity
- Highway Operations

Maps & Imagery

- Mapping
 - * Watersheds areas & facilities
 - * Ownership, Environmental, Terrain
- Mapping & diagrams related to each subject (local & regional)
 - * Representative photos

Page 8

**Pertinent Studies/Gap
Analysis**

- Key Points from Past & Current Studies
- Gap Analysis

Maps & Imagery

- Gap analysis matrix

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Plan Elements Summary

- Summary of Corridor plan elements recommendations
- Summary of target indicators & measurements (cross-correlation)
- Summary of technology (how it applies)
- Summary of resources coordination needs

Maps & Imagery

- Summary map
- Summary diagrams
- List of projects & goals

Page 10

Plan Elements – Public Safety

- Highway Safety Improvements
- Emergency Pull-outs
- Highway Enforcement
- Resources
- Technology
- Target Indicators & Measurement

Maps & Imagery

- Diagrams/maps of goals & identified projects (planning and capital improvement)
- List of projects & goals associated with this management area
- Photos/illustrations of potential improvements

Page 11

Plan Elements – Highway Operations

- Regulatory Signs
- Bike Lanes, Pedestrian Crossings
- Slope Stabilization, Snow Removal
- Drainage Improvements, ITS
- Resources
- Technology
- Target Indicators & Measurement

Maps & Imagery

- Diagrams/maps of goals & identified projects (planning and capital improvement)
- List of projects & goals associated with this management area
- Photos/illustrations of potential improvements

Page 12

Plan Elements – Alternative Trans. Systems

- Buses
- Transit Stops
- Transit Parking
- Pedestrian & Bike Paths
- Resources
- Technology
- Target Indicators & Measurement

Maps & Imagery

- Diagrams/maps of goals & identified projects (planning and capital improvement)
- List of projects & goals associated with this management area
- Photos/illustrations of potential improvements

Page 13

Plan Elements – User Experience & Aesthetics

- Scenic Byway (National Landmark Status Aesthetics)
 - Gateways, Vista Points, Interp. Signage
- Recreation Access Points/Trailheads
 - Visitor Amenities
- Aesthetics (building consistency/family of materials), Wayfinding Signs
- Resources, Technology
- Target Indicators & Measurement

Maps & Imagery

- Diagrams/maps of goals & identified projects (planning and capital improvement)
- List of projects & goals associated with this management area
- Photos/illustrations of potential improvements

Page 14

Integration of Resource Management

- Interconnection of resources and the corridor
- Primary management goals
- Agency jurisdictions
- Platform for coordination

Maps & Imagery

- Resource areas
- List of projects & goals associated with resource management and their connection with transportation and recreation user decisions

Page 15

Implementation, Funding & Maintenance

- Capital Projects Summary & Scenario Prioritization/Phasing
- Public/Private Partnerships
- Market Analysis
- Target Markets
- Organization & Management
- Marketing & Public Information Strategy
- Explanation of Funding Methodology

Maps & Imagery

- Representative photos

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Appendices

- Acronyms & Terminology
- Crowdbrite Comments
- Previous Reference Documents
- Design Guidelines with Place Markers
- Partners & Funding Sources Matrix
- Project Prioritization/Categorization Matrix
- Funding Plan
- Financial Projections
- Project Charter
- Interlocal Agreements

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SR 28 Scenic Corridor Project Delivery Team's Mission

The SR 28 Corridor Project Delivery Team cooperatively develops safe, convenient solutions that preserve, restore, and enhance safety, water clarity/quality, scenic value and recreation access to create the unique natural and human environment expected of America's Most Scenic Corridor.

Vision for SR 28 National Scenic Corridor: "America's Most Beautiful Drive"

To provide all users a Corridor from lake to rim that reflects its national scenic corridor status and the unique qualities of the east shore of Lake Tahoe while defining connections to recreation areas, expanding transportation choices, promoting safety, improving water clarity, and enhances the enjoyment of Lake Tahoe.

Purpose and Need

The purpose of the SR 28 National Scenic Corridor Management Plan is to develop coordinated strategies and partnerships and to identify viable solutions and a long-term vision that address the corridor's safety, transportation, environment, recreation, scenic, and economic needs in manner which maintains and enhances recreation travel access and connectivity, improves safety, reduces congestion, enhances visual quality, and reduces the level of adverse resource impacts associated with current conditions. The plan recognizes individual agency jurisdiction, their mission, and their goals while providing a platform for a coordinated approach and to assist agencies in developing future collaborations so they may operate more effectively and efficiently within the corridor.

This National Scenic Byway, "America's Most Beautiful Drive", encompasses one of the longest stretches of undeveloped shoreline at Lake Tahoe. It is perhaps, one of the most photographed areas of the region, showcasing the Lake's clarity with its crystal blue waters and unique boulder outcroppings. It hosts over 1 million visitors recreating annually who come to enjoy the communities, beaches, coves, and trails. It is necessary to capture the impacts of user activity, from the Rim to the Lake, on the multi modal transportation systems and vice versa the impact of transportation systems on this areas unique natural resources and the recreational experience. This high demand, coupled with a narrow road that must accommodate 2.6 million vehicles annually, steep topography, and sensitive resource constraints, has led to unsafe shoulder parking, user conflicts, limited emergency pull-offs, scenic degradation, increased erosion problems, decreased water quality/clarity, highway congestion and unsafe access with people walking on the highway.

A plan is needed that engages all jurisdictions operating in the corridor, assesses shared issues, coordinates planning and construction projects monitors impacts to ensure overall corridor needs are met, goals are attained, and funding sources leveraged and therefore enhances the successful completion of large complex projects in the basin while providing for long term maintenance and operations.

Goals and Objectives

Provide for all modes of transportation

- Encourage the shift in travel demand for East Shore recreation areas from driving to transit, bicycling, and walking.
- Streamline traffic flow while providing opportunities for safety and viewpoint pull-offs.
- Address shoulder parking and recreation access to East Shore beaches, trails, and other facilities.
- Identify viable off-highway parking locations and their connection to transit and destination areas.
- Identify transit opportunities for existing and future demands.
- Establish a separated bikeway alignment as part of the Stateline-to-Stateline Bikeway project.
- Identify and complete the bikeway alignment from Incline to Sand Harbor that will connect to the Lakeshore Blvd. bikeway and to the Tahoe Blvd. bikeway and transit parking.

Improve overall safety

- Promote safety along the corridor for motorists, bicycles and pedestrians.
- Provide appropriate emergency pull-off locations.
- Minimize the number of at grade crossings of SR 28.
- Reduce conflicts between motorists, bikes and pedestrians.

Protect the environment

- Ensure water clarity and quality by reducing amount of fine sediments reaching the lake and providing solutions to erosion control.
- Define appropriate trail system connections to reduce wayside trails and erosion.
- Recognize recreation capacity limitations and its potential environmental impacts.
- Support the protection, restoration, and sustainability of natural and cultural resources.
- Remain sensitive to the cultural resources and traditions of the Washoe Tribe.
- Enhance the corridor's environmental assets.

Provide for and enhance recreation access and the corridor experience

- Provide connections to existing or new trails to beaches, coves or recreation areas, transportation facilities and community centers along the corridor.
- Provide for recreation access to East Shore beaches, trails, and other facilities.
- Identify and provide convenient buildable parking and bikeway connections to communities, recreation facilities, public facilities, public lands, the lakeshore, and open spaces.
- Provide visitor amenities such as rest areas, and vistas, to enhance corridor enjoyment.
- Continue to make Tahoe a world-class ecotourism destination.
- Provide interpretive opportunities along the corridor for natural, cultural, and historic resources.
- Include opportunities for ADA accessibility.
- Provide adequate public and private support facilities for the corridor.
- Define the visual character of facilities to reinforce the sense of place and essence of the corridor.
- Address visual impacts of signage and roadway facilities such as rock cuts and barriers.

Establish and maintain partnerships and funding opportunities

- Maximize funding sources for timely project implementation and for long-term operations.
- Facilitate long-term maintenance and operations by identifying partnerships for operations and maintenance prior to construction approval.
- Provide opportunities for existing local businesses to participate in the process so they can help enhance the visitor experience on and access to the corridor.
- Coordinate with the appropriate agencies to incorporate the corridor plan in their new development plans and avoid conflicts with recreation, road and highway projects.
- Design the corridor improvements to create social and economic benefits.

Source Material

Missions of the Key Land Management Agencies and Operators in the SR 28 Corridor:

TRPA:

Mission

The Tahoe Regional Planning Agency cooperatively leads the effort to preserve, restore and enhance the unique natural and human environment of the Lake Tahoe region now and in the future.

Tahoe Transportation District:

Mission

With the cooperation of today's residents and the inspiration of tomorrow's Tahoe Basin, Tahoe Transportation District develops safe, convenient transportation solutions. We work to protect our environment while connecting our communities.

Nevada Lake Tahoe State Park:

Key Objectives

- To continue to manage, protect, operate and maintain existing and future units of the Nevada State Park System.
- To acquire, plan for and develop a well-balanced system of areas of outstanding scenic, recreational, scientific and historical importance.
- Continue to manage and interpret the natural, cultural and recreational resources of the State Park System.

Incline General Improvement District:

Mission

Incline Village General Improvement District is a fiscally responsible community partner which provides superior utility services and community oriented recreation programs and facilities with passion for the quality of life and our environment while investing in the Tahoe basin.

Vision

Through outstanding customer service, with a passion for quality of life and our environment, we will continually enhance the reputation of our community as an excellent place to live, work, recreate, visit and invest.

U.S. Forest Service Lake Tahoe Basin Management Unit:Mission

The mission of the USDA Forest Service is to sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations.

USFSMotto:

Caring for the Land and Serving People.

Mission

The phrase, "CARING FOR THE LAND AND SERVING PEOPLE," captures the Forest Service mission. As set forth in law, the mission is to achieve quality land management under the sustainable multiple-use management concept to meet the diverse needs of people: It includes:

- Advocating a conservation ethic in promoting the health, productivity, diversity, and beauty of forests and associated lands.
- Listening to people and responding to their diverse needs in making decisions.
- Protecting and managing the National Forests and Grasslands so they best demonstrate the sustainable multiple-use management concept.
Providing technical and financial assistance to State and private forest landowners, encouraging them to practice good stewardship and quality land management in meeting their specific objectives.
- Providing technical and financial assistance to cities and communities to improve their natural environment by planting trees and caring for their forests.
- Providing international technical assistance and scientific exchanges to sustain and enhance global resources and to encourage quality land management.
- Helping States and communities to wisely use the forests to promote rural economic development and a quality rural environment.
- Developing and providing scientific and technical knowledge aimed at improving our capability to protect, manage, and use forests and rangelands.
- Providing work, training, and education to the unemployed, underemployed, elderly, youth, and disadvantaged in pursuit of our mission.

Vision

- We are recognized nationally and internationally as a leader in caring for the land and serving people.
- We are a multicultural and diverse organization.
- Employees work in a caring and nurturing environment where leadership is shared.
- All employees are respected, accepted, and appreciated for their unique and important contribution to the mission.
- The work is interesting, challenging, rewarding, and fun -- more than just a job!
- We are an efficient and productive organization that excels in achieving its mission.
- Responsibility and accountability for excellence are shared by employees and partners.
- The American people can count on the Forest Service to perform.

Guiding Principles

To realize our mission and vision, we follow these 13 guiding principles:

- We use an ecological approach to the multiple-use management of the National Forests and Grasslands.
- We use the best scientific knowledge in making decisions and select the most appropriate technologies in the management of resources.
- We are good neighbors who respect private property rights.
- We strive for quality and excellence in everything we do and are sensitive to the effects of our decisions on people and resources.
- We strive to meet the needs of our customers in fair, friendly, and open ways.
- We form partnerships to achieve shared goals.
- We promote grassroots participation in our decisions and activities.
- We value and trust one another and share leadership.
- We value a multicultural organization as essential to our success.
- We maintain high professional and ethical standards.
- We are responsible and accountable for what we do.
- We recognize and accept that some conflict is natural and we strive to deal with it professionally.
- We follow laws, regulations, executive direction, and congressional intent.

NDOT

Mission:

Providing a better transportation system for Nevada through our unified and dedicated staff.

Vision:

The nation's leader in delivering transportation solutions, improving Nevada's quality of life.

SR 28 Corridor Vision Principles

1. Manage, maintain, and fund a corridor at a contextual/rim to lake level through collaborative partnerships which recognize individual agency jurisdictions, mission, and goals while providing a platform for an integrated approach to transportation, recreation, and resource management to operate effectively and efficiently within the corridor.
2. Address the shared, interconnected issues arising from the impacts of user activity along and within the corridor and its context from rim to lake, e.g. user impacts on the transportation system and regional resources, impacts of the transportation system on the regional resources and recreation experience, and impacts of regional resources on the transportation system and recreation experience.
3. Create a safer roadway environment by providing appropriate emergency and maintenance pull-off areas and off-highway bicycle and pedestrian facilities.
4. Relocate shoulder parking while maintaining existing recreation access and capacity levels through a combination of off-highway parking, transit, and pedestrian and bicycle facilities.
5. Locate off-highway parking and transit stops to create a defined access trail system which will reduce erosion and provide direct connections.
6. Maintain a variety of high quality recreation experiences by providing for capacity levels appropriate to the recreation type, location, and desired experience.
7. Utilize parking management and technology to manage capacity to provide for current levels of use while allowing for improved access and capacity where appropriate.
8. Create corridor gateways, viewpoints and interpretive messaging and elevate roadway aesthetics of railings, signage materials and rock cuts to establish the national landmark status experience expected for America's Most Beautiful Drive.
9. Recognize the culture, history, and use of the Corridor, including being sensitive to the cultural resources and traditions of the Washoe Tribe.
10. Reinforce the multi-modal environment through the incorporation of bike lanes and a separated shared-use path.
11. Create safe, walkable, pedestrian-friendly downtown environments in the town centers of Incline Village and Crystal Bay. Provide for a multi-modal environment with supporting uses that reinforce the main street vitality.
12. Improve connections between town center areas and recreation areas through transit, bike lanes, and off-highway bike facilities.
13. Implement environmental improvements to improve water clarity and quality.
14. Utilize technology to manage and disperse capacity and provide funding for corridor management.
15. Coordinate the planning and implementation of facilities and the resolution of shared issues and challenges at a watershed/rim to lake level and across jurisdictional boundaries.
16. Support opportunities for public/private partnerships which further the goals of the Corridor and create social and economic benefits.



MEMORANDUM

Date: March 15, 2013

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorization to Execute an Interlocal Agreement Between the Tahoe Transportation District and the Incline Village General Improvement District for the Nevada Stateline to Stateline Bikeway Phase 3 Project to Complete Fatal Flaw Analysis Pending Final Legal Review and Approval

Action Requested:

It is requested the Board authorize the District Manager to execute an Interlocal Agreement between TTD and the Incline Village General Improvement District (IVGID) to complete a fatal flaw analysis for the co-location of TTD's Nevada Stateline to Stateline Bikeway Phase 3 Project and IVGID's Segment 4 Export Line Project, pending final legal review and approval.

Background:

In January 2012, Staff was contacted by IVGID regarding the possibility of coordinating the construction of the Nevada Stateline to Stateline Bikeway – Phase 3 (Sand Harbor to Spooner Summit/US 50) with the IVGID Segment 4 export line currently under design by IVGID. Currently, the IVGID Segment 4 export line is proposed to be replaced within the existing State Route 28 right of way (ROW). However, IVGID would prefer to locate this outside the SR 28 ROW to avoid conflicts that exist in the travel way, as it relates to both construction and operations and maintenance. IVGID's preference to locate the export line out of the SR 28 provides a potential opportunity to share an alignment with Phase 3 of Nevada Stateline to Stateline Bikeway Project, which would allow for considerable savings in construction cost, maintenance costs, and the overall implementation of this bike trail segment.

On March 9, 2012, the TTD Board approved a task order to enlist the assistance of Lumos and Associates (Lumos) to complete a fatal flaw analysis for design and construction of both the Phase 3 bikeway and export line. The task order was necessary to determine if the IVGID export line and Phase 3 of the Nevada Stateline to Stateline Bikeway can be fully designed and constructed as a joint project. Lumos had been working on the base map effort when TTD staff put the task order on hold in order to discuss some of the project details with IVGID. TTD and IVGID staff mutually agreed to develop an Interlocal Agreement before moving forward on the fatal flaw analysis to determine responsibilities through the analysis of the two projects.

Discussion:

Over the past several months, TTD and IVGID staff have worked together to identify responsibilities and process for moving the fatal flaw analysis forward in the most cost effective manner. The Interlocal Agreement has already been reviewed and approved by the IVGID Board, although minor edits may occur as a result of final review by IVGID legal counsel. Any

modifications at this point would be minor, however if substantive changes are proposed by either party, staff would bring the agreement back for additional review and approval by the Board.

Upon execution of the agreement by the District Manager, Staff will issue a Notice to Proceed regarding the Lumos Task Order and move forward on the fatal flaw analysis under the terms of the Interlocal Agreement. Both TTD and IVGID staff understand that time is of the essence as IVGID has been willing to delay their design schedule, while this fatal flaw analysis is developed. Without this partnership, IVGID would pursue the construction of the export line in the proposed alignment, which is in the SR 28 ROW eliminating any chance to achieve economies of scale for either project in regards to cost, schedule, operations, and maintenance.

Fiscal Analysis:

Under the Interlocal Agreement with IVGID, TTD will incur the cost of Lumos' Task Order for the fatal flaw analysis, which has a not to exceed amount of \$96,000, previously approved by the TTD Board on March 9, 2012.

Work Program Analysis:

This project is included the Work Program. All work associated with this effort will be captured under respective elements of the existing and proposed Work Programs and corresponding allotted staff time.

Additional Information:

If you have any questions or comments regarding this item, please contact Alfred Knotts at aknotts@tahoetransporation.org or (775) 589-5503.

Attachment:

- A. Final Draft of the Interlocal Agreement with IVGID

INTERLOCAL AGREEMENT

This Agreement is dated and effective on March _____, 2013, by and between the Tahoe Transportation District (“TTD”) and the Incline Village General Improvement District (“IVGID”).

WITNESSETH:

WHEREAS, NRS 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform; and

WHEREAS, TTD has been developing the Stateline to Stateline Bikeway Project (the “Bikeway”) and Phase 3 of the Bikeway would run for approximately 7 miles from Sand Harbor to Spooner Junction (“Phase 3”); and

WHEREAS, the Nevada Stateline to Stateline Bikeway Working Group completed a Feasibility Study Report in June 2011 which determined that the most feasible alignment for Phase 3 is an alignment near to, but offset from, SR 28; and

WHEREAS, IVGID has been working to replace approximately 6 miles of effluent export line which runs from Sand Harbor to the north Douglas County line (the “Effluent Line”); and

WHEREAS, the Effluent Line is currently embedded in SR 28 which creates problems for IVGID and the Nevada Department of Transportation when maintenance is required; and

WHEREAS, IVGID and TTD believe that a cooperative effort to construct the Effluent Line and Phase 3 in the same alignment near to, but offset from, SR 28 (the “Co-Alignment Project”) would be mutually beneficial and provide a cost benefit to both parties; and

WHEREAS, IVGID and TTD will complete an initial scoping and fatal flaw analysis regarding key environmental constraints and engineering challenges to determine if the Co-Alignment Project is feasible (the “Initial Scoping”); and

WHEREAS, IVGID will complete a separate analysis regarding the cost-benefit of the Co-Alignment Project to IVGID (the “Cost Analysis”); and

NOW, THEREFORE, in consideration of the promises and mutual covenants herein contained, it is agreed as follows:

ARTICLE I - TTD OBLIGATIONS

1. TTD shall act as the project manager for the Initial Scoping and shall engage and manage qualified and competent consultant(s), contractor(s), and other third-parties as necessary to complete the Initial Scoping. TTD shall act as the primary contact for all issues related to the Initial Scoping and shall be responsible for all scheduling, budgeting, change order requests, and payments to necessary third-parties.
2. TTD shall be responsible for all costs of the Initial Scoping, with the exception that IVGID shall be solely responsible for costs that are related solely to the Effluent Line portion of the Co-Alignment Project. Before TTD enters into any contract relating to the Initial Scoping, the IVGID Public Works Director must review and approve any contract costs that will be the responsibility of IVGID and agree in writing to pay those costs and the method of payment.
3. The Initial Scoping shall consist of a preliminary 10% plan and profile design of the Co-Alignment Project and shall provide a fatal flaw analysis regarding key environmental constraints and engineering challenges to determine feasibility. The Initial Scoping will also provide a cost estimate for building the bikeway portion, but not the effluent line portion, of the Co-Alignment Project. TTD shall be responsible for preparing a final report regarding the results of the Initial Scoping. The final report will not address the Cost Analysis.
4. The Initial Scoping shall be conducted in a manner that meets all permitting requirements and applicable design standards and that allows both IVGID and TTD to determine whether or not to pursue full environmental review and design of the Co-Alignment Project.
5. TTD shall be responsible for addressing comments to the Initial Scoping, including comments from the public, IVGID and other agencies.
6. TTD shall allow IVGID and any of its representatives to attend any meetings, field visits or conferences relating to the Initial Scoping or the Co-Alignment Project and to actively participate in those meetings.
7. TTD shall immediately notify IVGID in the event that a fatal flaw is discovered during the Initial Scoping.
8. Upon request, TTD shall assist IVGID in coordinating with other agencies in connection with the Effluent Line, including the Tahoe Regional Planning Agency, the U.S. Forest Service, the Nevada Department of Transportation, the Nevada Division of State Parks, and local counties.

ARTICLE II - IVGID OBLIGATIONS

1. IVGID shall procure and manage an Independent Cost Estimator to complete the Cost Analysis at the sole expense of IVGID.
2. IVGID shall allow TTD and any of its representatives to attend any meetings, field visits or conferences relating to the Initial Scoping or the Co-Alignment Project and to actively participate in those meetings.
3. IVGID shall review all aspects of the Initial Scoping, including the preliminary 10% plan and profile design, the draft environmental analysis, the draft engineering analysis, and the final report regarding the results of the Initial Scoping.
4. IVGID shall assist TTD to ensure that the Co-Alignment Project will conform to design standards for the Effluent Line and maximize the cost efficiencies of co-alignment wherever feasible.

ARTICLE III – GENERAL PROVISIONS

1. The final report regarding the results of the Initial Scoping must be presented to the IVGID Board of Trustees and the TTD Board of Directors, respectfully, for consideration along with recommendations from staff and officers regarding the next phase of the Co-Alignment Project, which could include a future agreement between IVGID and TTD to pursue items such as preliminary design (30%), full environmental analysis, final design, permitting, and construction. IVGID and TTD reserve the right to discontinue participation in any future phases of the Co-Alignment Project if the Initial Scoping or the Cost Analysis reveals that the Co-Alignment Project is not feasible or cost effective for either IVGID or TTD.
2. IVGID or TTD may terminate this Agreement for any reason upon thirty (30) calendar day written notice to the other party. The parties expressly agree that this Agreement shall be terminated immediately if for any reason the federal and/or state funding necessary to perform this Agreement is withdrawn, limited, or impaired. The parties expressly agree that this Agreement shall be terminated immediately if at any point the Initial Scoping reveals a fatal flaw.
3. The parties agree to work cooperatively to avoid and resolve conflicts at the lowest level possible.
 - a. IVGID and TTD share the following principals in the resolution of conflicts:
 - The efficient delivery of an effective, cost efficient quality project is the primary goal of both parties.
 - The parties will focus on their common goals rather than differences.
 - Win/win solutions to conflicts will be sought.
 - Differences of opinion are acceptable but are sought to be limited.
 - Timely, open, and honest communication is the key to avoiding and resolving conflicts.
 - Decisions are to be made and conflicts are to be resolved at the lowest possible level.

b. If disagreements emerge and cannot be resolved, the following process will be followed:

Level	Decision Timeframe	TTD	IVGID
1	One (1) to fifteen (15) days	TTDPM	IPM
2	Sixteen (16) to thirty (30) days	TTD District Manager	IVGID Public Works Director
3	Thirty one (31) to sixty (60) days	TTD District Manager	IVGID General Manager

- TTDPM (TTD Project Manager): Leads, based on responsibilities outlined above, to evaluate the impacts of issues and develop solutions or recommendations. If conflicts arise that have an adverse effect on project delivery, the TTDPM elevates unresolved conflicts with recommendations to the TTD District Manager for guidance and actions.
- IPM (IVGID Project Manager): Co-leads the project development, based on responsibilities outlined above, to evaluate the impacts of issues and develop solutions or recommendations. If conflicts arise that have an adverse effect on project delivery, the IPM elevates unresolved conflicts with recommendations to the IVGID General Manager for guidance and actions.

c. If a solution is reached that is agreeable to the parties, the parties will work to implement the solution. If a solution is not reached, it may cause a delay in the project schedule and/or jeopardize the timely use of funds. All decisions and agreements regarding conflict resolution shall be documented fully and copies must be kept in the project files for the TTDPM and IPM, respectively.

4. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by facsimile or email with simultaneous regular mailing by certified mail with return receipt requested and postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR TTD: Carl Hasty, District Manager
 Attn: Alfred Knotts, Project Manager
 Tahoe Transportation District
 P.O. Box 499
 Zephyr Cove, Nevada 89448
 128 Market Street, Suite 3-F
 Stateline, Nevada 89449
 Phone Number: (775) 589-5283
 Fax: (775) 589-5283
 E-mail: chasty@tahoetransportation.org
aknotts@tahoetransportation.org

FOR IVGID: Bill Horn, General Manager
 Attn: Joe Pomroy, Public Works Director
 Incline Village General Improvement District: Public Works Dept.
 1220 Sweetwater Road
 Incline Village, NV 89451
 Phone Number (775) 832-1269
 Fax (775) 832-1260
 E-mail: joe_pomroy@ivgid.org

5. Each party agrees to keep and maintain under generally accepted accounting principles full, true and complete records and documents (written, electronic, computer related or otherwise) pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit and copying at any office where such records and documentation are maintained. Such records and documentation shall be retained for three (3) years after final payment is made.
6. Failure of either party to perform any obligation of this Agreement shall be deemed a breach. Failure to declare a breach or the actual waiver of any particular breach of the Agreement or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach. Except as otherwise provided for by law or this Agreement, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including but not limited to the recovery of actual damages, and the prevailing party's reasonable attorney's fees and costs.
7. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.
8. No party shall assign, transfer or delegate any rights, obligations or duties under this Agreement without the prior written consent of the other party.
9. Pursuant to NRS Chapter 239, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.
10. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada First Judicial District Court, Carson City, Nevada, for enforcement of this Agreement.

11. IVGID and TTD will ensure that any reports, materials, studies, photographs, negatives, drawings or other documents prepared in the performance of obligations under this Agreement shall be the exclusive property of IVGID and TTD. IVGID and TTD will ensure any consultant will not use, willingly allow or cause to have such documents used for any purpose other than performance of obligations under this Agreement without the written consent of IVGID and TTD. IVGID and TTD shall not utilize (and shall ensure any consultant will not utilize) any materials, information or data obtained as a result of performance of this Agreement in any commercial or academic publication or presentation without the express written permission of IVGID and TTD. IVGID and TTD (and any consultant) shall not reference an opinion of any employee or agent of IVGID or TTD obtained as a result of performance of this Agreement in any publication or presentation without the written permission of the employee or agent to whom the opinion is attributed, in addition to the permission of IVGID and TTD.
12. IVGID and TTD shall require any recipient or subrecipient of funds under this Agreement to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A.
13. This Agreement constitutes the entire agreement of the parties and is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto.
14. IVGID and TTD do not intend by any of the provisions of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.
15. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision or provisions shall not be held to render any other provision or provisions of this Agreement unenforceable.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

Tahoe Transportation District

Steve Teschara, Chairman

Incline Village General Improvement District

Bruce Simonian, Chairman

Jim Smith, Secretary



MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Presentation and Discussion on the District's Five-Year Capital Improvement Program Funding Projections and Fund Programming for Possible Direction

Action Requested:

After hearing a presentation, it is requested the Board discuss the District's funding projections and programming of available funds with Staff, and provide possible direction to Staff.

Background:

Four years ago in January of 2009, the District Board gave direction to its new Director and Staff to undertake a slate of projects that were part of the Regional Transportation Plan (RTP) for Lake Tahoe. They were the Nevada Stateline bike trail; the passenger ferry project; the roundabout project at the junction of SR28 and 431; the possible realignment of SR 89 at Fanny Bridge in Tahoe City; and the possible realignment of US 50 at south shore. The direction was to get these projects planned and through the environmental clearance process to approval and final permitting, as well as to seek to get the roundabout constructed in Incline and the bus shelters at south shore. Implementation emphasis was also placed on the north and south bike trail demonstration projects. Three years ago, the Meeks bike trail segment was added to the project list at the request of TCPUD. Two and a half years ago, the administration and operation of the south shore transit system was added to the District's responsibility. The District also added the SR 28 Corridor Management Plan to its list.

The capital project and program development work has been primarily possible due to five Tahoe specific allocations of federal funds from the Federal Lands Highway Program, the last being allocated in federal fiscal year 2012. The grant timeframe for use of each allocation is three years, although extensions of time are possible. For the Tahoe Region and the District, that means the allocations can provide funds through September 2015, which is consistent with the CIP and programmatic expenditure plans. From the beginning, Staff has been managing the funds to be used within each grant's three-year life.

It is important to note that the use of the funds is restricted to getting the projects construction ready, but cannot be used for the construction of them. However, the funds can be used to procure funding for projects, as the ultimate intent of the highway program is to construct improvements. Staff has programmed the allocations of funds for planning the District's slate of projects, for the operations needed for a Capital Improvement Program (CIP), and for the CIP's public outreach and funding strategy.

Discussion:

The passenger ferry or water borne transit project, is the final capital project to proceed into the environmental review process and will be initiated this calendar year. All of the District's projects will complete the environmental analysis, approval, and permitting process before September 2015, the end of the last allocation's grant life. Staff is not proposing or expecting extensions of time at this point related to any of the funding agreements. Federal Highways staff has also reinforced the importance of utilizing the funds within this timeframe as well.

That means the District will have its projects ready to construct when construction funds become available. Given Tahoe's limited dedicated funding sources for transportation projects and the historical timeframe for consequential project delivery at the Lake, the District will not be able to implement them as planned without improving Tahoe's funding stream. This lack of dedicated and predictable funding has, and will continue to, plague other implementing partners in their effort to complete much needed Environmental Improvement Program (EIP) projects. This also limits the ability to provide ongoing operations and maintenance of successfully implemented projects.

The attached table (Attachment A) is a summary of the programming of planning funds for projects, District operations, and for CIP public outreach and funding strategy. The table shows what is and is not funded, and is organized by the elements in the District's work program, as noted in the left hand column labeled "Project."

Financing the Regional Transportation Plan (RTP) and the District's Projects –

The RTP Mobility 2035, which includes the District's program of projects, is a \$1.6 billion dollar "constrained" plan, meaning it is what the Tahoe Metropolitan Planning Organization (TMPO) projects is reasonably certain can be funded by 2035. The plan has an additional \$700 million in needs as "unconstrained" or uncertain they can be funded within the plan timeframe. Included in the constrained amount is the District's program of projects, currently estimated at \$240 million. Staff has determined approximately \$215.5 million of that amount will be needed within the next two to three years to have its proposed projects under construction, with completion targeted within five years of the beginning of construction.

In Staff's experience, this amount of funding can only be assured if a significant effort is made to fundamentally change the transportation revenue stream for Lake Tahoe and the RTP. All local, state, and federal entities involved in Lake Tahoe transportation programs will benefit, as well the environment, economy, overall quality of life for residents, and visitor experience. The District has been mindful of where its program of projects has been heading these four years and has been proactive in developing a knowledge base and public education on Tahoe's program. The District has been anticipating the time when pursuit of funding would have to move from the competitive grant pursuit to more fundamental dedicated funding sources. That time has arrived.

Staff has budgeted the expenditures for the establishment of public awareness for projects and program, for understanding Tahoe's constituencies, for coalition building and for legislative efforts at the state level to secure funding under its work element entitled Informed Decision Program Development & Management (see the second item on Attachment A). Staff has programmed planning funds for this purpose through FY 2014/2015. This is the strategy to achieve additional long-term revenue for project implementation and should be considered the best and highest use given the constraints on project use up to permitting only; the fact that District projects will have reached that point by 2014; the grant timeframe constraints for the

District's allocations; and most importantly because the projects will not move into construction without secured funding through additional revenue sources.

Funding Strategy -

This fiscal year, the District has been preparing for legislative work in California and Nevada. District Staff accurately anticipated that the federal transportation bill would shift the access of federal funds through the states. The work approved through the program of projects campaign tasks and legislative consultant services in California have laid the groundwork for the District's legislative agendas. The Nevada effort will be presented for approval in the next agenda item. The California agenda will be presented at the March meeting.

Over approximately the last twenty years, the historical structure for financing transportation improvements is inadequate given that gas taxes have not been adjusted to meet current and future demand for both improvements and ongoing maintenance, which has been compounded by the improvement in fuel economy and less driving, as a result of the recession. The trend in many states is to address the needs at the state and local levels. At the local level, that has meant moving to establishing local taxes to leverage existing state and federal funds. In California and other parts of the country, this is called "Self-Help". If Tahoe is to have adequate funding, it will have to follow suit with this "Self-Help" approach and strategy. Many of Tahoe's neighboring communities are in the same position and facing the same inability to successfully implement their existing program or projects. Given our related economies, our connectivity, situation, and relatively small size, it makes sense that we should work together collaboratively as a coalition to improve our respective communities' prospects at improvement and prosperity.

For the District, it means working at the state level to secure funding by 2015 and to work to address leveraging self-help measures by 2016. Success at improving Tahoe's RTP funding sources will help all entities bring the desired improvements forward for the benefit of Tahoe's environment, community, and economy.

Fiscal Analysis:

The projections and amounts cited in the attached table are subject to change because cost estimates, project progress, and additional funding sources are the types of variables that can affect capital programming. In summary, the District is expecting the balance of the total five years of allocations to total approximately \$17.1 million. Of this, approximately \$3.2 million will be used for developing and operating managing the CIP, and approximately \$13.97 million will be used for projects. Included in this amount \$3.2 million are funds for the public outreach and funding strategy through the end of the 2014/2015 fiscal year.

Work Program Analysis:

This capital programming covers the District's workload, with the exception of transit, through September 2015.

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. FY 2012/13 to FY 2016/2017 Capital Improvement Program



Tahoe Transportation District
 FY 2012/13 - FY 2016/17 Capital Improvement Program (CIP)

ATTACHMENT A

Project	Title	Fund	Phase	Prior (FY 08-12)	FY 2012/13	FY 2013/14	FY 2014/15	* FLH 1/2% Allocation Exp 9/30/15		5 YR Total	Project Total (FY08-17)	
								FY 2015/16*	FY 2016/17			
200-0002	Capital Improvement Program Development & Management	FLH 1/2%	PLN	\$640,092	\$165,000	\$110,000	\$97,500	\$75,000	\$0	\$447,500	\$1,087,592	
		(Unfunded)	PLN	\$0	\$0	\$0	\$0	(\$22,500)	(\$97,500)	(\$120,000)	(\$120,000)	
										Funded	\$447,500	\$1,087,592
									(Unfunded)	(\$120,000)	(\$120,000)	
									Total Project	\$567,500	\$1,207,592	
200-0004	Informed Decision Program Development & Management	FLH 1/2%	PLN	\$1,247,203	\$885,500	\$885,500	\$335,575	\$0	\$0	\$2,106,575	\$3,353,778	
		(Unfunded)	PLN	\$0	\$0	\$0	(\$549,925)	(\$442,750)	(\$442,750)	(\$1,435,425)	(\$1,435,425)	
										Funded	\$2,106,575	\$3,353,778
									(Unfunded)	(\$1,435,425)	(\$1,435,425)	
									Total Project	\$3,542,000	\$4,789,203	
300-0001	US 50/South Shore Community Revitalization Project	FLH 1/2%	PED	\$751,248	\$1,258,222	\$590,000	\$0	\$0	\$0	\$1,848,222	\$2,599,470	
		SNPLMA	PED	\$543,952	\$476,048	\$0	\$0	\$0	\$0	\$476,048	\$1,020,000	
		(Unfunded)	DES	\$0	\$0	(\$1,500,000)	\$0	\$0	\$0	(\$1,500,000)	(\$1,500,000)	
		(Unfunded)	ROW	\$0	\$0	\$0	(\$39,334,500)	\$0	\$0	(\$39,334,500)	(\$39,334,500)	
		(Unfunded)	CONS	\$0	\$0	\$0	\$0	(\$18,200,500)	(\$10,000,000)	(\$28,200,500)	(\$28,200,500)	
									Funded	\$2,324,270	\$3,619,470	
									(Unfunded)	(\$69,035,000)	(\$69,035,000)	
									Total Project	\$71,359,270	\$72,654,470	
300-0002	Lake Tahoe Waterborne Transit Project	FLH 1/2%	PLN	\$80,326	\$6,000	\$0	\$0	\$0	\$0	\$6,000	\$86,326	
										Funded	\$6,000	\$86,326
										(Unfunded)	\$0	\$0
									Total Project	\$6,000	\$86,326	
300-0002.1	Lake Tahoe Waterborne Transit Alternatives Analysis	FLH 1/2%	PLN	\$236,310	\$676,500	\$0	\$0	\$0	\$0	\$676,500	\$912,810	
		(Unfunded)	PED	\$0	\$0	(\$632,000)	(\$337,000)	\$0	\$0	(\$969,000)	(\$969,000)	
		(Unfunded)	DES	\$0	\$0	\$0	\$0	(\$500,000)	\$0	(\$500,000)	(\$500,000)	
		(Unfunded)	CONST/ CAPITAL	\$0	\$0	\$0	\$0	\$0	(\$27,000,000)	(\$27,000,000)	(\$27,000,000)	
									Funded	\$676,500	\$912,810	
									(Unfunded)	(\$28,469,000)	(\$28,469,000)	
									Total Project	\$29,145,500	\$29,381,810	
300-0002.2	North Shore Water Transit Pilot	FLH 1/2%	PLN	\$49,715	\$0	\$0	\$0	\$0	\$0	\$0	\$49,715	
										Funded	\$0	\$49,715
										(Unfunded)	\$0	\$0
									Total Project	\$0	\$49,715	



Tahoe Transportation District
 FY 2012/13 - FY 2016/17 Capital Improvement Program (CIP)

ATTACHMENT A

* FLH 1/2% Allocation Exp 9/30/15

Project	Title	Fund	Phase	Prior (FY 08-12)	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16*	FY 2016/17	5 YR Total	Project Total (FY08-17)
300-0003	Nevada Stateline to Stateline Bikeway Project Feasibility Study	FLH 1/2%	PLN	\$416,447	\$0	\$0	\$0	\$0	\$0	\$0	\$416,447
		SNPLMA	PLN	\$169,332	\$0	\$0	\$0	\$0	\$0	\$0	\$169,332
		NV-SQ1	PLN	\$413,978	\$0	\$0	\$0	\$0	\$0	\$0	\$413,978
									Funded (Unfunded) Total Project	\$0 \$0 \$0	\$999,757 \$0 \$999,757
300-0003.1	Nevada Stateline to Stateline Bikeway Phase 1 (South Demo ENV/PED Only)	FLH 1/2%	PED	\$607,552	\$240,000	\$0	\$0	\$0	\$0	\$240,000	\$847,552
		SNPLMA	PED	\$272,668	\$0	\$0	\$0	\$0	\$0	\$0	\$272,668
		NV-SQ1	PED	\$72,551	\$0	\$0	\$0	\$0	\$0	\$0	\$72,551
		(Unfunded)	PED	\$0	\$0	\$0	(\$270,000)	\$0	\$0	(\$270,000)	(\$270,000)
							Funded (Unfunded) Total Project	\$240,000 (\$270,000) \$510,000	\$1,192,771 (\$270,000) \$1,462,771		
300-0003.1A	Nevada Stateline to Stateline Bikeway Project Phase 1A (South Demo Const Only)	(Unfunded)	CONST	\$0	\$0	\$0	\$0	(\$3,000,000)	\$0	(\$3,000,000)	(\$3,000,000)
							Funded (Unfunded) Total Project	\$0 (\$3,000,000) \$3,000,000	\$0 (\$3,000,000) \$3,000,000		
300-0003.1B	Nevada Stateline to Stateline Bikeway Project Phase 1B (South Demo Const Only)	NV-SQ1	CONST	\$41,884	\$960,841	\$25,500	\$25,500	\$0	\$0	\$1,011,841	\$1,053,725
		NDOT Funds	CONST	\$0	\$985,246	\$0	\$0	\$0	\$0	\$985,246	\$985,246
		Tahoe Lic Plate	CONST	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
		FHWA Rec Trails	CONST	\$0	\$199,405	\$0	\$0	\$0	\$0	\$199,405	\$199,405
		TTD Mitigation Funds	CONST	\$0	\$36,242	\$0	\$0	\$0	\$0	\$36,242	\$36,242
							Funded (Unfunded) Total Project	\$2,282,734 \$0 \$2,282,734	\$2,324,618 \$0 \$2,324,618		
300-0003.1C	Nevada Stateline to Stateline Bikeway Project Phase 1C (South Demo Const Only)	NV-SQ1	CONST	\$0	\$7,200	\$17,000	\$0	\$0	\$0	\$24,200	\$24,200
		NDOT Funds	CONST	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$500,000
		FHWA PLHD	CONST	\$0	\$0	\$2,600,000	\$0	\$0	\$0	\$2,600,000	\$2,600,000
							Funded (Unfunded) Total Project	\$3,124,200 \$0 \$3,124,200	\$3,124,200 \$0 \$3,124,200		



Tahoe Transportation District
 FY 2012/13 - FY 2016/17 Capital Improvement Program (CIP)

ATTACHMENT A

* FLH 1/2% Allocation Exp 9/30/15

Project	Title	Fund	Phase	Prior (FY 08-12)	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16*	FY 2016/17	5 YR Total	Project Total (FY08-17)
300-0003.2	Nevada Stateline to Stateline Bikeway Phase 2 (North Demo)	FLH 1/2%	PED	\$173,863	\$436,362	\$0	\$0	\$0	\$0	\$436,362	\$610,225
		NV-SQ1	PED	\$93,530	\$0	\$0	\$0	\$0	\$0	\$0	\$93,530
		FHWA Scenic Byway	PED	\$137,662	\$85,338	\$0	\$0	\$0	\$0	\$85,338	\$223,000
		(Unfunded)	PED	\$0	\$0	(\$400,000)	(\$300,000)	\$0	\$0	(\$700,000)	(\$700,000)
		NV-SQ1 (Unfunded)	CONST	\$0	\$0	(\$1,034,500)	\$0	\$0	\$0	(\$1,034,500)	(\$1,034,500)
		FHWA Scenic Byway	CONST	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$2,000,000
		NDOT (Unfunded)	CONST	\$0	\$0	(\$600,000)	\$0	\$0	\$0	(\$600,000)	(\$600,000)
		(Unfunded)	CONST	\$0	\$0	\$0	(\$6,066,500)	(\$3,413,500)	\$0	(\$9,480,000)	(\$9,480,000)
									Funded (Unfunded) Total Project	\$2,521,700 (\$11,814,500) \$14,336,200	\$2,926,755 (\$11,814,500) \$14,741,255
300-0003.3	Nevada Stateline to Stateline Bikeway Phase 3 (Sand Harbor to US 50)	FLH 1/2%	PED	\$15,560	\$316,500	\$0	\$0	\$0	\$0	\$316,500	\$332,060
		(Unfunded)	PED	\$0	\$0	(\$1,500,000)	\$0	\$0	\$0	(\$1,500,000)	(\$1,500,000)
		(Unfunded)	CONST	\$0	\$0	\$0	(\$9,000,000)	(\$9,000,000)	\$0	(\$18,000,000)	(\$18,000,000)
											Funded (Unfunded) Total Project
300-0003.4	Nevada Stateline to Stateline Bikeway Phase 4 (Round Hill to US 50)	(Unfunded)	PED	\$0	\$0	\$0	\$0	(\$6,500,000)	\$0	(\$6,500,000)	(\$6,500,000)
		(Unfunded)	ROW	\$0	\$0	\$0	\$0	\$0	(\$2,000,000)	(\$2,000,000)	(\$2,000,000)
		(Unfunded)	CONST	\$0	\$0	\$0	\$0	\$0	(\$33,000,000)	(\$33,000,000)	(\$33,000,000)
											Funded (Unfunded) Total Project
300-0003.5	Nevada Stateline to Stateline Bikeway Phase 5 (Incline to Crystal Bay)	(Unfunded)	PED	\$0	\$0	\$0	\$0	\$0	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)
		(Unfunded)	CONST	\$0	\$0	\$0	\$0	\$0	(\$15,000,000)	(\$15,000,000)	(\$15,000,000)
											Funded (Unfunded) Total Project



Tahoe Transportation District
 FY 2012/13 - FY 2016/17 Capital Improvement Program (CIP)

ATTACHMENT A

* FLH 1/2% Allocation Exp 9/30/15												
Project	Title	Fund	Phase	Prior (FY 08-12)	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16*	FY 2016/17	5 YR Total	Project Total (FY08-17)	
300-0004	SR 89 Realignment/Fanny Bridge Community Revitalization Project	FLH 1/2%	PED	\$790,071	\$899,500	\$328,500	\$0	\$0	\$0	\$1,228,000	\$2,018,071	
		(Unfunded)	DES	\$0	\$0	(\$450,000)	\$0	\$0	\$0	(\$450,000)	(\$450,000)	
		(Unfunded)	CONST	\$0	\$0	\$0	(\$12,016,500)	(\$9,616,500)	\$0	(\$21,633,000)	(\$21,633,000)	
											Funded (Unfunded)	\$1,228,000 (\$22,083,000)
										Total Project	\$23,311,000	\$24,101,071
300-0005	SR 28/431 Operational/Safety Improvement Project	FLH 1/2%	PED	\$34,383	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$134,383	
										Funded (Unfunded)	\$100,000 \$0	\$134,383 \$0
											Total Project	\$100,000
300-0006	Project Development	FLH 1/2%	PLN	\$45,620	\$0	\$0	\$0	\$0	\$0	\$0	\$45,620	
										Funded (Unfunded)	\$0 \$0	\$45,620 \$0
											Total Project	\$0
300-0007	El Dorado East	FLH 1/2%	PED	\$53,904	\$0	\$0	\$0	\$0	\$0	\$0	\$53,904	
										Funded (Unfunded)	\$0 \$0	\$53,904 \$0
											Total Project	\$0
300-0008.1	Nevada Transit Shelter Project Phase 1	FLH 1/2%	PED	\$35,418	\$0	\$0	\$0	\$0	\$0	\$0	\$35,418	
										Funded (Unfunded)	\$0 \$0	\$103,467 \$0
		FTA ARRA	CONST	\$103,467	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,467
										Funded (Unfunded)	\$0 \$0	\$138,885 \$0
										Total Project	\$0	\$138,885
300-0008.2	California Transit Shelter Project Phase 1	FLH 1/2%	PED	\$36,299	\$0	\$0	\$0	\$0	\$0	\$0	\$36,299	
										Funded (Unfunded)	\$0 \$0	\$101,338 \$0
		FTA 5309	CONST	\$101,338	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,338
										Funded (Unfunded)	\$0 \$0	\$137,637 \$0
										Total Project	\$0	\$137,637
300-0008.3	California Transit Shelter Project Phase 2	FLH 1/2%	PED	\$7,210	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$77,210
										Funded (Unfunded)	\$237,239 \$0	\$244,449 \$0
		FTA 5309	CONST	\$0	\$167,239	\$0	\$0	\$0	\$0	\$0	\$167,239	\$167,239
										Funded (Unfunded)	\$237,239 \$0	\$244,449 \$0
										Total Project	\$237,239	\$244,449



Tahoe Transportation District
 FY 2012/13 - FY 2016/17 Capital Improvement Program (CIP)

ATTACHMENT A

* FLH 1/2% Allocation Exp 9/30/15											
Project	Title	Fund	Phase	Prior (FY 08-12)	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16*	FY 2016/17	5 YR Total	Project Total (FY08-17)
300-0008.4	Nevada Transit Shelter Project Phase 2	FLH 1/2%	PED	\$0	\$13,000	\$0	\$0	\$0	\$0	\$13,000	\$13,000
		FTA ARRA	CONST	\$0	\$51,873	\$0	\$0	\$0	\$0	\$50,791	\$50,791
		DC AQMF	CONST	\$0	\$7,235	\$0	\$0	\$0	\$0	\$7,235	\$7,235
											Funded (Unfunded) Total Project
300-0009	Meeks Bay Bike Trail	FLH 1/2%	PED	\$73,430	\$271,728	\$0	\$0	\$0	\$0	\$271,728	\$345,158
		(Unfunded)	PED	\$0	(\$75,000)	\$0	\$0	\$0	\$0	(\$75,000)	(\$75,000)
		(Unfunded)	CONST	\$0	(\$25,000)	(\$1,300,000)	\$0	\$0	\$0	(\$1,325,000)	(\$1,325,000)
											Funded (Unfunded) Total Project
300-0010	SR 28 Corridor Management Plan	FLH 1/2%	PLN	\$190,377	\$441,659	\$185,000	\$0	\$0	\$0	\$626,659	\$817,036
		(Unfunded)	PED???	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		(Unfunded)	CONST???	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
											Funded (Unfunded) Total Project

FLH 1/2% By Year \$5,485,028 \$5,779,971 \$2,099,000 \$433,075 \$75,000 \$0

TOTAL CIP Project Cost \$238,642,946
 5YR CIP \$231,207,556
 5YR Funded \$16,574,631
 5YR (Unfunded) (\$214,632,925)

FLH 1/2% Revenue

Total FLH Available to TTD:

Round 1 (F1) \$3,713,501
 Round 2 (F2) \$3,110,000
 Round 3 (F3) \$3,639,375
 Round 4 (F4) \$3,542,624
 Round 5 (F5) \$3,100,000

TOTAL \$17,105,500

FLH 1/2% CIP Operations Costs**

TTD Program Development FLH:**

F1 Spent \$624,250
 F2 Spent \$572,777
 F3 Available \$727,875
 F4 Available \$708,524
 F5 Available \$600,000
 Total FLH Available \$3,233,426

** Program Development not included in 5YR CIP above

FLH 1/2% CIP Projects

TTD Project FLH:

F1 Spent \$3,089,251
 F2 Spent \$2,537,223
 F3 Available \$2,911,500
 F4 Available \$2,834,100
 F5 Available \$2,500,000
 Total FLH Available \$13,872,074

FLH Budgeted for TTD Projects \$13,872,074
 Remaining \$0



Tahoe Transportation District
FY 2012/13-FY 2016/17 Capital Improvement Program

Unfunded Allocation Plan

<u>Project #</u>	<u>Title</u>	<u>Shortfall</u>	<u>FED</u>	<u>%</u>	<u>CA</u>	<u>%</u>	<u>NV</u>	<u>%</u>	<u>Local/Private</u>	<u>%</u>
200-0002	Capital Improvement Program Development & Management	\$120,000	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$120,000	100.0%
200-0004	Informed Decision Program Development & Management	\$1,440,000	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$1,440,000	100.0%
300-0001	US 50/South Shore Community Revitalization Project	\$69,100,000	\$41,500,000	60.1%	\$15,000,000	21.7%	\$7,600,000	11.0%	\$5,000,000	7.2%
300-0002.1	Lake Tahoe Waterborne Transit	\$28,500,000	\$22,800,000	80.0%	\$2,850,000	10.0%	\$2,850,000	10.0%	\$0	0.0%
300-0003.1A	NV Bikeway Phase 1A (South Demo)	\$3,300,000	\$2,300,000	69.7%	\$0	0.0%	\$1,000,000	30.3%	\$0	0.0%
300-0003.2	NV Bikeway Phase 2 (North Demo)	\$12,000,000	\$8,500,000	70.8%	\$0	0.0%	\$3,500,000	29.2%	\$0	0.0%
300-0003.3	NV Bikeway Phase 3 (Sand Harbor to US 50)	\$19,500,000	\$13,500,000	69.2%	\$0	0.0%	\$6,000,000	30.8%	\$0	0.0%
300-0003.4	NV Bikeway Phase 4 (Round Hill to US 50)	\$41,500,000	\$29,000,000	69.9%	\$0	0.0%	\$12,500,000	30.1%	\$0	0.0%
300-0003.5	NV Bikeway Phase 5 (Incline to Crystal Bay)	\$16,000,000	\$11,000,000	68.8%	\$0	0.0%	\$5,000,000	31.3%	\$0	0.0%
300-0004	SR 89 realignment/Fanny Bridge Community Revitalization Project	\$22,100,000	\$15,470,000	70.0%	\$6,630,000	30.0%	\$0	0.0%	\$0	0.0%
300-0009	Meeks Bay Bike Trail	\$1,400,000	\$1,200,000	85.7%	\$200,000	14.3%	\$0	0.0%	\$0	0.0%
300-0010	SR 28 Corridor Management Plan	TBD								
TOTALS		\$214,960,000	\$145,270,000	67.6%	\$24,680,000	11.5%	\$38,450,000	17.9%	\$6,560,000	3.1%



MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Presentation, Discussion, and Approval of the Tahoe Transportation District's California Legislative Program for the Next Several Sessions

Action Requested:

After the presentation, it is requested that the Board discuss the California Legislative Program with Staff and the consultant team and provide direction and approval.

Background:

Staff and the District's consultant team have been working for some time preparing the proposed strategy for the current California session. This is the first opportunity to address Tahoe's transportation needs and the status of the District's projects at the Legislature since the adoption of the Regional Transportation Plan – Mobility 2035 by the Tahoe Metropolitan Planning Organization (TMPO). Tahoe has not put forward substantive state transportation proposals since the designation of the MPO and the 208 water quality retrofit improvements on the state highways in the late 1990's. Substantive and significant funding changes need to be made at the state level to realize the state and regional policy objectives articulated in the bi-state compact, the Regional Land Use Plan, the Regional Transportation Plan, and SB 375 greenhouse gas reduction targets.

Discussion:

The District Manager and Mark Watts, the District's consultant, will make a presentation to the Board on the proposed legislative agenda. A discussion on the objectives and roles of the Board, Staff, and consultant's for the Board's consideration and approval will follow (see Attachment A for additional description).

Among the tactics and objectives for consideration for the California Action Plan are the following:

California Action Plan

California Legislature and Trans-Sierra Transportation Coalition

Tactics:

1. Highlight transportation needs and projects in and around the Lake Tahoe Basin
2. Highlight coordinated efforts and partnerships
3. Educate and lay groundwork for self-help funding plan

CH/jw

AGENDA ITEM: VIII.G.

4. Advance the development of the Trans-Sierra Transportation Coalition
5. Coordinate collaboration of local and regional governments for transportation and economic development that benefits the larger geographic area
6. Connect partners and entities for more clarity to reach goals and objectives
7. Clearly inform each legislator of TTD projects and potential impacts
8. Build the internal and external coalitions needed to achieve objectives

Policy Objectives:

1. Support legislative efforts to reduce the super majority threshold from 67.67% to 55%
2. Pursue establishing a state revenue stream to leverage federal and local/private sources for Tahoe's transportation projects, including \$20 million a year from the State for California Tahoe transportation projects and transit services
3. Support changing Tahoe's population for funding formula to reflect an average daily population of permanent residents and visitors, which is typically 3.5 to 4 times the permanent population
4. Support development of a Caltrans policy that addresses cooperative partnerships with the District and local governments in the development and implementation of transit, complete streets, bike trails, and safety improvements. This policy includes coordinating project planning tasks with adjacent local project objectives for more economical and efficient project outcomes.

Other Policy Objectives:

With the introduction of SB 630 in the California Legislature and potential successful passage, once again the District and regional transportation is at risk as an unintended outcome, as it was in Nevada with the passage of SB 271. As the debate progresses, it may become necessary, in both California and Nevada, to seek legislation to preserve the District's authority and regional transportation implementation capability.

Fiscal Analysis:

The revenues for this outreach and advocacy work are programmed over the current and next two fiscal years.

Work Program Analysis:

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

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. Memorandum from Smith, Watts & Company regarding California Strategy

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Carl Hasty

FROM: Mark Watts

DATE: March 11, 2013

SUBJECT: California Strategy

This memo is intended to update you and set out some thoughts and recommended approaches in the legislative arena as a variety of possible funding-related scenarios are beginning to emerge into the Capitol consciousness. One key emerging policy agenda with widespread interest for transportation entities includes several introduced bills that seek a reduction of the local special tax voter threshold; in the second instance, a policy objective that management at the TTD have been working to develop focuses on the funding formula that is used to distribute state assistance for transit programs, although it will necessarily have to be considered in the context of new state transportation funding concepts. Finally, a growing coalition is focused on CARB cap and trade revenues generated from the sale of GHG emission credits.

Recommendations:

- ✓ Support inclusion of transportation taxes in legislative measures pending to reduce the local special tax voter threshold from two-thirds to 55%.
- ✓ Seek inclusion of a formula change to reflect the actual daily population measured in the California portion of the Lake Tahoe Region as the basis for distribution of state transportation revenues.
- ✓ Participate in the ongoing Cap and Trade revenue distribution process underway in the administration.

Discussion:

The following are discussion points in support of the recommendations made above.

Local Special Tax Voter Threshold

As a result of court determinations and voter approved propositions, local tax measures to provide funding through new local taxes for transportation require a two-thirds local voter approval. In the most recent statewide general election, two counties sought such taxes and received 66+% of the vote, yet these measures failed by not achieving the required 66 2/3% vote. Immediately, two Senators introduced constitutional amendments to place a reduction of the vote requirement from two-thirds to 55% before the voters in 2014. These measures have not been set for hearing yet, but the core issue has now attracted similar measures that address the local vote threshold for other policy areas.

Transportation agencies in this state are divided among 19 counties with dedicated local sales taxes (Self-Help) Counties and the remaining, so-called "Aspiring Counties". Self Help counties not only derive a benefit of controlling local funds for their priorities, but have been rewarded from time to time with special matching funds (State Local Partnership) and they capacity to match such statewide new funding as was seen with Proposition 1B bond funds. A goal of the transportation community in general has been to provide Aspiring Counties (and Self Help) an improved opportunity to seek local voter approval for special transportation taxes, but the voter appetite, as measured in a variety of statewide research polling, has not been supportive enough to present to the voters. With the renewed legislative interest and some more recent

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encouraging political research, this legislative session appear to present a better opportunity to both pass such a measure through the legislature and succeed on the statewide ballot.

A review of the table that follows will clearly depict the challenge that the transportation community will face in the form of competition with other policy agendas, with 8 measures having been introduced in policy arenas ranging from transportation to schools and public safety.,

Bill	Description	Status
SCA 3 – Leno	School Parcel Tax voter threshold reduced from 2/3 to 55%	Referred to committee.
SCA 4 – Liu	Transportation Sales taxes voter threshold reduced from 2/3 to 55%	Referred to committee
SCA 7 – Wolk	Bonded debt approval threshold reduced from 2/3 to 55% for library construction and refurbishment	Referred to committee
SCA 8 - Corbett	Transportation Sales taxes voter threshold reduced from 2/3 to 55%	Referred to committee
SCA 9 – Corbett	Reduces voter threshold for special taxes sought by local governments from 2/3 to 55% for community and economic development purposes.	Referred to committee
SCA 11	Reduces threshold to 55% for local agency to impose special tax.	Referred to committee
ACA 3 - Campos	Reduces voter threshold to 55% for: (1) local debt for public safety buildings and equipment; (2) special local taxes for fire, emergency response, police, or sheriff services; (3) property tax to exceed 1% for public safety purposes.	Introduced
ACA 8 - Blumenfield	Reduces vote threshold to 55% for city/county general obligation bonds to fund public improvements and facilities, or buildings used to provide sheriff, police, or fire protection services.	Introduced

Recommended approach:

To better preserve local options to seek local voter approval of dedicated funding, it is recommended to support the inclusion of transportation as either a standalone measure or as part of a larger inclusionary effort to reduce the vote threshold to a more realistic modest super majority of 55%.

Transportation Funding Formula

Formula Change

The State of California has designated TRPA as the Regional Transportation Planning Agency (RTPA) for the California side of the Basin, and as the Metropolitan Planning Organization (MPO) under federal law. Under current California formulas, Tahoe receives transportation funding of approximately \$4 million per year through California statutory and discretionary programs. This is significantly less than the projected need for improvements identified in the Lake Tahoe Regional Transportation Plan (RTP).

As a popular recreation destination in proximity to major urban areas, Lake Tahoe’s transportation system must accommodate up to 350,000 visitors on a given “peak” day. Tahoe is classified by California as a rural area; however, to adequately serve visitors and residents, an “urban” level of transportation infrastructure is required.

Given the challenges to meet Lake Tahoe transportation and transit demands and to effectively fund these projects to generate the co-benefits of enhancing water quality and addressing GHG emission reductions, it is reasonable to recognize that existing state funding allocations that are dependent on population do not reflect the unique nature of the region.

To address this, a modest change in the population figures to be used as the base permanent population of 150,000 is recommended recognizing that such a change would come at the expense of other regions, albeit in a minor manner. This number was calculated based on the number residences in Placer and El Dorado counties within the Tahoe Basin and modeling them all to be occupied by full-time residents. This number (86,000) was then multiplied by a factor of 1.75 to conservatively reflect visitation. Nevertheless, advocacy of such as approach may well be better received in the context of a concerted statewide funding strategy, such as may evolve for the pending Working Group effort expected within

Statewide Transportation Funding

As you recall, I have reported on a variety of potential legislative strategies focused on new transportation funding sources. A key new concept is a new "per vehicle" *ad valorem* tax in the range of 1%, to be collected as the VLF is collected. As a new tax, this presents the flexibility to define where the revenues would go, including transit. This concept continues to be a leading candidate, but with the Administration Working Group soon to be established to look into new revenue options, this new tax will have to be aired in this context, rather than as a near term bill.

Other existing taxes, if an increase were pursued, have limits built in for the end purposes. For example, Senate leadership has been working on development of an alternative to the new tax mentioned above, in the form of a fee for vehicles that looks like the registration fee. We have learned that in this case, due to the fee limits in the constitution, it can only be spent on the state highway system, which could be useful, considering SR 89, US 50 and SR 28. Nevertheless, this approach compels additional search to address transit capital and operating needs.

The other major new funding source being pursued is the CARB cap and Trade revenues, discussed in the next section.

What these all have in common is the opportunity to generate new revenues, in some cases, for roads and highway and other cases for transit. In the event one of these emerges as a true potential, it would be appropriate to seek the transit formula change in this context, as the displacement of revenues that would occur from a formula change would be better accommodated in the face of new revenues.

Recommended Approach:

- Continue to engage in "big picture" revenue discussions, with an eye for Lake Tahoe transportation needs;
- Incorporate into the Cap/Trade outreach suggested in the next section to make the case for Lake Tahoe needs.

Cap and Trade (C/T)

CALCOG, CSAC, League of Cities and others have been a driving force in the coalition (Transportation Coalition for Livable Communities) whose efforts are directed at seeking a return of C/T revenues for transportation purposes aligned with AB 32, SB 375 and that produce co-benefits. While initially, the emphasis had been on the Fuels C/T regime that is set to start in 2015, they are also now pushing for eligibility for the initial stationary industry C/T process underway for the 2013-14 Budget, plus two years.

Taking a step back, this latter, more near term effort will see, first, a spending plan for the 2013-14 budget put forth by the governor in the upcoming May Revise; AB 1532 (Perez-2012) also requires the development of a three year plan to supplement the budget proposals. In support of the goals, the Coalition has promulgated the following key principles (largely paraphrased from the Coalition documents):

- For the first year Budget allocation they propose the state provide funding through the regions for planning and project development focused on a competitive and integrated approach to most effectively reduce greenhouse gases, meet our local and regional transportation needs, and revitalize our communities.
- Over the life of the program (alluding to the AB 1532 "plan" and the Fuels C/T), they seek allowance revenues related to motor vehicle fuels to be dedicated to reducing emissions from the transportation sector, with a major part of those funds allocated to a sustainable community funding program.
- They are promoting a strategy to achieve maximum GHG reductions and long term co-benefits under AB 32 by investing a major portion of revenues related to fuels (this is the 2015 C/T) in integrated transportation and land use strategies consistent with the SB 375, the California Regional Blueprint plans and other regional planning processes.
- Bottom line - the program concept allocates funds equitably to regional governments under statewide criteria to administer competitive grants to local entities. This would involve combinations of investments, including **transit**

service and operating costs, road and bridge maintenance, **retrofits for complete streets** and urban greening, and clean technology and other community infrastructure – integrated with land use modifications to support regional plans.

For Tahoe program purposes, I see a couple of weaknesses in their approaches for you in the Coalition strategy that I believe need to be worked through CALCOG or others to address them:

- **Distribution:** The approach is *formula* driven, to MPOs, or other regional transportation entity, based on *population* for use in competitive grants.
- **Funding:** Year 1 auctions are producing less than predicted, so a lot of work, for little net revenues. But, the big money for transportation is in the 2015 C/T Fuels revenues.

Conversely, there are a couple of items to highlight that I see as strengths:

- **Transit:** The coalition seeks funding to be allowable for transit service and operating costs. However, I would view this as a limited source for ongoing operating costs as the AB 1532 program will be short-term in nature; possibly, in the area of operations these funds could be used for pilot or demonstration programs that further AB 32, SB 375 goals, that also have important Tahoe-needed co-benefits.
- **“Complete Streets”:** The coalition supports this as another category that could be a beneficial, one-time investment opportunity to meet Tahoe regional goals.

Recommended Approach:

Impress on Legislative and Administration leadership the special needs of the Lake Tahoe region. We have discussed a Tahoe-based series of meetings focused on the following key policy makers:

- BTH
- Director of Finance
- Natural Resources Secretary
- CARB
- Transportation Chairs, Legislature
- Budget Chairs, Legislature
- Select individuals (Senator Pavley, for example), Legislature



MEMORANDUM

Date: March 15, 2013
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review of North Lake Tahoe Water Shuttle 2012 Pilot Program and Review of Suggested Changes/Recommendations for 2013 Program

Action Requested:

No action is required. It is requested the Board review the monitoring report (Attachment A) and hear an update of the suggested changes and recommendations for the 2013 North Lake Tahoe Water Shuttle Program from Director Ron Treabess.

Background:

Last spring, the Board approved the three-year pilot program of the North Lake Tahoe Water Shuttle, approved a bid award to Fineline Industries to operate the shuttle service, and executed various agreements for landside facility use. Shuttle service was offered August 3, 2012 through September 30, 2012. The Truckee North Tahoe Transportation Management Association (TNT-TMA) has been the project manager.

Discussion:

LSC Transportation Consultants, Inc. has reviewed the service and operations of the first season and the attached monitoring report provides information for possible changes and/or improvements for the upcoming 2013 season. The water shuttle planning team is meeting on March 15, 2013 to compile final recommendations for inclusion for the upcoming season. Director Ron Treabess will report to the Board the outcome of the meeting.

Fiscal Analysis:

There are small TTD expenditures at this time relevant to staff time.

Work Program Analysis:

There has been minor staff time associated with this project this fiscal year to date and it is in association to the passenger ferry project which is in the work program.

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. North Tahoe Water Shuttle 2012 Program Monitoring Report



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

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Tahoe City, California 96145
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MEMORANDUM

DATE: December 6, 2012
TO: Ron Treabess, North Lake Tahoe Resort Association
FROM: Bill Suen & Gordon Shaw, LSC Transportation Consultants, Inc.
RE: North Tahoe Water Shuttle 2012 Program Monitoring Report

This memorandum presents a review of the North Tahoe Water Shuttle program operated in August and September 2012. This is intended to provide background materials for decision making regarding operations and improvements for the upcoming 2013 season.

Overview

The North Tahoe Water Shuttle was managed by the Truckee – North Tahoe Transportation Management Association (TMA). Fineline Industries, Inc. provided the vessel and operated the service under a contract with the Tahoe Transportation District (TTD). The bulk of the funding for the program was provided by the North Lake Tahoe Resort Association (NLTRA).

The service consisted of one vessel, operated 7 days a week from 8:00 AM to 8:06 PM through August 22nd, with evening service stopping at 7:16 PM through the remainder of the season. Four stops were served:

- Tahoe Vista (Captain Jon's Restaurant)
- Carnelian Bay (Garwood's Restaurant)
- Tahoe City (Tahoe City Marina)
- Homewood (West Shore Café)

The North Tahoe Water Shuttle provides service between Homewood, Tahoe City, Carnelian Bay, and Tahoe Vista, California. 2012 marked the opening year of service, which ran between August 3rd and September 30th, 2012 (a total of 59 days).

The fare was as follows:

- North Shore Trip (Between Tahoe City, Carnelian Bay or Tahoe Vista) or West Shore Trip (Between Tahoe City and Homewood) – \$10 for general public, \$7 for children 10 and under.
- North Shore – West Shore Trip (between Carnelian Bay/Tahoe Vista and Homewood) – \$20 for general public, \$14 for children 10 and under.

Ridership

The North Lake Tahoe Water Shuttle boarded 1,223 riders over the two months of operations. This total number of one-way passenger trips is based on boardings. Table 1 shows the distribution of passengers over the course of the two month operating season. This table includes both the total number of one-way passengers as well as number of bicycles carried. Figure 1 shows a graph of total passengers on each day of service. As indicated, the greatest passenger activity (52) was on Sunday, August 12, while there were four days on which no passengers were carried. While ridership was highest in August, there were also many days in September with 25 to 35 passengers.

The total number of passengers (1,223) presented in Table 1, however, does not equal the total number passengers (1,306) based on ticket sales. This slight variance of values is due to the method of which the passenger volumes were compiled for detailed analysis. The manifest records derived from the reservation system does not always correlate perfectly with actual passenger boarding's. Passengers sometimes do not show up for their re-paid shuttle trip. These missed boarding's are captured in a log which is kept aboard the Water Shuttle. Comparing the manifest records with log book records gives a better estimate of true ridership. However, the final passenger volumes are still considered as estimate as log book entries are subject to human error. Based on this method of determining actual ridership, a total of 1,223 one-way passengers, 85 bicycles, and 1 wheelchair was served by the North Lake Water Shuttle during the 2012 inaugural year of operation.

Table 2 shows boarding and alighting by stop. Tahoe City Marina is the hub of Water Shuttle activity with the greatest number of boardings and alightings (38 percent of the total). This is followed by the Tahoe Vista stop (26 percent), the Homewood stop (24 percent) and the Carnelian Bay stop (12 percent). The relative popularity of the Tahoe City stop probably reflects the many commercial and visitor attractions in the area, while the relative popularity of the Tahoe Vista stop probably reflects the concentration of population and lodging in Tahoe Vista and points to the east. Based on this data, the total number of passengers on each leg of the shuttle route was highest on the Tahoe City – Carnelian Bay segment (808) followed by 638 between Carnelian Bay and Tahoe Vista and 591 between Tahoe City and Homewood. The greatest bicycle loading/unloading occurred at Tahoe City (42 percent) followed by Homewood (30 percent).

Ridership by time of day is shown in Table 3 and Figure 2. As shown, the greatest activity occurred between 10:44 AM and 4:32 PM. Ridership was quite low over the first round-trip (8:00 AM to 10:24 AM, particularly prior to the 9:22 AM departure from Homewood. The low ridership after 4:32 PM is probably due in part to the fact that the schedule did not allow a convenient dinner at many of the stops.

TABLE 1: Total One-way Passenger Trips			
2012 North Lake Water Shuttle			
		# of One-way Trips	# of One-way Bicycles
Friday	8/3/2012	13	1
Saturday	8/4/2012	21	0
Sunday	8/5/2012	22	4
Monday	8/6/2012	19	0
Tuesday	8/7/2012	25	10
Wednesday	8/8/2012	46	3
Thursday	8/9/2012	22	0
Friday	8/10/2012	21	0
Saturday	8/11/2012	47	4
Sunday	8/12/2012	52	4
Monday	8/13/2012	6	0
Tuesday	8/14/2012	16	4
Wednesday	8/15/2012	41	1
Thursday	8/16/2012	27	1
Friday	8/17/2012	37	0
Saturday	8/18/2012	8	0
Sunday	8/19/2012	28	2
Monday	8/20/2012	12	0
Tuesday	8/21/2012	46	0
Wednesday	8/22/2012	6	0
Thursday	8/23/2012	20	0
Friday	8/24/2012	22	0
Saturday	8/25/2012	20	0
Sunday	8/26/2012	16	0
Monday	8/27/2012	9	4
Tuesday	8/28/2012	5	0
Wednesday	8/29/2012	8	0
Thursday	8/30/2012	26	4
Friday	8/31/2012	21	0
Saturday	9/1/2012	26	3
Sunday	9/2/2012	39	9
Monday	9/3/2012	33	6
Tuesday	9/4/2012	0	0
Wednesday	9/5/2012	0	0
Thursday	9/6/2012	4	0
Friday	9/7/2012	31	0
Saturday	9/8/2012	35	0
Sunday	9/9/2012	0	0
Monday	9/10/2012	2	0
Tuesday	9/11/2012	32	0
Wednesday	9/12/2012	0	0
Thursday	9/13/2012	14	0
Friday	9/14/2012	5	4
Saturday	9/15/2012	22	2
Sunday	9/16/2012	30	0
Monday	9/17/2012	32	4
Tuesday	9/18/2012	18	0
Wednesday	9/19/2012	27	0
Thursday	9/20/2012	30	8
Friday	9/21/2012	29	3
Saturday	9/22/2012	34	0
Sunday	9/23/2012	4	0
Monday	9/24/2012	2	0
Tuesday	9/25/2012	20	0
Wednesday	9/26/2012	8	0
Thursday	9/27/2012	15	2
Friday	9/28/2012	32	0
Saturday	9/29/2012	14	2
Sunday	9/30/2012	23	0
	Total	1223	85

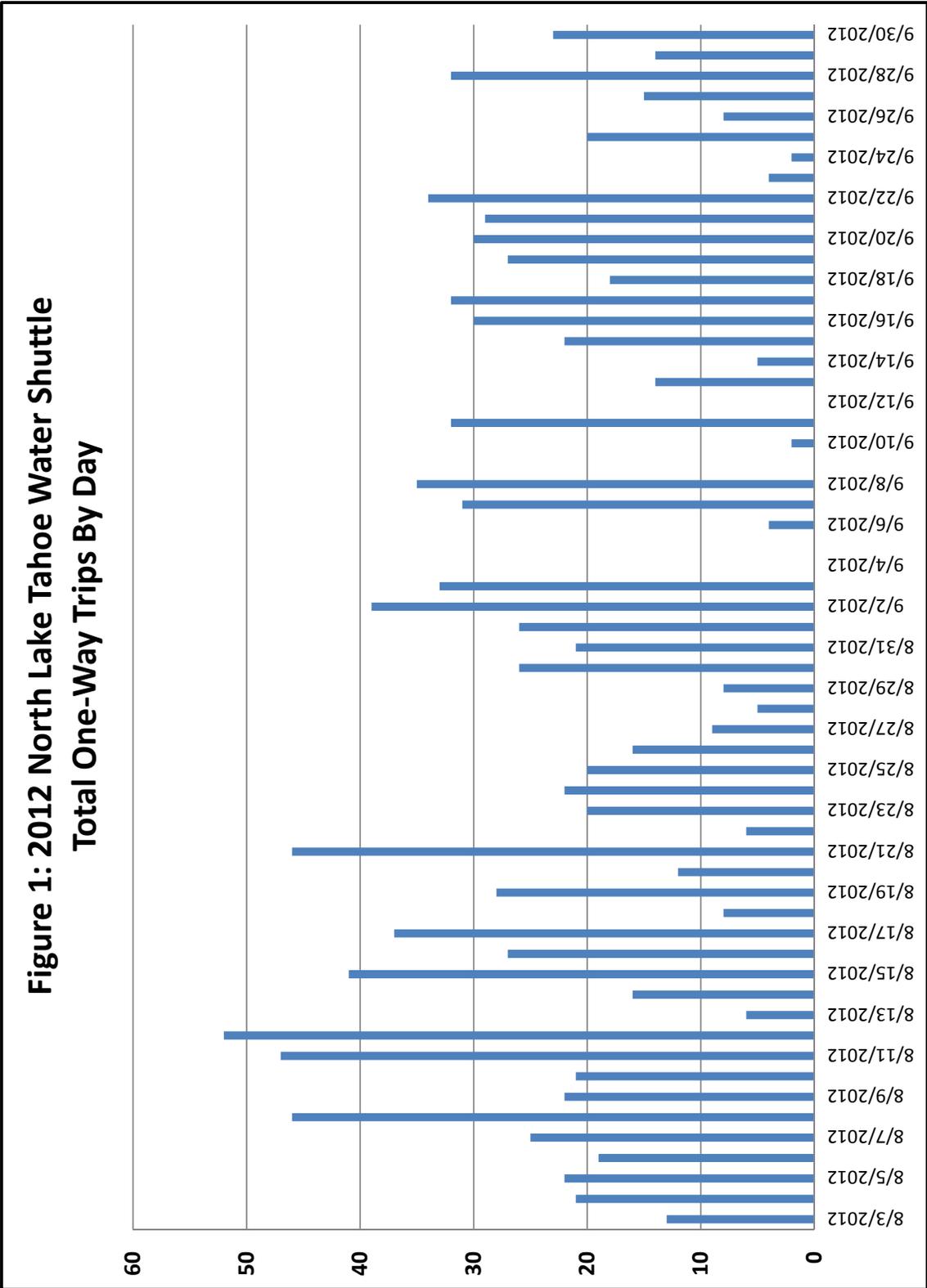
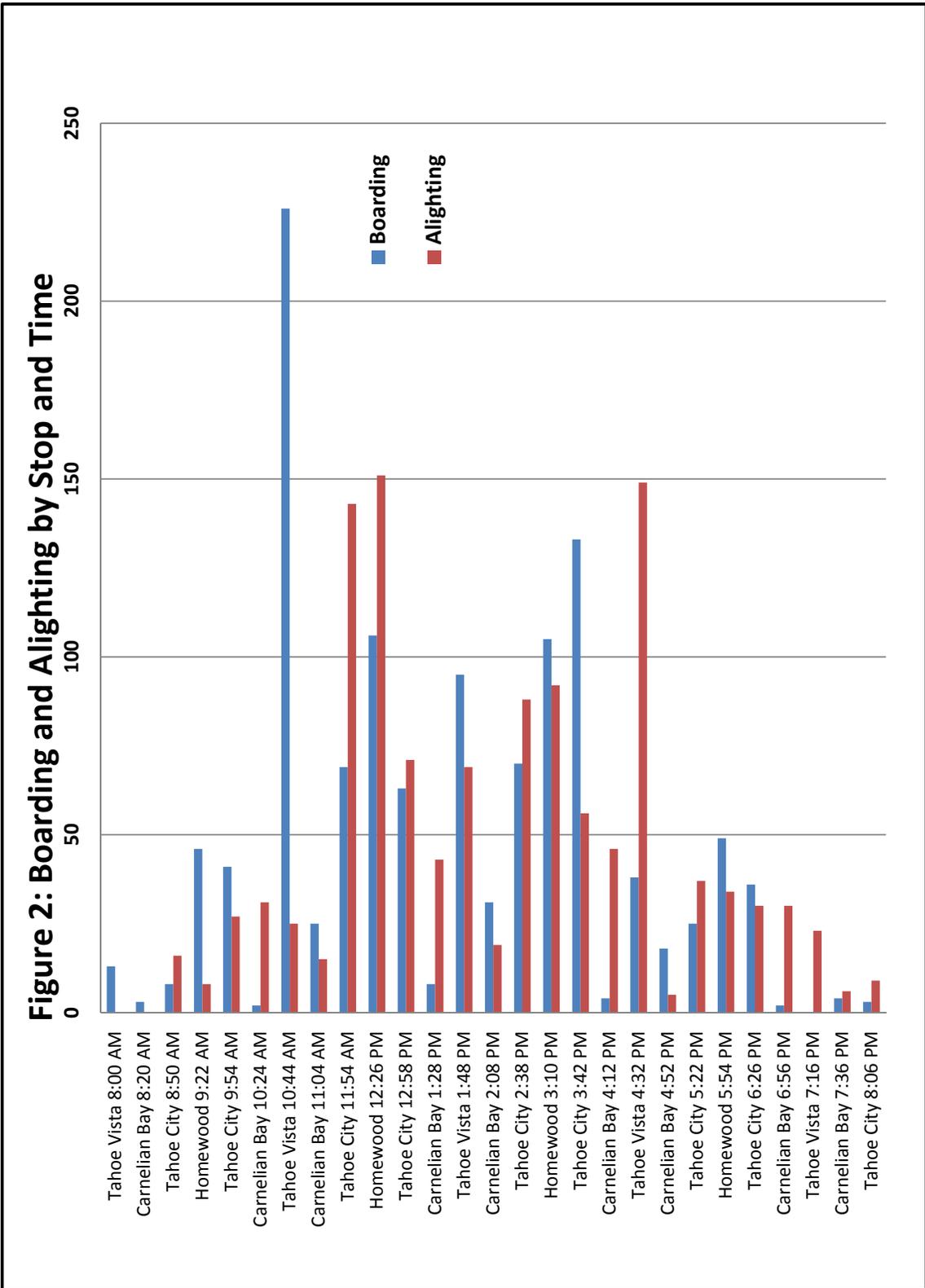


TABLE 2: Ridership Activity by Stop and Segment

Stop	# Passengers			% Total B&A
	Boarded	Alighted	Total B&A	
Tahoe Vista	372	266	638	26%
Carnelian Bay	97	195	292	12%
<i>Carnelian Bay WB</i>	<i>81</i>	<i>45</i>		
<i>Carnelian Bay EB</i>	<i>16</i>	<i>150</i>		
Tahoe City	448	477	925	38%
<i>Tahoe City SB</i>	<i>175</i>	<i>293</i>		
<i>Tahoe City EB</i>	<i>273</i>	<i>184</i>		
Homewood	306	285	591	24%
	1223	1223	2446	
Total Ridership by Segment				
Tahoe Vista -- Carnelian Bay			638	
Carnelian Bay -- Tahoe City			808	
Tahoe City -- Homewood			591	
Total Bicycle Activity	Boarded	Alighted	Total	
Homewood	43	8	51	30%
Tahoe City	26	45	71	42%
Carnelian Bay	6	24	30	18%
Tahoe Vista	10	8	18	11%
			170	

TABLE 3: Total Passenger Boarding and Alighting by Stop and Time

Location	Time	# Passengers		# Passengers with Bicycles	
		Boarded	Alighted	Boarded	Alighted
		Total	Total	Total	Total
Tahoe Vista	8:00 AM	13	0	0	0
Carnelian Bay	8:20 AM	3	0	1	1
Tahoe City	8:50 AM	8	16	0	1
Homewood	9:22 AM	46	8	0	0
Tahoe City	9:54 AM	41	27	1	0
Carnelian Bay	10:24 AM	2	31	0	0
Tahoe Vista	10:44 AM	226	25	8	8
Carnelian Bay	11:04 AM	25	15	5	5
Tahoe City	11:54 AM	69	143	2	12
Homewood	12:26 PM	106	151	20	2
Tahoe City	12:58 PM	63	71	2	21
Carnelian Bay	1:28 PM	8	43	0	3
Tahoe Vista	1:48 PM	95	69	0	0
Carnelian Bay	2:08 PM	31	19	0	0
Tahoe City	2:38 PM	70	88	6	0
Homewood	3:10 PM	105	92	18	6
Tahoe City	3:42 PM	133	56	3	6
Carnelian Bay	4:12 PM	4	46	0	7
Tahoe Vista	4:32 PM	38	149	2	8
Carnelian Bay	4:52 PM	18	5	0	0
Tahoe City	5:22 PM	25	37	0	2
Homewood	5:54 PM	49	34	5	0
Tahoe City	6:26 PM	36	30	12	3
Carnelian Bay	6:56 PM	2	30	0	14
Tahoe Vista	7:16 PM	0	23	0	0
Carnelian Bay	7:36 PM	4	6	0	0
Tahoe City	8:06 PM	3	9	0	0



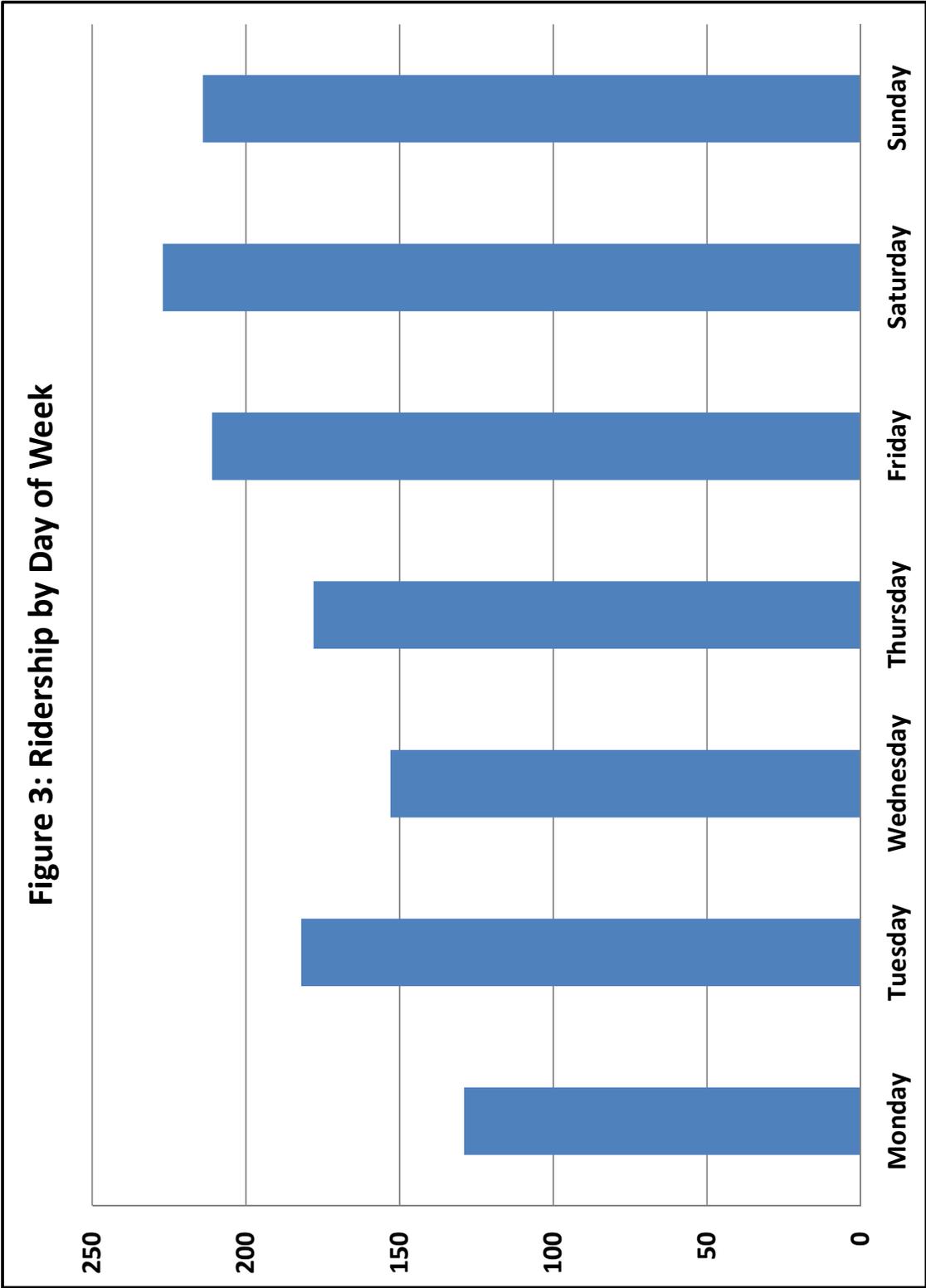


Table 3 also shows boarding and alighting data exclusively for bicycles. The predominate trend for bicycle activity involving the North Lake Water Shuttle is to ride the Shuttle from Homewood to Tahoe City near the noon hour. Ridership by day of week is displayed in Figure 3. Similar to most recreational activities in the Tahoe area, the peak day of operations is Saturday, followed closely by Friday and Sunday, with the lowest ridership on Monday. Overall, this data indicates that providing ridership seven days a week (rather than just on weekends) is appropriate.

On-Time Performance

On time performance was tracked based on captain logs. Delays were based on departure times and delays categorized as 5-10 minutes late, 11-21 minutes, and 21-30. Departures within 5 minutes of the scheduled time were considered to be "on time." On-time performance records are presented in Table 4. Overall, the service had an impressive record of on-time performance, with 95 percent of departures occurring on time. The service operated 5-10 minutes late on 2 percent of the runs. On 2 percent of the runs, service was not operated due to lack of reservations or closure of the pier due to a special event. Finally, 1 percent of the runs were not operated due to unplanned events such as weather, unscheduled servicing of the boat, or a staffing issue. Overall, however, this data indicates that the schedule allows adequate time to maintain an on-time service, and that the operator was diligent in providing a high quality of service.

Delays of any significance occurred only on one day. This day had high winds, which not only resulted in increased run times, but a rescue of a boat which had run out of gas. Based on notes recorded by the captain, delays or un-planned missed runs were caused by the following reasons:

- Weather related delays (wind)
- Waiting for passengers to show up
- Delays at the fuel dock
- Crowded piers

On Board Passenger Survey

LSC Transportation Consultants conducted on-board passenger surveys on the North Tahoe Water Shuttle as a means to gauge passenger's travel characteristics and opinions on the inaugural service. The surveys were conducted on the August 25 and 26, 2012 (Saturday and Sunday). The survey dates were selected to capture peak summer conditions. The surveyor was on board for all runs that had water shuttle passengers for the two days the surveys were conducted. The surveyor asked questions directly from the survey rather than having passengers complete the forms.

A total of 7 surveys were completed. However, this represented 100 percent of the total ridership of the two survey days. Of the 7 groups surveyed, a total of 26 individual persons were represented.

The following is a summary of the on-board survey results, as well as a summary of the comments received by passengers.

TABLE 4: Summary of On Time Performance

Date		On-Time (0 to 4 Minutes After Scheduled Time)	5-10 min Late	11-20 min Late	21-30 min Late	Missed Run	Missed (planned)
8/3/2012	Friday	26	1				
8/4/2012	Saturday	26	1				
8/5/2012	Sunday	25	2				
8/6/2012	Monday	25	2				
8/7/2012	Tuesday	23	2	1		1	
8/8/2012	Wednesday	26					1
8/9/2012	Thursday	6	12	2	6		1
8/10/2012	Friday	21	1	1			4
8/11/2012	Saturday	20	2				5
8/12/2012	Sunday	27	0				
8/13/2012	Monday	27	0				
8/14/2012	Tuesday	27	0				
8/15/2012	Wednesday	27	0				
8/16/2012	Thursday	27	0				
8/17/2012	Friday	27	0				
8/18/2012	Saturday	27	0				
8/19/2012	Sunday	27	0				
8/20/2012	Monday	27	0				
8/21/2012	Tuesday	27	0				
8/22/2012	Wednesday	25	1	1			
8/23/2012	Thursday	26	1				
8/24/2012	Friday	26	1				
8/25/2012	Saturday	27	0				
8/26/2012	Sunday	27	0				
8/27/2012	Monday	27	0				
8/28/2012	Tuesday	27	0				
8/29/2012	Wednesday	27	0				
8/30/2012	Thursday	27	0				
8/31/2012	Friday	25				2	
9/1/2012	Saturday	26				1	
9/2/2012	Sunday	27	0				
9/3/2012	Monday	27	0				
9/4/2012	Tuesday	27	0				
9/5/2012	Wednesday	27	0				
9/6/2012	Thursday	27	0				
9/7/2012	Friday	24					3
9/8/2012	Saturday	24					3
9/9/2012	Sunday	25	1				1
9/10/2012	Monday	27	0				
9/11/2012	Tuesday	27	0				
9/12/2012	Wednesday	26					1
9/13/2012	Thursday	27	0				
9/14/2012	Friday	27	0				
9/15/2012	Saturday	24					3
9/16/2012	Sunday	24	1			2	
9/17/2012	Monday	26				1	
9/18/2012	Tuesday	25	2				
9/19/2012	Wednesday	25				2	
9/20/2012	Thursday	26	1				
9/21/2012	Friday	27	0				
9/22/2012	Saturday	25					2
9/23/2012	Sunday	26					1
9/24/2012	Monday	27	0				
9/25/2012	Tuesday	26	1				
9/26/2012	Wednesday	27	0				
9/27/2012	Thursday	27	0				
9/28/2012	Friday	26	1				
9/29/2012	Saturday	25					2
9/30/2012	Sunday	25	0				2
Total		1511	33	5	6	9	29
Percent of Total		95%	2%	0%	0%	1%	2%

Are you a visitor to Lake Tahoe, or a resident?

Based in the number of surveys, or total parties, approximately 72 percent were overnight visitors, 14 percent were day visitors and 14 percent were permanent residences. Based on the total number of individuals surveyed, approximately 77 percent were overnight visitors, 8 percent were day visitors, and 15 percent were permanent residents. A seasonal resident option was provided, but was not selected by anyone.

How many people are traveling in your party?

The 7 parties surveyed consisted of 26 individuals. The average group size was 3.7, with the largest group having 6 members and the smallest, 2.

How many of the people in your travel party are 16 years old or younger?

Of the 7 parties surveyed, 4 had members under the age of 16. Of the 26 individuals represented by the surveys, 8 (31 percent) were under the age of 16.

How many of the people in your travel party are 65 years old or older?

Of the 7 parties surveyed, 2 had members over the age of 65. Of the 26 individuals represented by the surveys 3 (12 percent) were over the age of 65.

Does anyone in your travel party have a disability that makes it difficult to get around? Y/N

All those who were surveyed responded no to this question.

What pier are you traveling from today?

Based in the number of surveys or total parties, 14 percent began their trip from Homewood, 43 percent from Tahoe City, 14 percent from Carnelian Bay, and 29 percent from Tahoe Vista. Based on the total number of individuals surveyed approximately 23 percent began their trip from Homewood, 27 percent from Tahoe City, 15 percent from Carnelian Bay, and 35 percent from Tahoe Vista.

What pier are you traveling to today?

Based in the number of surveys, or total parties, 43 percent traveled to Homewood, 43 percent to Tahoe City, 14 percent to Carnelian Bay, and 0 percent to Tahoe Vista. Based on the total number of individuals surveyed, 42 percent traveled to Homewood, 50 percent to Tahoe City, 8 percent to Carnelian Bay, and 0 percent to Tahoe Vista.

How did you get to the water shuttle today?

Half of the groups (50 percent) arrived by car (3), 33 percent by bike (2), and 17 percent walked (1). Based on the total number of individuals surveyed, approximately 48 percent arrived by car (11), 35 percent by bike (8), and 17 percent walked (4).

One surveyed party failed to answer this question. It was noted by the surveyor that these were foreign tourists who did not speak much English. This party consisted of 3 members of which one was under the age of 16 year old.

If parked at stop, where did you park?

Of those which arrive by car 2 parties (5 people) parked at the Marina/Boat Works parking lot, 1 party (6 people) parked on the highway in Tahoe Vista.

Are you making a round-trip today on the water shuttle?

71 percent (5 of the 7 parties) and 69 percent (18 of the 26 persons) of the respondents said they were making round trips.

If no, how are you getting back to where you started your trip?

Those which were not planning on making round trips stated that they were going to be picked up.

What will you do as part of your trip today?

Based in the number of total parties, approximately 71 percent said they would be dining, 57 percent stated that they would be going to the beach, 29 percent said that they would be shopping. Most respondents said that would engage in more than one activity; thus the total percentage exceeded 100 percent. In addition to the three most popular responses, visiting museum, wine-fest, and just riding the shuttle, were also listed as replies.

How did you learn about the Water Shuttle?

Of the 6 surveyed that answered this question, 2 stated that they learned of the program from the Internet, 1 from printed advertisement, 1 from print advertisement and the Internet, 1 saw the boat at the stop, and 1 learned about the Water Shuttle from a TMA employee

On a scale of 1 to 5, with 1 being poor and 5 being excellent, please rate the service on the following factors:

- *Attractiveness of the boat*
- *Ease of getting on/off the boat*
- *Schedule*
- *Fare Level*
- *Reservation process*
- *Overall*

All passengers that were surveyed rated the service factors with 5 (or excellent) in every category.

Do you have any suggestions to improve the Water Shuttle?

Suggestions to improve service included:

- Better signage directing passengers to the boarding location at the Tahoe City Marina Office
- Cheaper round trip fare
- Add a stop at Sunnyside

Should the Water Shuttle be operated in future years? Y/N

All who were surveyed would like to see the Water Shuttle operate in the future.

On-line Surveys

North Lake Water Shuttle passengers were asked to complete an on-line survey. In total, 83 surveys were completed. The survey results are compiled into two summary tables. Table 5 shows the results of primarily the yes/no questions. The data suggest that most of the booking were done on-line, and the respondents had a positive experience. The two most prevalent ways that respondents learned of the Water Shuttle was from Newspaper and Family/Friends.

		Valid Responses	
		#	%
Method of Booking	Online	55	68%
	Agent	26	32%
Agent Courteous?	Yes	81	99%
	No	1	1%
On Time?	Yes	81	99%
	No	1	1%
Captain Courteous?	Yes	81	99%
	No	1	1%
Boat Clean?	Yes	81	99%
	No	1	1%
Ease of Use	Easy	79	95%
	Difficult	3	4%
	Very Hard	1	1%
Heard Via	Newspaper	0	0%
	Friend/Family	24	59%
	Internet	8	20%
	Flyer/Poster	5	12%
	Other	4	10%
Use Again?	Yes	81	99%
	No	1	1%

Table 6 presents where the passengers boarded and alighted, as well as their place of origin. The Tahoe City Marina was the most popular place to board (42 percent) the shuttle and to be dropped off (44 percent). Tahoe Vista (Captain Jon's) was the second most popular boarding location (33 percent), and Homewood (West Shore Café) was the second most popular alighting location (36 percent). A total of 81 passengers responded to this question.

	Boarded		Alighted	
	Passenger	Percentage	Passenger	Percentage
Homewood	12	15%	29	36%
Tahoe City	34	42%	36	44%
Carnelian Bay	8	10%	11	14%
Tahoe Vista	27	33%	5	6%
Total	81	100%	81	100%

Passenger's Place of Origin		
	Passenger	Percentage
North Lake	15	29%
Bay Area	11	22%
Sacramento	10	20%
Reno/Sparks	5	10%
Out Of State	4	8%
Truckee/Summit	3	6%
Incline Village	2	4%
Southern Ca	1	2%
Total	51	100%

The passengers of the Water Shuttle who completed the on-line survey were predominantly from North Lake Tahoe (29 percent), the Bay Area (22 percent), Sacramento (20 percent), and Reno/Sparks (10 percent). More survey respondents were from out of state (8 percent) than from Truckee (6 percent).

The on-line survey allowed two opportunities for comments: one was labeled "explanation" and one "suggestion." A large number of comments were collected. The following is a summary of the remarks, while all comments are attached at the back of this memo.

Signage

- Signage at the Tahoe City Marina was lacking. With such a large area it was difficult to find the dock where the Water Shuttle was to pick up.
- Signage on the road to inform those who are not familiar with the area where to park for the Water Shuttle.
- Signs to direct cyclist to the bike path once they leave the dock.

Increased Number of Stops

- Additional stop requests for Sunnyside, Hyatt, Incline Village, Kings Beach, and Sand Harbor
- Increase the frequency of the shuttle
- Night time service for dinners

Reservations and Tickets

- Walk up tickets
- Phone reservation very limited
- Reduction of fare
- Discounts for family, multiple riders, locals, season pass, off-season pass, restaurants

Other

- Provide an interpretive narrative — either record or live, giving highlights of what the passenger might be viewing on the shore, local history, stories, news
- Provide one-way bike rentals

Financials

A summary of the expenses and revenues associated with the program is shown in Table 7. The largest expense (\$134,996) is for the operation of the service. Note that this reflects the minimum payment required under the contract: due to the late start of the service, the contractor was not able to operate the full number of hours called for in the original schedule.

Other costs include marketing expenses for production of materials and media buys, hourly employees for marketing distribution and staffing the phone lines, banking fees, and kiosk capital costs (installation and purchase of the ipads). This latter cost would be largely unnecessary in future years.

The program revenues consisted of \$187,000 from the NLTRA, and \$11,049 in passenger revenues. In total, revenues exceeded direct costs by \$14,249.

TABLE 7: TMA Water Shuttle Expenses	
Expenses	
Marketing Media Expenses	\$22,435.33
Administration/Phone Staff Time	\$20,000.00
Kiosk Costs	\$5,427.45
Operations-Fineline Industries	\$134,995.83
Bank Fees/Admin Costs	\$941.00
TOTAL (1)	\$183,799.61
Revenues	
NLTRA	\$187,000.00
Fare Revenues	\$11,049.00
TOTAL	\$198,049.00
Source: TMA Staff	

Performance Analysis

Using the figures presented above, a series of performance measures can be calculated:

- Passenger-Trips per Vessel-Hour of Service – 1.8 (1,223 passenger-trips divided by 681 vessel-hours)
- Total Cost (operations, marketing and administration) per Passenger-Trip – \$150 (\$183,800 divided by 1,223 passenger-trips)
- Subsidy (excluding fare revenues) per Passenger-Trip – \$141 (\$172,751 divided by 1,223 passenger-trips)

In reviewing these figures, there are several factors that should be considered:

- The contractor's costs were based upon a minimum of 1,080 vessel-hours per season, but that due to the late start of the program only 681 hours were actually operated. In future years, approximately 400 more hours will be operated (thereby generating passenger-trips and revenues) at no additional cost.
- These figures include capital costs, specifically Fineline's amortization of the boat costs as well as a modest amount of other capital items (kiosks). The kiosk costs will be reduced in future years. Under the terms of the current contract, boat amortization costs will continue. As these financial figures include capital costs, they cannot be directly compared with typical transit operating or subsidy per passenger-trip figures, which exclude capital costs.

- New public transit services typically require three years of operation before full potential ridership is achieved. A standard rule of thumb is that ridership in the first year is 60 percent of the full potential ridership. The fact that a majority of the passengers surveyed indicated that they learned of the service through “friends and family” reinforces that ridership will grow as more of the community knows of the service at the outset of the summer season.

Boat Operator Comments

Fineline Industries was contracted to run the operations for the North Lake Water Shuttle. Project Manager Duncan Lee provided a list of comments and observations from this summer’s shuttle operations. The following are Mr. Lee’s remarks:

1. They had anticipated doing maintenance at their residential dock in Kings Beach, but ended up putting boat on buoy. Approximately every 200 hours of operation, maintenance was needed on boat, requiring on certain days that service would be ended at 4:20 PM to pull boat out of the water and service it before the ramp closed at 7:00 PM.
2. The operation needs to focus on being consistent, departing on time and operating as scheduled every day -- other than weather or safety issues. There needs to be a better plan for temporarily suspending service during weather events. Often, conditions improved later in the afternoon, which was unanticipated. Also, there are some stops that can be served when others (notably Captain Jon’s) cannot. Perhaps just shutting down particular docks could be a solution. Or service to specific stops could be suspended, not the overall schedule.

Operations

1. Providing 7 minutes in the schedule at each dock is appropriate.
2. Scheduled time between Tahoe Vista and Carnelian Bay can be shortened
3. Fueling time works well
4. Boat hits correct speed, fuel usage as estimated

Dock Review

Tahoe Vista / Captain Jon’s

- Great spot, popular
- But a high dock
- North Tahoe Marina might be a good alternative
- No dock hand which can make it difficult
- Not the best location
- SUGGESTION – Move to North Tahoe Marina

Carnelian Bay / Garwood’s

- Dock hand helpful
- Easy to get wheelchairs on and off
- Not a popular stop. Possibly because of timing
- Sierra Boat Company would be a good alternative

Tahoe City Marina

- Great pier and Marina
- Plenty of parking
- Needs more signage
- Could use on-site person taking reservations
- Better information needed at the gate
- Probably the best dock/marina operationally
- Also probably the busiest

Homewood / West Shore Café

- Good visibility
- Lots of passengers use it to go to lunch
- Bikes were difficult
- Being blocked out due to weddings or special events made it difficult
- Back up stop at Obexers? Or High and Dry Marina?

Other Observations / Ideas

- Any dock that is within a harbor could be served in any weather.
- A binder on the boat with ideas of things to do at specific stops would be a great on-boat amenity.
- Huge potential with resorts/lodging for promotion.
- Bike shops? Shorter rental periods. Special promos for water shuttle riders
- It would be good to run the shuttle later into the evening. The shuttle could also be started later in the morning.
- 10:44am from Tahoe Vista was a popular stop.
- Starting spot doesn't matter because boat can't be stored at the owner's pier. A different starting/ending spot can be considered in future years.
- Advertising? The book seems like good solution; companies could advertise in book along with providing activities from different docks.
- Another entrance on the driver's side of the boat would be helpful
- Needs to be a consistent policy on use of the XM radio.
- An on boat payment system such as the Square would be very helpful and probably increase ridership
- Adding another dock would add at least a half hour, an hour if it was the Hyatt – we would need a second boat to add another dock.
- After a second year that is a full season may be a better time to decide about a second boat.

Duncan said that the only negative feedback he received was that the fare was too high.

Pier Property Manager Comments

Feedback from the property managers was collected. Interviews with pier owners or managers of the piers were conducted by telephone. In addition to general feedback, 6 questions were prepared ahead of time in order to obtain input on specific topics.

1. Overall, how well did the operation of the Water Shuttle at your dock work last summer?
2. Were there any conflicts with other boaters? (Describe – frequency, specific times of day, etc.)
3. Were there any issues on the dock, or passengers walking to/from the dock? (Describe)
4. We are considering shifting the hours of Water Shuttle operation to start later in the morning and run into the evening (such as 10 PM). Do you see any issues with this?
5. Do you have any suggestions as to how to improve the Water Shuttle?
6. Are you interested in the Water Shuttle serving your dock next summer?

Jim Phelan - Tahoe City Marina

1. Water Shuttle program worked all right. No real conflict other than lots of people on busy days.
2. No specific conflict between boaters was observed. Between the hours of 9:30-11:30 AM and 2:00 – 5:00 PM is the busy time. Any observed congestion occurred at the fueling dock. This could be avoided by having a fuel schedule for the North Tahoe Water Shuttle occur at non-peak hour times.
3. No observed issues with passengers walking on the dock.
4. Not against the idea of night time operations, except that there are no lights on the dock. Some would need to be provided for passengers walking on the dock at night. Electricity is available, just no lights. Something would need to be worked out between the Water Shuttle and the Marina for the installation of lights for night time operations to work at this location.
5. The following is a collection of comments from passengers collected by the Tahoe City Marina.
 - Difficult buying tickets
 - Would like to purchase tickets on-site at the Water Shuttle
 - Reservation website not user or smartphone friendly
 - Customer service of over the phone purchase poor
 - Could not locate ticket kiosk or it was closed
 - Locals discount
 - Children or family rates
6. Would be interested in having the Water Shuttle serve the Tahoe City Marina next summer.

Additional comments from Jim:

- An option for reducing boat congestion would be to have the Water Shuttle pick up passengers on the outside of the marina dock.
- Would the Water Shuttle be interested in permanent spot at the Marina?
- Additional servicing for the Water Shuttle vessel
- Has seen very successful water shuttle programs in his travels. He is confident that the North Tahoe Water Shuttle can be one as well.

Tom Turner - Garwood's Grill and Pier

1. The Water Shuttle service worked fine. The number of stops made the frequency of the visits too spread out. Would be much better if the schedule was more regular like "on the hour every hour."
2. No specific boater conflicts. On busy weekends, there was some congestion and delay.
3. No issue with passengers walking on the pier. Bikes, however, posed a hazard on the

narrow dock. Bikes needed to wait on the lower landing till the shuttle arrived. This was a source of some confusion and conflict.

4. Would like it if the Shuttle operated later into the evening. However, advise against frequent changes to the schedule, as service personnel and customers tend to remember the schedule and plan around it.
5. Ticket purchase and reservations was difficult. No on-site purchase was made available with a sales kiosk at this location.
6. Would be interested in the Water Shuttle serving this location next summer.

Rob Curtis - West Shore Café

1. Shuttle program worked out well.
2. No conflict with other boaters. Missed the Fourth of July weekend which avoided a lot of potential conflicts.
3. No conflict with passengers walking on the dock. Bikes need to walk through the dining area in order to reach the dock. Not sure how he feels about this. Could be an issue with the FDA.
4. Likes the idea of running the shuttle later. In fact, was going to suggest it.
5. The ipad ticket sales and reservation kiosk did not work well. Buggy and difficult to use. Would like to have it secured so that it could only do ticket reservations. Found people using it to surf the web. Would like to see better signage on the road. This would bring attention to the where Water Shuttle stops are.
6. Would like to have the Water Shuttle serve The West Shore Café next summer.

Recommendations for the Summer of 2013

Overall, the 2012 program proved successful in terms of the operation of the service. We have in place a very good boat, a good operating plan, and an operator that is committed to providing good quality of service. It is also noteworthy that all of the four dock owners indicated little problems with service to their dock, and are enthusiastic about participation in future years.

To be a clear success, however, ridership needs to increase substantially. It should be noted that the short schedule limited the ability for marketing efforts prior to the start of service, and that any public transportation program typically does not achieve full potential ridership for several years. While additional ridership will come from operating a longer season, other recommendations to increase ridership are discussed below. Based on the information discussed above, LSC has the following recommendations for changes in the Water Shuttle in 2013:

- Operating hours should be modified to start later (around 9:00 AM, rather than 8:00 AM), and end later (around 10 PM, rather than 8:06 PM). This will allow passengers to conduct evening activities, such as dining, and will eliminate the unproductive early service operated in 2012.
- The “must have a reservation” ticketing strategy reduced ridership. A reduced fare (such as \$5 and \$4 for children) for “walk-up” passengers should be considered. The Captain would check against the reservations to ensure that the passenger can complete their one-way trip. Passenger purchasing these tickets would be informed that they are not guaranteed a return trip, and may need return via TART or wait for a later boat.

- Consideration should be given to eliminating the “two-zone” fare system, instead charging \$10/\$7 for trips between any two stops. The two-zone system results in high fares that reduce ridership, and is largely unnecessary as a means to control demand.
- Captains should have the ability to accept credit cards for purchase of tickets. Cash transactions should be not allowed, due to the requirements associated with handling, counting and controlling cash.
- The reservation system and ipad on the boat should be modified to allow the crew to enter trips.
- Operating through the end of September was effective, and should be continued. An operating season of June 29 through September 29 is recommended.
- Better signage should be installed to direct passengers to the loading location, and to have them wait in an appropriate location. This is particularly important for passengers with bicycles.
- The phone information system needs improvement. This may require additional seasonal staff to avoid TMA permanent staff (who are often busy on other matters) from handling the phones.
- Policies need to be established for suspension of service due to weather, how service is re-started (particularly with later operating hours), and how the suspension of service is communicated to the TMA staff and to passengers.
- Policies should be established for operational issues such as uniforms, provision of information on the boats, and operation of the radio, in order to be more consistent between various crew members.
- Find an alternative to Captain Jon’s at the Tahoe Vista stop (such as North Tahoe Marina). This pier has no protection from wind/waves, which led to suspension of the service on several days just because one stop could not be served. This stop also has access difficulties that cannot be solved without physically modifying the pier.
- A vehicle maintenance strategy that avoids interruptions in service needs to be found. This may include arrangements to keep a boat ramp open later into the evening when needed.
- It is recommended that the 2013 program continue to operate a single vessel. A second boat should only be considered if some outside entity were to commit to fully funding the substantial cost of a second boat. A full season of operation would provide better data on which to make the decision regarding multi-year commitment to a second boat.

Survey Comments

ACCOLADES

Convenient and we loved being able to load our bikes for a ride on the other side of the lake. Good drop off and pick up locations. We think you are off to a great start!

good locations for drop off and pick up.

A beautiful day and an excellent way to get around the Lake.

A larger sign for the shuttle service would be helpful both at the entrance to the dock and at the tie-up. There is currently no signage at the tie-up. Easy to access but somewhat hard to find.

Convenient and easy advertising at captain jons. diverse in booking reservations whether online or with an agent who answered all my questions. And easy pickup details.

Everything was great We used it twice in one week!

excellent enjoyable service, good value

excellent job for the starting first season

Excellent service! Addition of a multiple use / all day / season pass would be terrific!

Excellent service. We will recommend your service to everyone. We told our hotel desk(Cedar Glen Lodge) to recommend as well. Thank you!

easy

easy

Easy reservations, easy parking and access to loading

Easy stepping from dock to boat with easy to navigate stairs and bars to hold on to.

Easy to find dock

Easy to find info and make reservations; easy to get to Marina and boat.

Easy to find, fun to ride.

Enjoyed the service!

Great service, beautiful new boat

great service. I will tell all of my friends.

loved it!

Loved it!

We had a wonderful trip. All visitors on board

I thought it was wonderful and so fun and convenient. I will use the service as long as it runs.

I would take this shuttle all the way around the Lake if available! A great way to get out of the car and a unique perspective from the water.

It was a wonderful ride both trips! Surprised about how nice and clean boats are. All the staff both trips were very friendly. They made the experience very enjoyable!

It was easy to book and the boat was clean and roomy. Staff was professional and provided a fun element to our shuttle. All in all a fabulous experience.

ACCOLADES
It was very comfortable
It was wonderful for our large group of 5 adults and 2 toddlers. Thank you!
It was great.
None. We loved it!
We were suppose to go on the shuttle two weeks prior but it was canceled due to bad weather. The agent called before arrival and rescheduled at our convenience.
None--it worked great
No improvements. It was an outstanding experience.
Seemed excellent to me.
Shuttle driver was extremely polite and courteous and friendly. There was another crew member. Boat was clean comfortable and on schedule!
Round trip. Easy to make reservations. Easy to find launch points. Great service! Thanks!!!
Simple/Staff very helpful
We enjoyed our ride so much that we booked in the opposite direction for the next day. Captains John and Brian were friendly knowledgeable and entertaining. Justin was an excellent first mate helping passengers on and off.
We were actually running a few minutes late for our water shuttle. I called the main office and Jan who is very polite and friendly called the captain to let them know we were running a few minutes late. The captain was
They loaded our bicycles for us.
:~)

SUGGESTIONS
Walk up tickets. More ease of booking. When I called the agent was not available til 10 am. Stop at Sunnyside. Great concept, hope it continues.
We would love to be able to take a ride to one of the restaurants for a meal without having such a long wait for the return ride. Also it would be great to have a "walk on" system so if there was room you could just pay on
Would be great if it went to South Shore or worked with TART for trips from Northstar.
Would prefer to travel closer to shore in order to view lakefront homes.
(1.) Cash payment preferred. (2.) Not everyone has mobile phone or computer for prior reservations = ability to walk up at time of departure with understanding may be sold out. (3.) Better signage at TC Marina. (4) Boat was extremely smooth and quiet.
Another boat for more frequent departure times. A dock in Kings Beach!
Advertisement
Increase the number of stops. Run it later so people can take it to and from dinner.
Increase the number of stops. Run it later so people can take it to and from dinner.
Easy to use a bit difficult to understand when the trips back are and how to make reservation & if a trip back is even possible, we made our way home safely on TART
Expand to more stops/destinations!
Friends took us on a ride. Booking a trip a little bit of a hassle. I think locals commuting to work should get a
Get permission to run the shuttle later at night.
I know there are challenges but having evening service that would allow a return trip from dinner would be nice.
An additional sign or two on the shoreline at the Tahoe City Marina to direct the rider to the correct walkway
1.Try to lower the price. It is a wonderful service, but if you had a family it would be very expensive. 2. Have a family rate/discount for round trip fares 3.Offer an all day pass at a fair rate to give people the option of visiting multiple areas.
For us it worked perfectly. No changes needed.
English couple and American family from Chicago.Shuttle driver great young man of Welsh heritage. Would definately do it again. Do not remember at what time you stop service but evening service in high Summer would be wonderful for dinner trips. Family ticket might be an idea.
Except the return booking on-line was a little confusing since it was on a different screen.
Increase the stops... add Sunnyside, Sand Harbor and Hyatt
Increase the stops... add Sunnyside, Sand Harbor and the Hyatt
It was a little hard to find. Maybe more signs
More advertisement. Maybe a load speaker for information on the lake

SUGGESTIONS
More boats. More stops (Sunnyside, Incline Village, Sand Harbor)
More frequent runs had to wait hours for return trip from restaurant
More frequent service & Night service
More shuttles. More times
More signage for stops.
More signage for stops.
It was ready and waiting at the dock. There could be more signs directing us to the shuttle from the Lakeside
It would be great if the second captain would talk a little bit about the area and point out and name the different peaks and ski areas people are seeing. Taking the role of a tour guide and more than just a shuttle driver(s) I think it would really enhance.
It would be great to be able to do hop on hop off service. Meaning We would like to start at captain Johns and jump off at every stop for food and drinks along the way. Perhaps if two boats were going back and forth that would be possible.
Keep it up. Wish Sunnyside was participating.
Locals card for Multi Rides
Make a locals rate or round trip package rate. It was affordable for us to check out because it was half price. Otherwise we may not have used it.
Make it easier to load and unload, more frequent drop off and pickup times
Need some signage at Tahoe city. Only saw one sandwich board. and it was nowhere near where you walk if you use the recommended parking. North Tahoe transportation website.
Need to sign the boat better - maybe a large banner on the front or water shuttle flags on each side - something so that people will know what it is
We thought that it would have been interesting to have the driver give some highlights of the areas we were passing on the shoreline.
Route to Incline Village, Shuttle to Sand Harbor-day and night, Try to keep the costs down, maybe have restaurant offer discounts if you use the shuttle, Great boat and service!
Add more boats
Provide one-way bike rentals (for a set fee but not hourly rate like local shops)
Refund \$ for cancelled rides

CRITICISMS

We were not informed of the change of departure location to Captain Jon's. Thankfully we arrived early enough to ask at the Rec Center and the park employee told us to go over to Captain Jon's

We were warned of need for service in TC - crew very polite & informative. Perhaps always get a phone # for when will go....we had 2 about 20mins extra ans would have used time differently. Capt Brian nice as before and crew Justin ever so much better.

Need an answer option between easy and difficult. Anyway

Need to use credit card and inability to make last minue reservation - even when boat is baiscally empty

Now at 1/2 price Sept is much more doable...

Only difficulty was getting a return phone call. We left a message but when we didn't hear back in a reasonable amount of time we called again and got a live person. We really enjoyed the shuttle.

Only hard part was finding the correct walkway from the land to the boat at the Tahoe City Marina. I thought I

Our ride was cancelled due to rain and we we-4 people aren't getting a refund.

Unsafe trip back from Garwoods shuttle could not dock so we were delivered by sm craft that required us to sit and slide in, very difficult for 72 year old

We were charged \$80.00 and found out there was a 2 for 1 offer. we asked to be reimbursed but could only take another trip..however we were not able to do that..would appreciate a reimbursement.

It was a nice ride over but we were not able to secure a ride home on the shuttle. We had to call our son to pick

I think that there is a need for better signage pointing to the pick up location at Tahoe City. I nearly missed the shuttle trying to find the right dock.

I had to call 3 times to have an agent return my call. Once I made the reservation I then continued to get calls from 2-3 other NLTWS agents returning my call and wanting to help me make my reservation.

Can be tough to decide when to make a return reservation if you do not know how long you will spend at the

A sign on the hwy would have helped. the west shore cafe is little hard to see.

A sign on the hwy would have helped. the west shore cafe is little hard to see.

No need to make reservation; pay on the boat

Signage at the locations would be good. Though they say Garwood pickup we were slightly concerned we were in the wrong place.

Stop insisting that you must make a reservation! Give the crew a square swipe card block that they can use to swipe credit cards on the spot. Please update your technology!

The captain was nice enough to wait for me to get to the boat. It was difficult finding the launch slip.

The whole process was easy on line. When I tried to call the service the I received no message only static (I attempted to call 3 times). I informed the captain.

There was a bit of confusion on whether the shuttle was going to run to West Shore Cafe on the 30th of August. The agent said no it was not running then due to low water level (?) but the driver of the boat said they were making runs that day.

There was no way for us to return from dinner on the water taxi.

There was some confusion about what dock we were to go for pickup.

Use of the shuttle was very easy. We had lots of questions for the reservation agent and many she had to look up because she had never used the shuttle or was familiar with the stops so the phone reservations took awhile, but she was very nice.

