

**TAHOE TRANSPORTATION DISTRICT (TTD)
PROGRAM IMPLEMENTATION COMMITTEE**

Meeting Agenda

**Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89448**

**November 28, 2022
10:30 a.m.**

The Tahoe Transportation District Program Implementation Committee meeting will be physically open to the public at the Tahoe Regional Planning Agency, Stateline, NV 89449 and in accordance with California and Nevada law, Committee members may be teleconferencing into the meeting via GoToWebinar. This meeting will be held in accordance with requirements under Government Code section 54953(e) as enacted by California AB-361 and a determination of TTD to waive certain requirements regarding teleconferencing.

Committee members: Wesley Rice-Chair, Cody Bass, Brian Bigley, Andy Chapman, Sherry Hao

To attend the TTD Program Implementation Committee Meeting:
<https://attendee.gotowebinar.com/register/430559285132182030>

After registering, you will receive a confirmation email containing information about joining the webinar.

Members of the public may observe the meeting and submit comments in person at the above location or via GoToWebinar. Members of the public may also provide public comment by sending comments to the Clerk to the Board by email at jallen@tahoetransportation.org. Please note which agenda item the comment pertains to. Comments will be distributed at the meeting and attached to the minutes of the meeting. All comments should be a maximum of 500 words, which corresponds to approximately three minutes of speaking time. Comments for each agenda item should be submitted prior to the close of that agenda item.

Any member of the public who needs accommodations should email or call Judi Allen who will use her best efforts to provide reasonable accommodations to provide as much accessibility as possible, while also maintaining public safety in accordance with TTD's procedure for resolving reasonable accommodation requests. All reasonable accommodations offered will be listed on the TTD website at tahoetransportation.org.

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

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum
- B. *For Possible Action:* Approval of Conduct of Meeting via Teleconference Pursuant to California Government Code 54953(e)
Staff recommends, that by motion, the Program Implementation Committee determines that the Governor of California has declared a state of emergency regarding COVID-19 pandemic and that COVID-19 poses an imminent safety risk to Program Implementation Committee members and other potential attendees of this meeting, and authorize conduct of this meeting and public

participation by teleconference pursuant to Government Code section 54953(e).

C. *For Possible Action:* Approval of Agenda for November 28, 2022

D. *For Possible Action:* Approval of Minutes of November 2, 2022

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II. PUBLIC INTEREST COMMENTS

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

III. DISCUSSION ITEMS

Page

A. *For Possible Action:* Receive the City of South Lake Tahoe's Report, "Comprehensive Transit Analysis of Current Mobility Services in the South Shore", Provide Direction to Staff for an Update Report to the TTD Board, and Make a Recommendation to the TTD Board to Plan and Convene a Transit Summit

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IV. DISTRICT MANAGER REPORT

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

This portion of the agenda is for members to make requests for future agenda items or to make a brief report about personal activities without further deliberation by the committee, although any member may request an item to be placed on a future agenda in response to such remarks.

VI. PUBLIC INTEREST COMMENTS

VII. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

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

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

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of TTD and at three other separate, prominent places within the jurisdiction of TTD 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 Committee. Such notice was delivered to the postal service used by the Committee 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 TTD 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 Committee or, if provided to the members of the Committee at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT
PROGRAM IMPLEMENTATION
COMMITTEE MEETING MINUTES
November 2, 2022**

Committee Members in Attendance:

Cody Bass, City of South Lake Tahoe (attended remotely)
Brian Bigley, Member at Large (attended remotely)
Andy Chapman, TNT-TMA
Sherry Hao, CA Gov Appointee (attended remotely)
Wesley Rice, Chair, Douglas County (attended remotely)

Others in Attendance:

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

I. CALL TO ORDER AND GENERAL MATTERS

A. Roll Call and Determination of Quorum

The meeting of the Committee was called to order by Mr. Rice at 1:00 p.m. at the Tahoe Regional Planning Agency and via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the Committee.

B. Approval of Agenda of November 2, 2022

Motion/second by Mr. Chapman/Mr. Bass to approve the Committee agenda for today's meeting. The motion passed unanimously.

Mr. Bigley arrived at 1:02 p.m.

C. Approval of Meeting Minutes for October 7, 2022

Motion/second by Ms. Hao/Mr. Chapman to approve the Committee minutes, as amended. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

No public interest comments were made.

III. DISCUSSION ITEMS

A. Informational Update Regarding the Nevada Department of Transportation's U.S. 50 East Shore Corridor Management Plan

Mr. Hasty introduced Bryan Gant of Wood Rodgers who gave a presentation. Mr. Gant noted the final plan will be presented for a thirty-day public comment period and then presented to Douglas County, TTD and TRPA Boards. Mr. Chapman asked about the construction timeline. Mr. Gant estimated certain construction items could begin in 2024. Mr. Bass asked if high-speed rail coming up US50 is in the long-term plan and if that would change this plan. Mr. Gant confirmed it would affect it if that were to occur.

Mr. Scott Morgan, Douglas County, mentioned the group has worked closely with many experts to together address safety concerns in the corridor and within the plan.

Action Requested: Informational Only

B. Recommendation to Authorize the District Manager to Negotiate and Execute a Purchase Order with Gillig, LLC Under the Washington State Department of Enterprise Services Cooperative Purchasing Agreement for Transit Buses, Master Contract No. 06719, for the Purchase of Up to Four 30 Foot Buses and Associated Modifications and Equipment Not to Exceed \$600,000 Per Unit to the TTD Board of Directors at the December 7, 2022 Meeting

Mr. Fink reviewed this item. Ms. Hao asked if the impacts of micro transit had been considered regarding the purchase of these larger buses. Mr. Fink noted micro transit typically uses vans, but these will be to replace the heavier duty fleet and have some redundancy with the electric buses for the mainline services. Mr. Bigley asked if a timeline for the fleet conversion will be prepared. Mr. Hasty responded yes, that is a part of the fleet conversion plan. Mr. Chapman asked if these new buses are replacements for less performing buses in stock and what impact of holding off of purchasing the buses while waiting for the fleet conversion plan would be. Mr. Fink responded yes, they are replacing current fleet that have reached their end of life and it is difficult to determine the impact of not purchasing, however there is the certain need for replacement buses now and there will be many challenges at this time to convert additional fleet to electric. Mr. Bass asked about leasing buses. Mr. Hasty stated staff has looked at leasing buses and it is cost prohibitive. Mr. Bigley stated it is difficult to find vehicles to lease currently.

Mr. Steve Teshara, Chair of South Shore Transportation Management Association, stated they support the motion and ask the committee to make the recommendation to the Board.

Danielle Hughes noted that prior to any work commencing on the fleet conversion plan, a budget amendment for the Caltrans funding will be brought to the Board of Directors in December, then a Request for Proposals will be issued for a consultant. The plan is estimated to be completed in fiscal year 2024-25.

Raymond Suarez, Board member, stated that he has over 25 years of mass transit leadership and that the issues with bus purchases and replacement parts is not insignificant and this purchase is appropriate and should not negatively impact the decision for electrification nor meeting the mandate.

Mr. Chapman moved to recommend authorization of the District Manager to negotiate and execute a purchase order with Gillig, LLC Under the Washington State Department of Enterprise Services Cooperative purchasing agreement for transit buses, Master Contract No. 06719, for the purchase of up to four 30-foot buses and associated modifications and equipment not to exceed \$600,000 per unit to the TTD Board of Directors at the December 7, 2022 meeting. Mr. Bigley seconded the motion. The motion passed, with Mr. Bass voting no.

Action Requested: For Possible Approval

C. Presentation on the Lake Link Micro-Transit Service for Discussion and Deliberation Regarding Integration with the TTD Fixed Route and Paratransit Service Through the Short-Range Transit Plan Update Process

Mr. Hasty introduced Raymond Suarez, Contract Manager for SSMTA Lake Link and noted Mr. Suarez has replaced Ms. Collins as the SSTMA's Board Representative. Mr. Suarez gave a presentation. Mr. Bass asked about using FTA funding for micro transit. Mr. Suarez stated interlocal agreements can be established to use local funds as match for federal funds. Mr. Chapman asked about the Lake Link's average ridership per hour and residential versus visitor usage. Mr. Suarez stated the ridership per hour at peak was 8.7.

Action Requested: Informational Only

D. Receive the City of South Lake Tahoe's Report, "Comprehensive Transit Analysis of Current Mobility Services in the South Shore"

This item was continued to a future meeting.

Action Requested: Informational Only

IV. DISTRICT MANAGER REPORT

Mr. Hasty reported the District is still in the running for the MEGA grant for SR28 and staff and consultants are looking at a reimagined US50 South Shore Community Revitalization project.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Ms. Hao corrected herself that the mandate for zero emission fleet is by 2040, not 2045.

VI. PUBLIC INTEREST COMMENTS

No public interest comments were made.

VII. ADJOURNMENT

The meeting adjourned at 2:57 p.m.

Respectfully Submitted:

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

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



MEMORANDUM

Date: November 22, 2022

To: Tahoe Transportation District (TTD) Program Implementation Committee (PIC)

From: TTD Staff – George Fink, Transit System Program Manager

Subject: Receive the City of South Lake Tahoe’s Report, “Comprehensive Transit Analysis of Current Mobility Services in the South Shore”, Provide Direction to Staff for an Update Report to the TTD Board, and Make a Recommendation to the TTD Board to Plan and Convene a Transit Summit

Action Requested:

It is requested the Committee:

- A. Hear the presentation by VIA and receive the City of South Lake Tahoe’s Report, “Comprehensive Transit Analysis of Current Mobility Services in the South Shore”
- B. Provide staff direction for an update report to the TTD Board, and
- C. Recommend to the Board that TTD convene a transit summit in the near future.

Fiscal Analysis:

TTD operates its fixed route and transit service utilizing FTA Section 5307 (Urban) formula funds through the Tahoe Metropolitan Planning Organization (MPO) authority and related capital formula funds, FTA Section 5311 (Rural) grant funds through the Nevada Department of Transportation (NDOT), California State Transportation Development Act (TDA) funds, a small amount of local TOT from Douglas County (\$50,000), some mitigation fees, and other various capital, project, and planning state and federal grant programs.

Work Program Analysis:

Staff time for the review of partner reports is included in transit operations and addressed in the FY 23 work program and budget.

This item fits with the approved objectives of the committee related to TTD’s Strategic Goal 1:

- Improve TTD standing, networks and partnerships to lead regional, multi-modal transportation.
 - Integrate transit service with micro-transit

Background:

This section has been simplified and updated from the staff summary of October 27, 2022. This item was on the PIC agenda for the meeting of November 2, 2022, but was not heard due to lack of time.

Via Report Background:

The City issued a Request for Proposals (RFP) for a transit study and asked proposers to:

- 1) Provide an assessment of TTD’s current passenger service and existing service gaps;

- 2) Facilitate the City Council's vision for transit in South Lake Tahoe;
- 3) Identify a comprehensive scope of service level deployment to meet the needs of the South Lake Tahoe community; and
- 4) Assess the feasibility of the City assuming transit services and identify necessary resources and/or barriers to effectively managing a transit system in-house, including costs to implement any recommended services.

The City selected Via Transportation, a software as a service (SaaS) technology company and microtransit provider with nearly ten years of experience, to evaluate TTD's transit service and look at the potential for microtransit services to expand the transit coverage to City neighborhood areas that don't make sense for fixed route service - what is termed the first and last mile. This item is intended to provide insight into the Via study, how it relates to the Short Range Transit Plan (SRTP), the establishment of transit goals, and to learn from the City what their goals are for transit and what questions remain unanswered in order to help inform the SRTP development.

On October 4, 2022, the City Council heard the findings and recommendations of the Via report, heard the staff recommendation, and deliberated direction. In line with the City staff's recommendation, the City Council directed the City Manager to:

1. Work with the South Shore Transportation Management Association (SS-TMA) to expand the micro-transit Zone to cover the full city limits, including assessing full, estimated costs as a complementary service to TTD's existing fixed-routes. The City would also work with its partners on identifying additional resources to help fill the funding gap of the current service being provided (\$1.2M) and the total cost of the service to include Zone 1.
2. Parallel to #1, staff will work with TTD to schedule a joint meeting of the City Council and TTD Board of Directors to discuss recommended service alternatives and TTD's potential implementations based on existing resources.
3. Recommend the current governance structure (CTSA model), while increasing collaboration and advocacy efforts with TTD to best leverage federal and state formula funding, while applying to state and federal competitive grants to put toward service improvements.
4. And according to the City Manager's office, while not noted in the presentation, Council also directed staff to look into implementing the proposed Kiva Beach/Zephyr Cove Express seasonal shuttles.

Discussion:

The Committee has heard from a variety of stakeholders on microtransit. Placer County has shared their experience on the north shore. Washoe Regional Transportation Commission (RTC) described how they have used microtransit to right-size service to demand. The City of Truckee discussed their experience working with Placer County on microtransit solutions for their needs. The SS-TMA has informed the PIC on the performance of the Douglas County Events Center microtransit mitigation called Lake Link. This item completes the micro transit stakeholder updates with the City of South Lake Tahoe's microtransit provider report on how microtransit addresses first mile and last mile gaps.

The Committee has also heard about the role of the Short-Range Transit Plan (SRTP). The discussion below is intended to continue the education on base factors that will need to be considered in crafting transit solutions over the next several years.

Status of the Short-Range Transit Plan, the Context for Transit Service Planning

TTD's challenge with the SRTP is to organize the information above and additional public input into an actionable plan, supported by data, and cognizant of the complex funding, governance, and compliance structures regulating transit services. That is best illustrated in the draft SRTP document entitled Deliverable 1 Overview of the SRTP (Attachment A).

The SRTP update process to assess community needs uses a variety of input methods, some of which have already been employed, some are underway, and others to begin soon. One source of input has been received, with TRPA's help, through summer and winter rider surveys. Underway is the work with this Committee and review of other pertinent reports, like the Via report to the City. To be launched in the next few months are other forms of public input and establishing a Technical Advisory Committee (TAC) comprised of transit operators. In total, the outreach efforts will help define needed services, addressing baseline service for locals and commuters, seasonal services during the summer and winter, and other services such as paratransit, microtransit, and the proposed ferry.

Perhaps the single largest challenge facing TTD's transit service and others is that current demand outstrips available resources, so arriving at the best mix of services within existing resources and identifying stakeholder steps that can be taken to enhance and grow transit over the next several years is the most important goal to meeting community and regional needs.

Via Report Findings and Recommendations:

The Via project lead will provide the Committee with an overview presentation of the findings and recommendations from their analysis for TTD consideration. TTD staff have been in communication with the City Manager and attended the City Council meeting of October 4 to respond to questions and assist in the Council's deliberation. Attached is the Executive Summary from the Via report (Attachment B) and the [link to the full final report](#).

SRTP Analysis of Lake Link and TTD Ridership to Date:

The Stantec consultant team for the SRTP have completed the initial comparative assessment of the ridership of the Lake Link micro service and TTD's ridership using the first two months of Lake Link service data for July and August. That analysis shows that like the north shore TART experience, Lake Link did impact TTD fixed route ridership on the US 50 route, but not the Route 55 ridership. Yet overall, when combined, ridership increased. This kind of analysis helps to inform decision making, and when combined with other input, will help TTD and stakeholders to arrive at a service proposal that can be complimentary when integrating micro and fixed route services. Part of what will help that determination will be financial resources.

TTD Transit Financial Five-Year Forecasts:

The TTD Board has discussed in the recent past, the five-year financial forecast for transit operations. In pre-pandemic times, that forecast indicated that expenses will impact transit service in two to three fiscal years without any growth in revenues. The additional federal operating funds made available during the two-year pandemic period extended that forecast by two years. Now that those funds are winding down, the latest forecast that Staff have prepared are again indicating that transit operations will experience short falls to existing service, if revenues do not grow after the next two fiscal years.

The Lake Link service, which is a mitigation service for the new event center, is also working to address how it will finance that service over time. The positive potential is the support the new service is experiencing with new private and public sector revenue.

The Via report and City's interest is in expanding the use of micro transit on demand service into the City's neighborhoods, which goes beyond the mitigation required of the event center. To do that, as the north shore did, will require additional revenues. That will be a challenge. The north shore is investing \$2 million in transit occupancy tax (TOT) to operate micro on demand neighborhood service in Placer County. Placer also invests another \$2 million of TOT in fixed route service to supplement its transit budget and leverage state and federal transit funds. Does the south shore area have that kind of financial capacity, or will it need to establish other private and public sources for the long-term, and what can be done in the short term to provide both fixed route and expanded micro on demand service? The SRTP process and south shore stakeholders will need to address these questions.

Recent SS-TMA Request and Transit Summit Concept:

The micro-transit committee of the SS-TMA met last Friday and decided to make a request to TTD that the presentations that the Committee have heard at its recent meetings be presented to the entire TTD Board. This request is contrary to the decision made by the Board back in August, which gave direction to have the Committee take the lead and, with Staff, use the SRTP update framework and process to have the partnership and technical discussions focused on unifying an operational plan for micro, fixed route, and paratransit service. However, the idea embedded within the request has merit, but should not be limited to the TTD Board. Staff discussed the request after being contacted by the SS-TMA's Board alternate to TTD, Mr. Teshara. The outcome of that discussion is the idea of a transit summit to be sponsored by TTD and the two TMA's.

The rationale is that the transit operation issues and demands are universal to the region and inter-regionally. Too little is known or understood by local, regional, or statewide policy makers and the general public. To successfully address these matters over the next several years, the region needs to continue on the progressive path of tough decision making to meet the needs. To illustrate, the discussion and stakeholders working the Destination Stewardship solutions identify substantial cross over issues and solutions in the transportation and transit arena. A transit summit can help unify action with these interests, since the goals are mutual and reflect the multiple benefit outcome of improved transit and transportation solutions.

The idea of a transit summit is a recommendation that the Committee can consider presenting to the TTD Board.

Conclusion - Update Report to Board and Staff Recommendation:

There are many factors, analyses, opinions, and desires when it comes to transit services and planning for this critical component of the multi-modal solution for Tahoe. The SRTP and associated process is the framework to organize, assess, and provide operational solutions and decisions for the next four to five years of service delivery.

TTD staff recommends that the Committee receive the Via report as an important piece of input to the SRTP update to help develop the service operation determinations in the short-range transit plan, provide direction to TTD staff on preparation of an update report to the TTD Board for the December 7 meeting, and recommend to the TTD Board that TTD work with the two TMA's to plan and convene a Transit Summit in the near future.

Additional Information:

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

Attachments:

- A. Draft Deliverable 1 Overview of the Short Range Transit Plan
- B. Executive Summary from the “Comprehensive Transit Analysis of Current Mobility Services in the South Shore,” Via Transportation, 2022
- C. VIA Presentation

Lake Tahoe Short Range Transit Plan - Update 2022



Deliverable #1 – Overview of the SRTTP

Prepared for:



Tahoe Transportation District

Prepared by:



Stantec Consulting Services Ltd.

Date: September 9, 2022



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2 Overview

TTD last adopted an SRTP in 2017. The SRTP for 2022-2026 serves as a guide for the development of the goals, objectives, and policies for future transit services in the Lake Tahoe Basin over the next five years.

The SRTP is developed within the context of the regional planning process, which is aimed at implementing both the long-range transit plan, Linking Tahoe: Lake Tahoe Basin Transit Master Plan (TMP), and the Tahoe Metropolitan Planning Organization's (TMPO) Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy 2017-2040 (RTP/SCS).

The TTD operates under the following agency cultural Mission and Vision statements:

Mission

“The Tahoe Transportation District aims to deliver outstanding transit service and transportation project improvements for the greater Lake Tahoe Region.”

Vision

“The Tahoe Transportation District is a key part of Tahoe’s success where our environment is protected, our communities are connected, and the quality of life is sublime.”

Within the context of the organization’s mission and vision, TTD articulated a clear and compelling vision specifically aimed at transit, adopting the following transit vision statement:

Transit Vision

“Our transit vision is to develop an interregional transit system that provides safe, reliable, and attractive transit service for Tahoe residents, visitors, and commuters.”

There are a number of transit initiatives in the region that clearly show there is a lack of cohesion within the Basin area regarding a clear and definable vision that all are working towards. Despite the approval by the TTD of the long-range transit plan, it has not been adopted by the counties or municipalities, therefore independent initiatives are occurring that seek to resolve a localized issue without consideration of the great whole. There needs to be a framework established that provides a way forward for all participants that improves the greater good rather than competing directly and potentially harming a long term solution for short term gain or acceptance.

A working group of the key interest groups and operating companies within the Tahoe basin may help create the linkages upwards to the TTD’s Regional Partnership Committee. Creating a unified set of goals for the SRTP will also help, particularly if the SRTP can be endorsed by the impacted counties and municipalities.



Lake Tahoe Short Range Transportation Plan (S RTP)

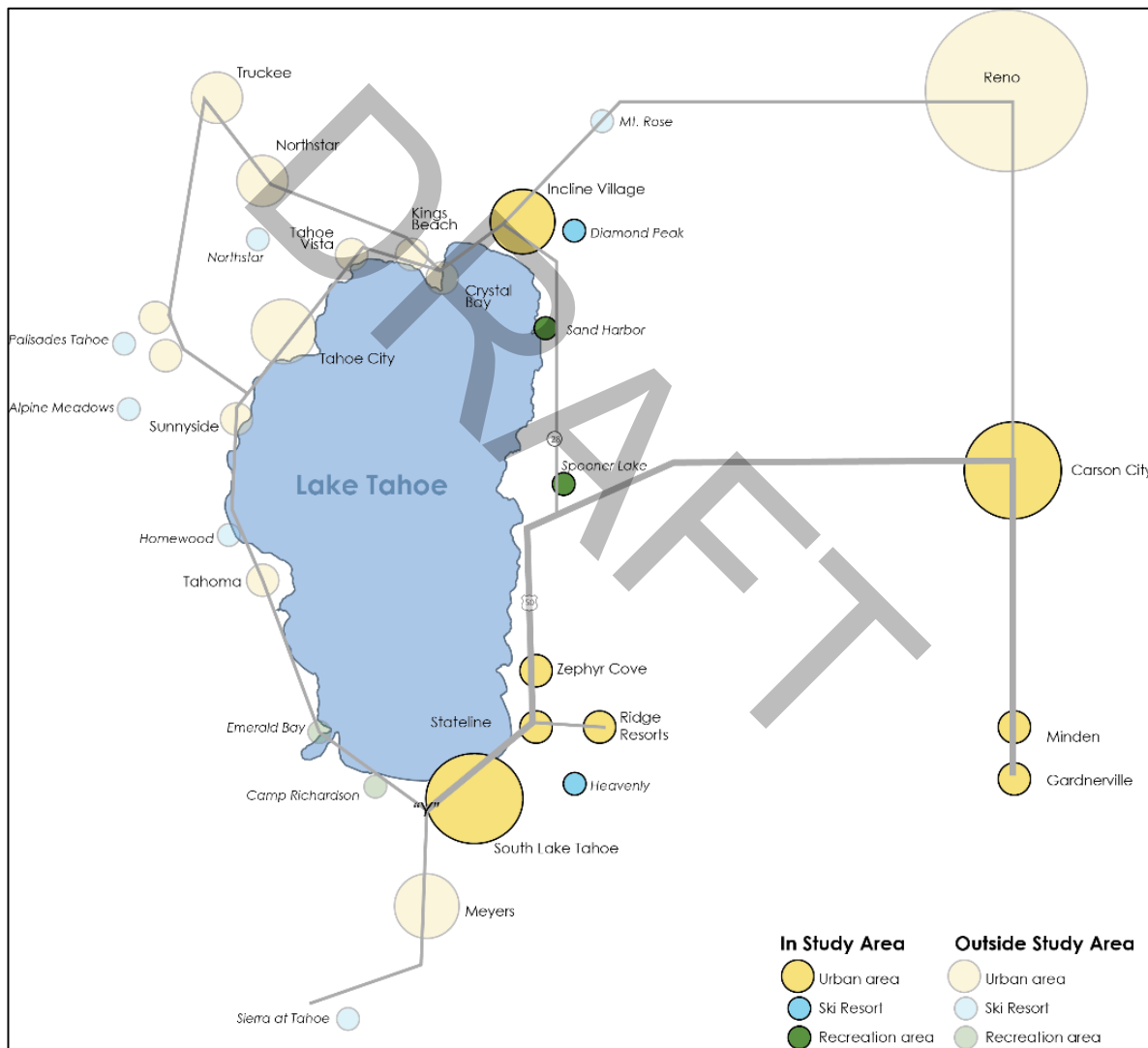


The S RTP will be set up to consider two parallel needs:

- Standard elements of the S RTP to meet funding guidelines
- Fundamental objectives to potentially be included in the next S RTP that reflect a basin-wide viewpoint. These could be regional in nature and connect the study area to the other areas of the basin.

The study area boundaries are shown in **Figure 1 & Figure 2**

Figure 1 - Study Area

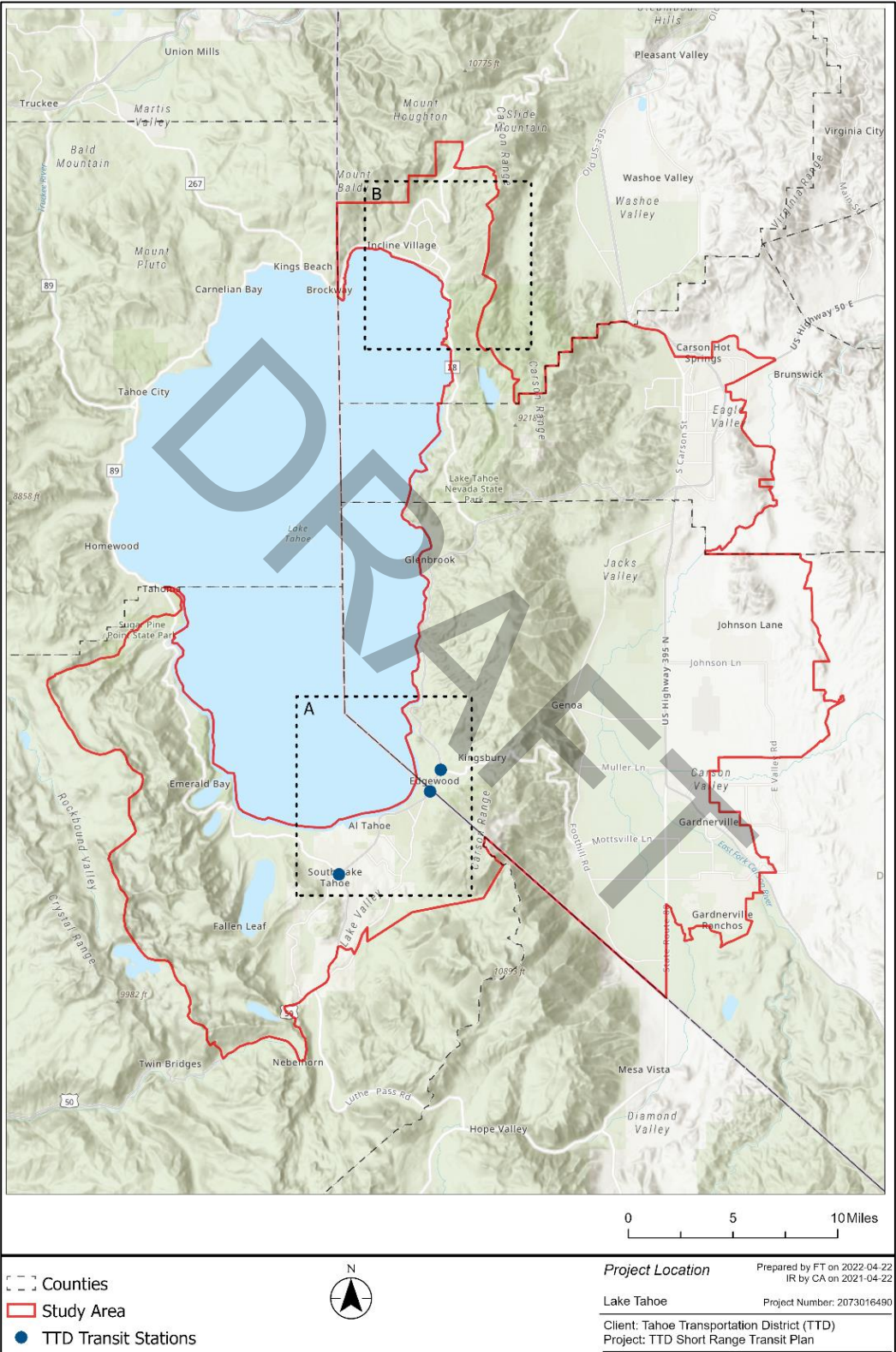




Lake Tahoe Short Range Transportation Plan (SRTP)



Figure 2 – Study Area Boundaries





Lake Tahoe Short Range Transportation Plan (SRTP)

3 Regional Agencies

There are a several other agencies within the Tahoe Basin that are key partners in accomplishing mobility goals alongside the local and county governments.

3.1 TRPA

The Tahoe Regional Planning Agency (TRPA) operates under the authority of the federal government and the states of California and Nevada through the Bi-State Compact. The Compact designates TRPA as the leader of environmental standards and land-use regulation in the Basin. The Agency works in cooperative partnership with other agencies, organizations, and many private property owners to implement environmental protection and restoration, and public safety improvements. TRPA receives direction on Agency decisions from a 15-member Governing Board, a 21-member Advisory Planning Commission, and various other community stakeholders and members of the public.

3.2 TMPO

TRPA is the federally designated Metropolitan Planning Organization (MPO) for the Lake Tahoe Region, known as the Tahoe Metropolitan Planning Organization (TMPO), which plans and funds transportation and transit improvements to support attainment of regional environmental thresholds. The TMPO's planning process is carried out by the transportation staff at TRPA. Actions are taken by the TMPO Board, which consists of the full TRPA Governing Board, plus an additional representative from the U.S. Forest Service. The TMPO is required to maintain a Long Range Transportation Plan.

3.3 RTPA

TRPA is a state-designated regional transportation planning agency (RTPA) recognized by the state's Business, Transportation and Housing Agency. As a RTPA, TRPA is responsible for the administration of the Transportation Development Act funds received for the Tahoe Region.

3.4 TTC

The Tahoe Transportation Commission (TTC) provides the TMPO Governing Board with technical input and recommendations on transportation plans and programs. TTC serves as the Commission to the TMPO.

3.5 California Department of Transportation (Caltrans)

Caltrans' mission is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The agency is responsible for the design, construction, operation, and maintenance of the California State Highway System, as well as the portion of the Interstate Highway System that lies within the state's jurisdictional boundaries. This network consists of over 50,000 miles of highway and freeway lanes. Caltrans is divided into 12 districts. District 3 is responsible for 11 Sacramento Valley and Northern Sierra counties, including the Tahoe Basin and surrounding areas. Caltrans' headquarters are located in Sacramento. The agency manages six primary programs to carry out its mission: Aeronautics, Highway Transportation, Administration, the Equipment Service Center, Mass Transportation, and Transportation Planning.



3.6 Nevada Department of Transportation (NDOT)

The mission of NDOT is to provide a better transportation system for Nevada through unified and dedicated efforts. The Department is responsible for the planning, construction, operation, and maintenance of Nevada's highway system, which consists of 5,400 miles of highway and over 1,000 bridges. The Department is divided into three districts, each of which is tasked with supervising all state transportation activities within their local jurisdictions. District 2 covers northwest Nevada and is responsible for Nevada's transportation system located within and surrounding the Tahoe Basin. NDOT's headquarters are located in Carson City. NDOT is directed by senior staff and is overseen by a seven-member Board of Directors.

3.7 USFS Lake Tahoe Basin Management Unit (LTBMU)

The Tahoe Basin consists of 154,851 acres of National Forest Lands, which includes land within three separate National Forests: Toiyabe to the east, Tahoe to the north, and Eldorado to the south and west. In 1973, the USFS reorganized these forest reserves within the Basin boundaries—previously known as the “Lake Tahoe Forest Reserve”—to address the area's unique resources, issues, and values. The fundamental mission of the LTBMU was identified as the comprehensive protection and restoration of the area's watershed. This new mission reflected an improved approach to forest management, which began to appreciate the forest as a complete ecosystem. The fresh approach recognized the dynamic relationship the surrounding forests have with Lake Tahoe. LTBMU established several new focus areas to address this unique ecosystem, including erosion control management, watershed restoration, fire and fuels management, forest management, and recreation management. The USFS is the largest land manager in the Basin. As such, LTBMU plays a key role in managing, improving, and conserving these lands that are so vital to the region's environment and quality of life.

4 Purpose of the SRTP

Federal Transit Administration (FTA) statutes require that the TMPO, in partnership with state and local agencies, develop and periodically update the RTP/SCS, and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP/SCS. In order to effectively execute these planning and fund programming responsibilities, the TMPO, in cooperation with Region IX of the FTA, requires each transit operator receiving federal funding through the TIP to prepare, adopt, and submit an SRTP to the TMPO

The purpose of the 2022 SRTP is to update the 2017 SRTP with a focus on the need to understand where to best allocate funding for infrastructure and services over the first three (3) years of the plan followed by the potential reduction of Federal funding that may necessitate changes to the service for the final two years that forms the basis of the subsequent SRTP. The second purpose is to set the stage for the next SRTP and examine the regional issues that should be considered along with potentially setting the stage for a more regional interface between the various operating entities and key stakeholders within the Basin.

The report itself will have several key themes that permeate throughout the SRTP that will be referred to as the pillars that provide the objectives for the plan:



Lake Tahoe Short Range Transportation Plan (SRTTP)

- Determine the **Service Types** that should be considered for the East Shore and South Shore areas.
- Determine the different **Groups** of users that are the focus of the provision of different service types
- Determine the key Issues that transit services should be aimed at resolving

4.1 Transit Service Types

The determination of service types is based on the basic types shown in **Figure 3**:

Figure 3 - 3 Pillar Service Types



4.1.1 Base Services

Determine the **Base level of Service** that TTD should provide using larger vehicles than vans for South Shore service and commuting from the Carson Valley. Any lesser level of service will suggest that the TTD no longer operates as a regional service agency as it is established and functions today, but becomes a provider of limited service options. This base level of service should consider

- Service types (local, commuter, neighborhood shuttles, on-demand, limited, inter-regional),
- Service operations (amount of service for base line, local, commuter, visitor based services and connections to other providers to create a basin-wide ability to travel),
 - i. the type of vehicle best suited for the different service types,
 - ii. infrastructure required to support the different service types,
 - iii. Mobility Hubs: e.g., Park and Ride options (can there be greater use of the parking areas around the Stateline area?)
 1. Park and Ride facilities: e.g., better utilization of lots around the Stateline area and the consideration of other parking lot opportunities
 2. Improved utilization of mobility hubs including the planned Incline hub.
- Management includes how service is provided e.g., own assets but use external operators, own assets and operate service, provide funding only to external operators, contracted maintenance, operator only but do not own assets



Lake Tahoe Short Range Transportation Plan (SRTP)

- Funding
 - i. Visitor Use Management Framework – can transit be redefined as part of the visitor use management experience and can this open up potential funding options through NFS or NPS?
 - ii. What are the limitations of the existing funding sources
 - iii. What are other funding sources that could be considered from federal and state agencies for waterborne mobility and emergency evacuation preparation to address wildfires, etc.

4.1.2 Seasonal Services

Consider the Visitor Use Management Framework for tourism mobility as well as the reduction in congestion meeting other key issues in the identification of current and future services such as connecting the north and south shore via a waterborne network for seasonal services.

Seasonal services are those above the year round services that are focused on the needs of visitors during the summer or winter seasons.

Over the past few years there have been a number of services that were terminated or adjusted due to funding or staffing issues that could potentially be reinstated based on the need to service the southern end of the basin such as:

- Emerald Bay Shuttle
- Meyers Express
- Winter shuttles in South Lake Tahoe
- East Lake/ Sand Harbor Shuttle (which did not run in 2021 due to operator shortages but is planned for 2022)

4.1.3 Other Services

Determine other services that should be considered without reference to the operating entity that should undertake them (ie. The report will be agnostic regarding the operator, but they could be provided by the TTD or other agencies/operators). These could consider cross basin movements, Fire Emergency Evacuation planning for the basic needs for the basin, or areas where an on-demand service may best reflect the needs of the users.

The types of services to consider, include:

- Regional service to Carson City and Gardnerville areas to accommodate commuters for workers who cannot afford to live within the Basin and who may be limited in the number of vehicles in the home. The pandemic exacerbated the housing crises with cost and availability as higher earning households relocated to the Basin displacing financially challenged households. Real estate values skyrocketed and so did rental costs. The already challenging housing market for retail and tourism workers may have pushed Basin employees even further beyond the Carson City and Gardnerville areas. Regional commuting is a common occurrence in resort areas due to the unaffordability of local housing and the absence of requirements by employers and municipal government to provide locally affordable housing options.
- Other regional services for commuters throughout and across the basin



Lake Tahoe Short Range Transportation Plan (SRTP)

- Mainline service along US 50. The boundaries of this service in the east and west need to be determined but could potentially extend from Zephyr Cove to the Y Junction in South Lake Tahoe.
- Residential service – Areas that should be considered as requiring service from an environmental justice/Title VI perspective need to be identified.
- Intra-regional services connecting to other services in Incline and at the southwest end of the Basin.
- Neighborhoods or areas that should be considered for service and associated service types if additional funding were available, that were previously identified in the 2017 SRTP and 2017 Transit Master Plan.
- Ferry service
 - Consideration of a potential waterborne connection between the north and south shores as part of the larger state highway network congestion mitigation plan to tap other funding sources and options.
 - Ferry could also be considered as a key emergency evacuation option
 - Consideration of the options for hydrogen or hybrid fuel propulsion that can contribute to a lower carbon footprint in the Basin (e.g., San Francisco's Golden Gate ferry services).
 - Consider routing options based on where people want to visit and existing or easily implemented shoreline access infrastructure (e.g., Kings Beach-Tahoe City- South Lake Tahoe)
- – Consider supporting and enhancing private water taxi services.
- Focus of the review of the service types should also consider the following three service periods:
 - Year-round base level of service
 - Winter service
 - Summer service
- Services specific to the conventional center or other key attractors

4.2 Transit User Types

The SRTP should be focused on the key groups shown in **Figure 4**:

Figure 4 – User Types



These three groupings of potential users have different needs and should be considered separately, particularly when seasonal services are considered.



Lake Tahoe Short Range Transportation Plan (SRTP)

4.2.1 Residents

Residents of the East and South Shore have very different concerns and mobility needs though both face similar physical challenges of terrain and how that impacts the ability to move throughout the community. Residents need movement for work, to shop, recreate, and visit on a daily basis as well as be assured that emergency evacuation can be accounted for in mobility planning.

4.2.2 Visitors

Visitors can be considered temporary residents needing the same ability to move around the basin but in shorter periods and in larger volumes during Summer and Winter. Visitors in the different seasons also have different interests for access to recreational opportunities and have a significantly higher level of impact to the region based on volume than do full time residents. The review should examine the needs of each client group and determine the types of services and service areas that best match those needs.

4.2.3 Workers & Businesses

Past work on the Ferry Study and the long range transit plan showed that there is a significant need to connect the north and south shores together along with connectivity into the surrounding regions where housing is more affordable than in the Basin. The daily commuter may be an office worker, a restaurant worker, a motel/hotel cleaner, a white or blue collar professional or anything in between. The commuting patterns have been shown to be more complex than just north shore to Carson City, but have not been a significant focal point of basin wide mobility integration

4.3 Key Issues

The SRTP could focus on the key areas of issues as noted in **Figure 5** and **Figure 6**. The goal would be to have any transit option that is create react to at least one of the pillar groups and one of the pillar issues. Creating unity in the pillars will help focus the debates on what transit options are best for what areas, what groups and what reasons. For example, a mainline route along SR50 might help all three pillar groups and support both Congestion and Climate & Environment Pillars whereas an on-demand localized service may only serve Quality of Life but could add to congestion and not be of value in an evacuation scenario vs a ferry or fleet of large buses.



Lake Tahoe Short Range Transportation Plan (SRTP)



Figure 5 -Key Issues

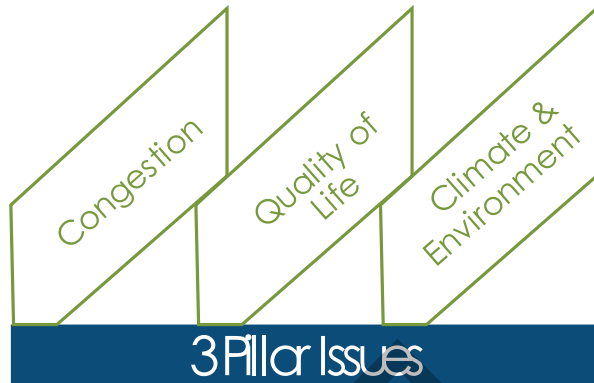


Figure 6 - Issue Details





Comprehensive Transit Analysis of Current Mobility Services in the South Shore



City of South Lake Tahoe

Final Report - October 2022

Via Mobility, LLC.

City of South Lake Tahoe

2 Executive Summary

The City of South Lake Tahoe (“the City”) has carried out this comprehensive transit analysis to develop a multimodal mobility vision for the South Shore. The City has a tourism-based economy that experiences substantial fluctuations in population and activity during weekends and seasonal peaks. It is currently served by the fixed-route bus network operated and managed by the Tahoe Transportation District (TTD), a unique bi-state regional transportation agency that manages multimodal transportation projects and operations throughout the Tahoe Basin. Fixed-route transit in South Lake Tahoe currently faces several challenges that limit its utility for residents, workers, and visitors: limited frequency and coverage of Routes 50 and 55, limited hours of operation, and limited access to some key destinations. In July 2022, the South Shore Transportation Management Association (SSTMA) launched the Lake Link microtransit service in the northeastern corner of the city, which has shown significant promise, with high growing levels of ridership and utilization. With this study, the City aims to better address the transportation needs of the community and ensure that residents, workers, and visitors have access to frequent, convenient, and affordable transit service.

This study evaluates the City’s socioeconomic and demographic conditions with respect to transit needs, and it identifies gaps and challenges faced by TTD’s existing fixed-route service. The project team conducted extensive community outreach to ensure the study is responsive to the city’s needs, a process which included stakeholder focus groups, a visioning workshop hosted by the City Council, and a resident survey questionnaire. The study includes best practices and findings from peer transit agencies, with similar characteristics to South Lake Tahoe, that have addressed similar transportation needs and challenges. A series of fixed-route and microtransit service alternatives are evaluated in the study, which aim to expand service frequency and coverage throughout South Lake Tahoe, as well as access to key destinations in nearby areas of the Tahoe Basin. These recommended alternatives are informed by Via Strategies’ proprietary software and simulation tools as well as Via’s operational experience in areas with similar service characteristics. Following these recommendations is an implementation plan, which details alternative governance models to guide transit management and operations in South Lake Tahoe. The implementation plan also includes alternative federal, state, regional, and local funding sources as well as guides to microtransit fleet electrification and the feasibility of commingling with TTD’s Complimentary ADA paratransit service.

The report is organized as follows:

Section 4 Market Analysis

This section is a comprehensive review of the socioeconomic and demographic conditions of South Lake Tahoe as they pertain to the need for public transportation. The analysis evaluates the spatial distribution of key activity centers likely to generate and attract travel demand, population and employment density as well as demographic groups more likely to use public transportation in South Lake Tahoe. These demographic groups include youth, older adults, lower-income households, residents living in poverty, people of color, people living with a disability, car-free households, and current public transit commuters. This section includes a transit propensity

City of South Lake Tahoe

analysis for South Lake Tahoe, which assesses the local demographic composition of the city's neighborhoods at the Census Block Group level (e.g. race, zero-vehicle households, income, etc), to determine the distribution of demand for public transit relative to the citywide average mode share (3.2%, according to the 2020 Census ACS).

Key Findings:

- Population and jobs are concentrated in Tahoe Valley, Al Tahoe, Bijou Park, as well as near the Stateline, NV border. Relative to citywide averages, these areas also have higher concentrations of low-income people, youth, people of color, seniors, and people living in poverty.
- Transit propensity analysis results show that areas with high transit propensity typically feature higher job and population densities. The communities of Tahoe Valley, Tahoe Sierra, Al Tahoe and Bijou Park are more likely than the average South Lake Tahoe to commute by public transit.
- While many points of interest are within a quarter-mile radius of Routes 50 and 55, the two main lines that run through South Lake Tahoe, there remain several areas with higher propensity to use transit that are located beyond this threshold. These areas include City Hall, Lake Tahoe Airport, and the neighborhoods of Al Tahoe, Central Tahoe, Tahoe Keys, Tahoe Sierra, and Tallac Village. .

Section 5 System Analysis

This section is a comprehensive review of the public transit services currently operating in South Lake, including Tahoe Transportation District's (TTD) fixed-route and Complimentary ADAparatransit services as well as the Lake Link microtransit, managed by the South Shore Transportation Management Association (SSTMA). This section provides an analysis of fixed route ridership, service hours and frequency, monthly ridership, and vehicle revenue hours from July 2019 to March 2022 using data provided by TTD, as well as an analysis of transit's competitiveness with driving with respect to travel times. Additionally, it examines ADA paratransit travel patterns and provides an assessment of the current SSTMA microtransit pilot.

Key Findings

- TTD's Routes 50 and 55 carry approximately 88% of the agency's fixed-route passenger trips, and are the most productive routes in terms of utilization (passengers per vehicle revenue hour) compared with its other commuter-oriented Routes, 19X and 22 on the Nevada side of Tahoe Basin.
- While both Routes 50 and 55 carry the majority of riders in the region, they still remain relatively uncompetitive with driving, with Route 55 being the least competitive, due to its low (hourly) frequency and limited service hours.
- The SSTMA's Lake Link microtransit pilot has been highly successful in July and August 2022, with higher-than-expected ridership and utilization.

Sections 6 (Rider Experience) and 7 (Fixed Asset Management)

Comprehensive Transit Analysis of Current Mobility Services in the South Shore | 6

City of South Lake Tahoe

This section examines critical aspects of the transit system from the rider's perspective, such as convenience, connectivity, walkability, ease of use, accessibility, passenger facilities, perception and affordability.

Key Findings

- Access to key destinations in South Lake Tahoe is far from ubiquitous. Less than 50% of the population can access key points of interest within 30 minutes via public transit. Meanwhile, only a few points of interest (e.g. South Y and Barton Hospital) are accessible within 60 minutes by all South Lake Tahoe residents.
- Pedestrian infrastructure and bus shelter amenities are lacking along Route 55, particularly segments east of LTCC. High vehicle traffic and speeds along US-50 also pose pedestrian safety risks for passengers along Route 50.
- On-time performance is low for Route 50, which serves more than 50% of TTD's total passenger trips, with 73% of trips arriving on-time. On-time performance is 90.1% for Route 55.¹ Route 50's low on-time performance rate may discourage some potential ridership.
- Survey respondents in the TTD Short-Range Transit Plan Customer Satisfaction Survey (2016) have generally positive views of their experience on TTD. The top three service features that passengers would like to see improved are increased frequency, better on-time performance, and real-time vehicle location displayed in travel planning apps such as Google Maps and Transit App.
- TTD's current maintenance facility, which is owned by the City and leased to TTD, is over capacity. TTD is exploring a new facility in Zephyr Cove, which would enable larger fleet storage capacity and the ability to install additional electric vehicle charging stations.

Section 8 Public Outreach

This section details the extensive community and stakeholder outreach conducted by the Via Strategies team to gather input for this Study. The goal of the public outreach process was to better understand the city's transportation challenges and to inform the study's recommendations. It includes the insights gained from four stakeholder focus groups, a transit visioning workshop hosted by the City Council in June 2022, and an online public survey that generated 850 responses.

Key Findings:

- Stakeholders' primary concerns with transit in South Lake Tahoe include the limited frequency of service, limited service hours, and the inaccessibility of many bus stops, particularly in winter months. They also highlighted the importance of regional interconnectivity, and multimodal connectivity. TRPA and TTD staff noted the constraints of the service, including limited local funding contributions to sustain the service and capacity issues at TTD's current maintenance facility.
- During the transit visioning workshop, City Council members raised the concern that current TTD service is not sufficiently frequent, reliable, or accessible for many residents, workers, and visitors in South Lake Tahoe. Councilmembers largely agreed on the need to discourage driving through public transit investment, though they were divided on the

¹ [TTD Board Agenda Packet, January 31, 2020, pg. 29.](#)

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question of prioritizing residents, workers, or tourists in the network's design. Likewise, there was discussion of several potential alternative governance approaches for public transit in the city.

- Compared to current demographics of South Lake Tahoe residents, survey respondents were overwhelmingly non-Hispanic white, and wealthier than the citywide median; a significant share of respondents reported household incomes of over \$100,000.
- Within the survey responses, there is a correlation between household income and the frequency of transit ridership: respondents with lower incomes reported using public transportation more frequently, on average, than those with higher incomes. Those who have high household incomes and indicated that they take public transportation, by and large, only do so rarely (less than once a week) and are more likely to own cars, indicating that they are "choice" riders who do not depend on the service to get around.
- The most popular mode of travel in South Lake Tahoe is by personal vehicle, with 92% of respondents stating it is their primary transportation option compared to 6% who rely upon public transit. However, residents who ride transit reported that minimizing their environmental impact and avoiding parking constraints were two key factors motivating them to use transit. Biking and walking are also popular non-motorized modes of travel, used by about one-third of residents. .
- Riders would like to see more places served by public transit, in particular the community of Meyers and recreational destinations like Emerald Bay and Zephyr Cove.

Section 9 Peer Agency Review

This section summarizes the review that Via Strategies conducted of five peer agencies that both serve communities similar to South Lake Tahoe and face similar transportation challenges. The project team identified Park City Transit, Transit Joint Powers Authority for Merced County, Central Yavapai Metropolitan Planning Organization, Truckee Tahoe Area Regional Transit (TART), and Steamboat Springs Transit as peer agencies based on the demographic and spatial characteristics of the regions they serve. Peer transit agencies primarily serve rural regions with tourism-oriented economies that experience seasonal population changes. The peer transit agencies selected also represent a range of approaches to governance, funding sources, and service design. Most of the peer agencies selected have recently introduced microtransit to their networks. Via Strategies interviewed transit agency staff with a focus on questions of key concern to this study, including the agency's transit service design (or proposed transit service design), fleet electrification (or plans to electrify), governance structure, and funding sources.

Key Findings:

- Agencies that implemented microtransit have seen high productivity and ridership, as well as better coverage in lower-density, residential areas that were hard to serve with fixed-route buses in the past. As a result of microtransit, some agencies have adjusted or replaced less productive fixed-route service, while others have introduced commingling with ADA paratransit to conserve operating resources. However, most peer agencies also face challenges related to driver staffing, as well as limited funding, both problems that affect the ability to expand microtransit service areas.

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- Municipal transit agencies are better able to focus on municipal needs and could work better for resort-oriented service or other, locally oriented travel patterns. Regional integration may provide better governance for solving regional transportation issues, such as workforce transportation between resort areas and affordable housing communities, particularly when these trips cross multiple jurisdictions.
- Peer agencies use mostly conventional sources of transit operations & capital funding to support transit operations (e.g. FTA formula funds and State operating assistance), with additional funding from competitive grants.
- Peer agencies have also found a range of suitable local funding sources to supplement State and federal funding, such as local property taxes, HOA fees, local sales and hotel taxes, and county sales tax measures.

Section 10 Transit Alternatives

This section details several fixed-route and microtransit alternatives that would improve the transit system's coverage, ridership, and access to local destinations in South Lake Tahoe. We propose the following alternatives:

- Expand the current microtransit pilot to either encompass the remainder of the city of South Lake Tahoe, or alternatively, consider a larger expansion encompassing South Lake Tahoe as well as the neighboring community of Meyers.
- Pair either of these expansions with commingling, or consolidation, of TTD's Complimentary ADA paratransit service with microtransit.
- Shift one vehicle from Route 55 (Neighborhood Connection) to Route 50 (South Shore Daily) to increase service frequency on Route 50 to 20 minutes throughout the day. This change requires truncating Route 55 so that it operates only between Kingsbury Transit Center and LTCC.
- Extend the evening hours of operation of fixed-route services to 9pm to match the Lake Link service window.
- Begin operating fixed-route service between South Y Transit Center and Meyers.
- Consider operating seasonal service to key recreational destinations at Kiva Beach and Zephyr Cove.

Section 11 Implementation Plan

This section outlines steps the City can take to implement the service changes and recommendations described in Section 10. It includes a chapter on four different approaches to transit governance that the region could take to implement an expanded local transit network. The following chart summarizes the different governance structures that could be pursued to implement transit. **We recommend an intergovernmental agreement as the most suitable approach for South Lake Tahoe:** it leverages the strengths of TTD's existing operations and administrative capacity as well as leaving sufficient flexibility for the City of South Lake Tahoe to secure additional, local transit service in exchange for negotiated local matching contributions. Additionally, this approach avoids the administrative requirements of creating a new transit agency (either municipal or as a JPA) that will ultimately need to become an eligible sub-recipient for FTA funding.

City of South Lake Tahoe

Governance Structure	Description	Advantages	Disadvantages
Municipal transit system <i>Peer transit agency examples:</i> Truckee TART, CA Park City Transit, UT	<ul style="list-style-type: none"> City of South Lake Tahoe works with a third-party contractor to operate transit service within its boundaries 	<ul style="list-style-type: none"> Local control Potentially more frequent service within South Lake Tahoe 	<ul style="list-style-type: none"> City assumes greater responsibility and risk in transit operations Administrative requirements if the City seeks to become sub-recipient of FTA funding More difficulty in acquiring federal funds (limited local matching potential)
Joint Powers Agency <i>Peer transit agency examples:</i> Merced the Bus, CA	<ul style="list-style-type: none"> City, Douglas County, and El Dorado County form separate legal entity to operate transit service in South Lake Tahoe and Meyers 	<ul style="list-style-type: none"> Direct, proportional representation of funders Allows transit service across jurisdictions Economy of scale allows better service than Meyers' tax base would support 	<ul style="list-style-type: none"> Limited transparency and opportunity for voter oversight Administrative requirements if the City seeks to become sub-recipient of FTA funding
Intergovernmental agreement <i>Peer transit agency examples:</i> Summit County, UT and UTA TTD and Douglas County	<ul style="list-style-type: none"> City and TTD sign agreement to operate additional transit service in South Lake Tahoe and Meyers Alternatively, City and SSTMA sign agreement to expand microtransit citywide 	<ul style="list-style-type: none"> Easier to implement than JPA Allows each party to more closely specify funding commitment and role in oversight Economy of scale allows better service than SLT and Meyers' tax base would support alone 	<ul style="list-style-type: none"> Imbalance of resources between parties can lead to tensions May require additional agreement with El Dorado County for Meyers service
Consolidated Transportation Service Agency (CTSA) --- status quo option	<ul style="list-style-type: none"> Tahoe Transportation District (TTD) continues to operate regional transit service in the Tahoe Basin 	<ul style="list-style-type: none"> Regional scope matches travel patterns of tourism economy (e.g. workforce transportation) 	<ul style="list-style-type: none"> Limited local representation and voter oversight Less service allocated to local mobility needs

Table 1. Transit governance structures.

This section also includes a summary of federal, state, local, and regional funding sources for transit capital programs and operations. It concludes by outlining a path forward for microtransit fleet electrification as well as the potential commingling of microtransit with TTD's Complimentary ADA paratransit service.



Comprehensive Transit Analysis

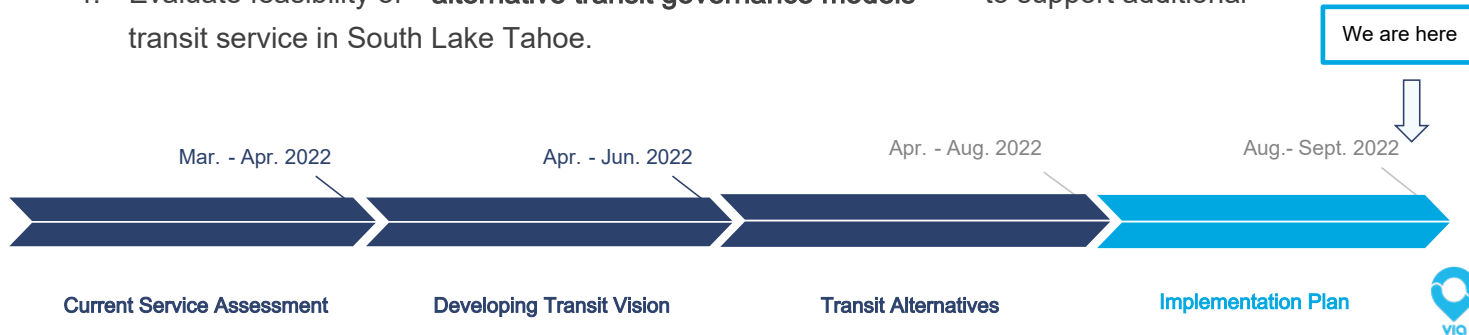
TTD Program Implementation Committee
November 28, 2022

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Project Overview

Study Goals & Objectives

1. **Assess the existing public transportation network**, with regards to certain factors such as convenience, connectivity, walkability, accessibility, and ease of use;
2. Articulate the **City’s vision for transportation** and **consult regional stakeholders and residents to provide input** ;
3. Develop transit service alternatives that meet the needs of South Lake Tahoe residents that prioritize **local mobility** and **access to destinations**;
4. Evaluate feasibility of **alternative transit governance models** to support additional transit service in South Lake Tahoe.

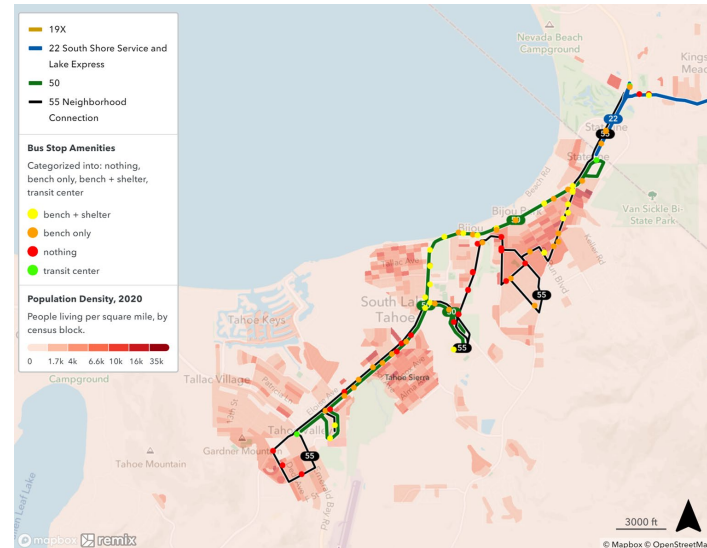


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Service Assessment

- TTD's Routes 50 and 55 carry **88% of the agency's ridership** and have the highest **utilization** of all TTD routes
- **Low service frequency** on Routes 50 and 55 — 30-40 minutes and 60 minutes, respectively
- South Shore **service ends early in the evening** (6pm on Route 55, 8:40pm on Route 50), limiting utility for many trip purposes
- **On-time performance is 70% for Route 50**, which may discourage potential ridership
- Several high-activity areas are not walkable from Routes 50 and 55, such as **City Hall, Tahoe Keys, Tallac Village, portions of AI Tahoe and Tahoe Sierra**
- **Sidewalks** and **bus stop amenities** lacking along Route 55 corridor (e.g. Johnson Blvd)



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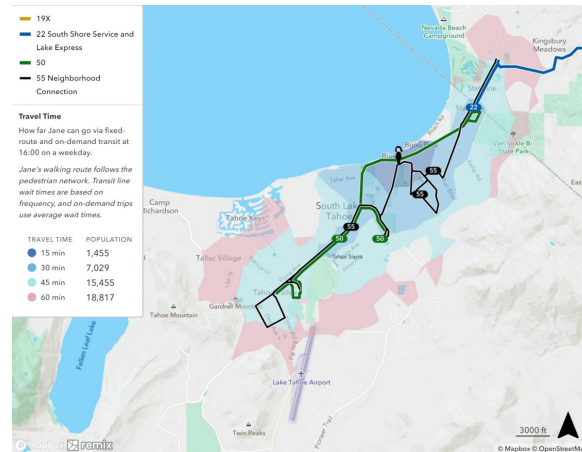
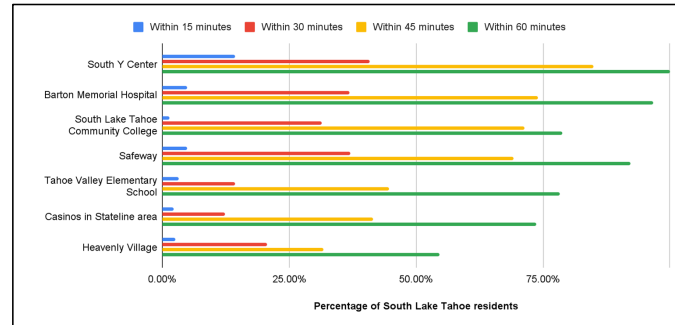
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AGENDA ITEM: III.A.

Rider Experience

- **Less than 50% of the population** can access key points of interest within 30 minutes via public transit, while only a few points of interest are accessible within 60 minutes by all South Lake Tahoe residents
- SSTMA Lake Link microtransit pilot has been **successful** in July and August 2022, with **higher - than -expected ridership** and **utilization**.
- Key advantage of microtransit is **expanded access to destinations** with shorter wait times, walking distances to stops



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Public Outreach - Stakeholder Outreach and City Council transit visioning workshop

Stakeholder groups engaged:

- Non-profit organizations
- Business community / employers
- Public agency staff

Key issues raised:

- Low frequency of service
- Limited service hours
- Inaccessibility of many bus stops
- Interregional and multimodal connectivity
- Encourage mode shift from private cars to transit
- Need for more reliable patient transportation at Barton Hospital
- Potential alternative governance model for public transit



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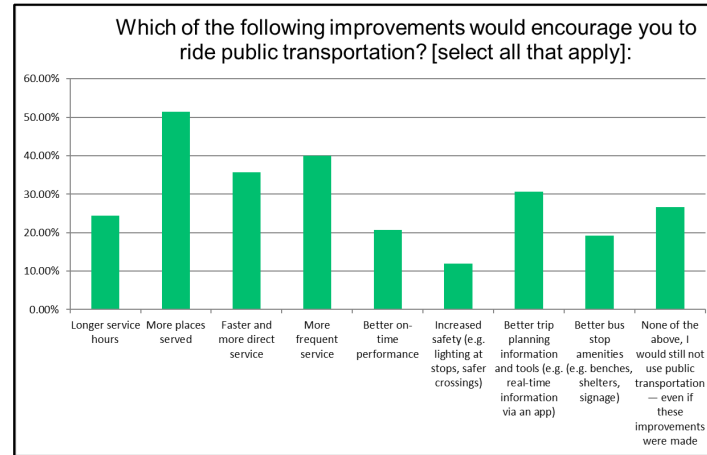
AGENDA ITEM: III.A.

Public Outreach - Public Survey

Respondents (n= 851) were overwhelmingly non-Hispanic white, and wealthier and more female than South Lake Tahoe's population

Key survey learnings:

- South Lake Tahoe remains a car-oriented place — just 6% of residents use TTD as their primary mode of transportation, and **just one third (32%) of residents use TTD service with any regularity**
- Transit serves as **alternative to walking and biking** for many riders — 30-35% of residents complete at least some trips by active transportation
- Riders would like to see **more places served**, in particular Meyers and Emerald Bay
- **Minimizing one's environmental impact** is the top motivating factor for riding transit among residents surveyed — more common than not having a personal car
- **Most residents (55 -62%) would ride transit (or ride more often) if service were faster, more frequent, and more direct** — just 25% would avoid it even with these improvements



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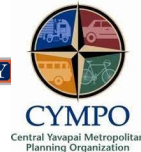
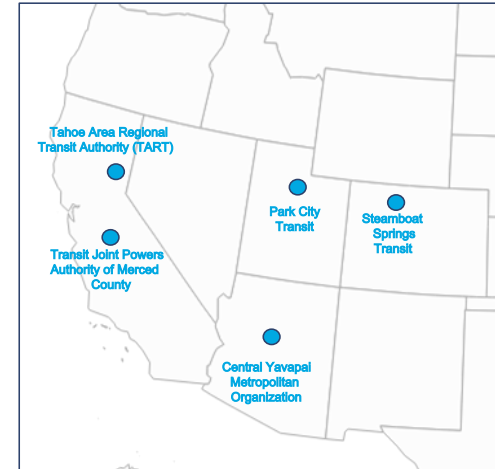
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Peer Agency Interviews

Peer transit agencies in the Mountain West with similar demographics, tourism -based economy, and range of governance structures

Key findings:

- Microtransit services are showing **high ridership** , **expanded coverage** in low-density areas, adjustment of less productive fixed-route services
- Key challenges with microtransit: **driver staffing and limited funding**
- **Municipal** transit agencies often better suited to solve local transportation challenges
- **Regional** transit authorities better suited for addressing regional issues like workforce transportation / commuting
- Wide range of **local funding sources** used to supplement state and federal funding — e.g. HOA fees, sales taxes, property taxes, hotel taxes



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AGENDA ITEM: III.A.

On-Demand Simulations

Zone 1 - Expanded Pilot (with ADA Commingling)

	Low Demand	Medium Demand	High Demand
Rides per Day	350	486	644
Utilization (Daily Avg.)	5.8 - 6.4	6.5 - 7.1	7.2 - 7.8
Max Fleet Size	4	5	6
Average Wait Time (Minutes)	12	13	13
Average Trip Duration (Minutes)	9	9	9
Average Shared -Ride Percentage	53%	62%	68%
Est. Cost per Passenger Trip ¹	\$ 14.81	\$ 12.59	\$ 10.74

Max. wait times (mins.): 25

Corner -to -corner service model

Detour allowance: 10 mins or 1.5x trip duration

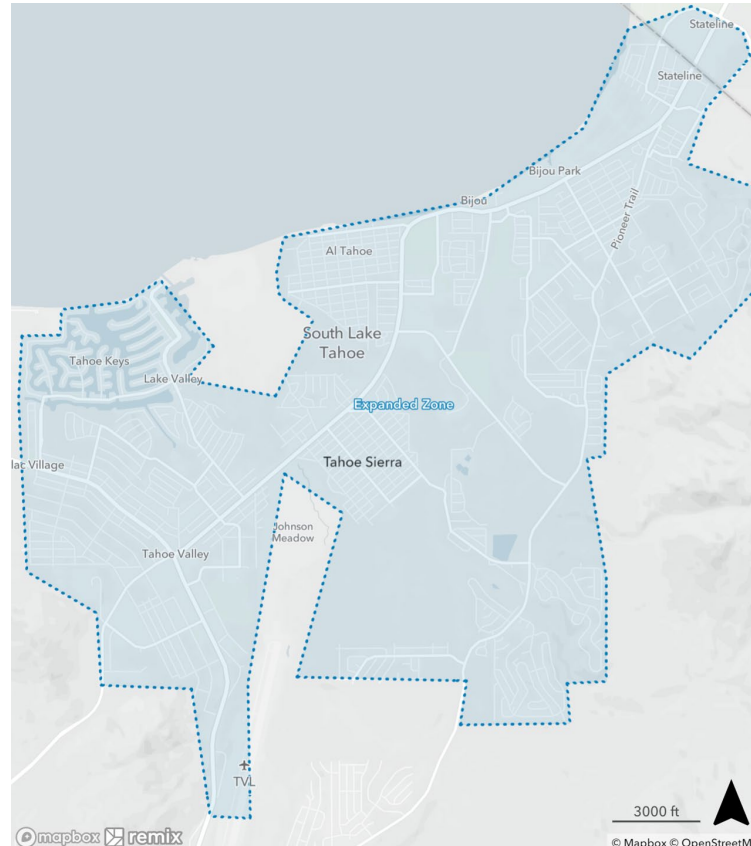
Vehicle capacity (seats): 12 (3 for wheelchairs)

Hours of operation: S-Th 7am-9pm, F-Sa 7am-10pm

1. Based on Via estimate of operating cost in the \$80-90/vehicle-hour range.

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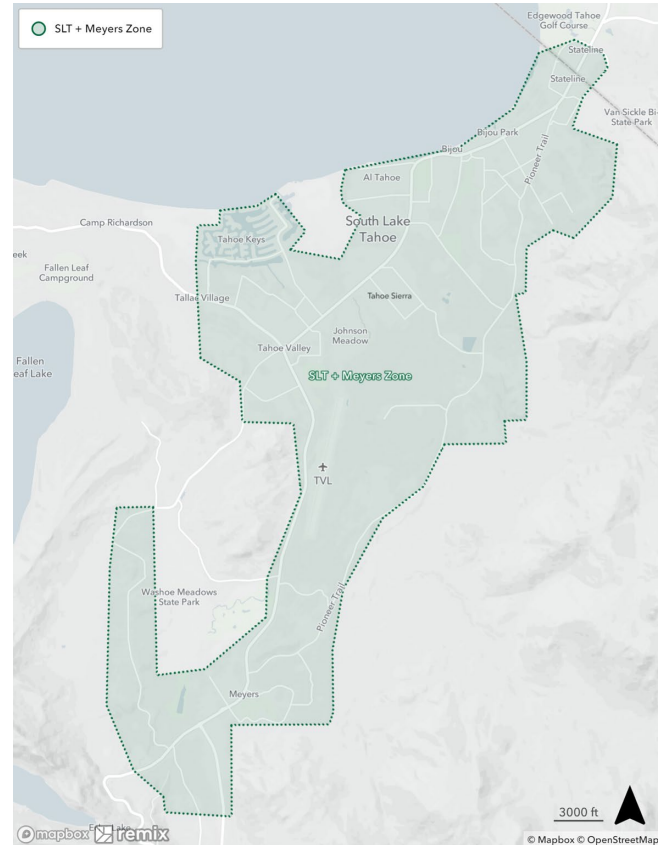
On-Demand Simulations

Zone 2 - Expanded Pilot with Meyers (with ADA Commingling)

	Low Demand	Medium Demand	High Demand
Rides per Day	371	519	697
Utilization (Daily Avg.)	4.9 - 5.5	4.9 - 5.5	5.8 - 6.4
Max Fleet Size	5	7	8
Average Wait Time (Minutes)	11	9	11
Average Trip Duration (Minutes)	9	9	10
Average Shared - Ride Percentage	45%	45%	60%
Est. Cost per Passenger Trip	\$17.47	\$16.49	\$13.22

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 AGENDA ITEM: III.A.

Fixed Route Services in the South Shore

Existing Conditions

	Route 50	Route 55	Total
Avg. Weekday Ridership	401	229	630
Annual Ridership	144,000	83,000	227,000
Annual Revenue - Hours	6,600	7,500	14,200
Productivity	21.7	11.0	16.0
Avg. Frequency (Minutes)	34	60	
Vehicles in Service	2	2	4
Service Window	6:30 am - 8:40 pm	6 am - 6 pm	
Est. Annual Operating Cost ¹	\$ 880,000	\$ 1.00 million	\$ 1.88 million

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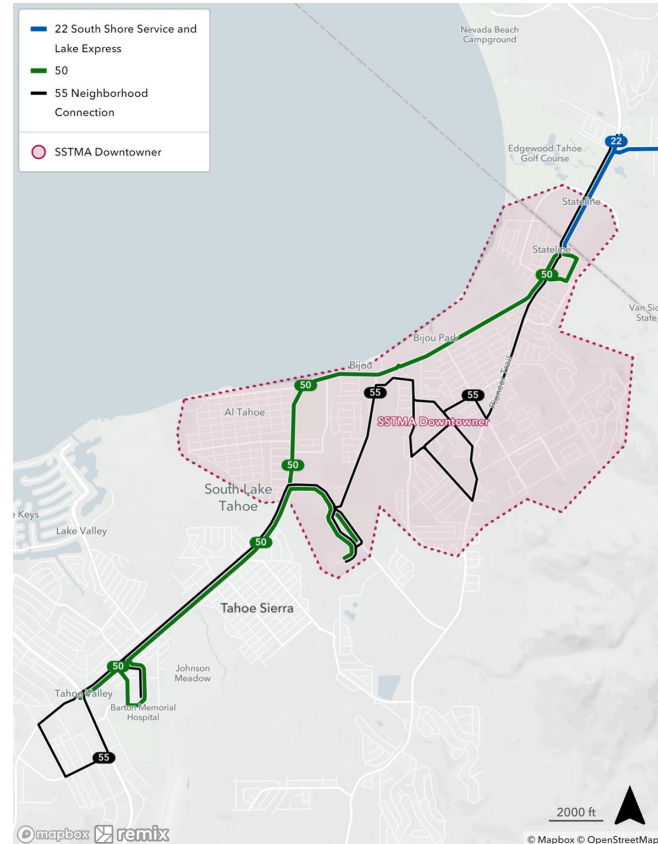
1. Based on TTD's hourly operating cost of \$133 from its FY 2020 NTD reporting.

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Fixed Route Services in the South Shore

More Frequent Service on Route 50, Shorter Alignment on Route 55, Longer Hours of Operation

	Route 50	Route 55	Total
Est. Avg. Weekday Ridership	694	174	855
Annual Ridership	250,000	63,000	308,000
Annual Revenue - Hours	15,500	4,800	20,300
Productivity	16.1	12.2	15.2
Avg. Frequency (Minutes)	20	60	
Vehicles in Service	3	1	4
Service Window	6:30am - 11pm	6am - 9pm	
Est. Annual Operating Cost	\$2.06 million	\$630,000	\$2.70 million

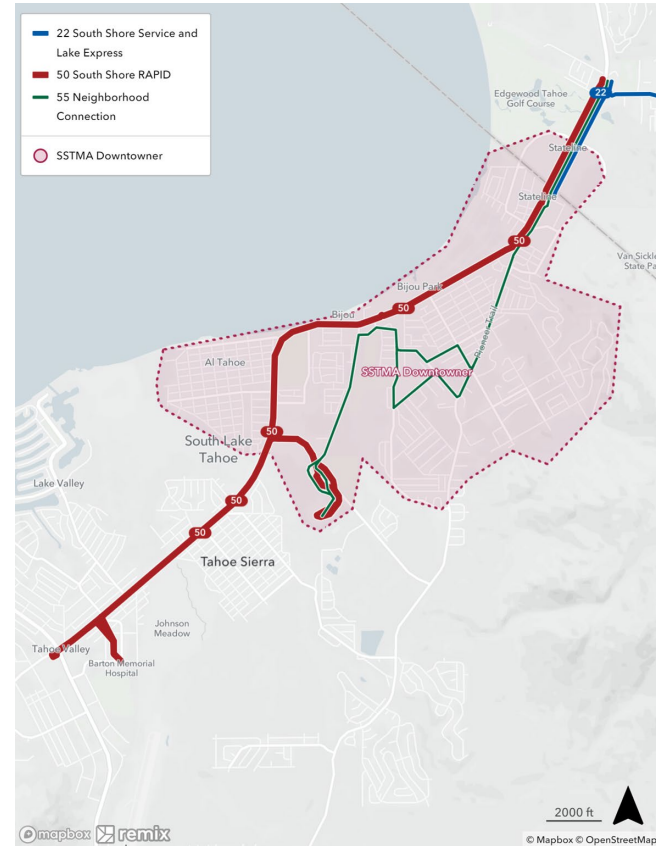
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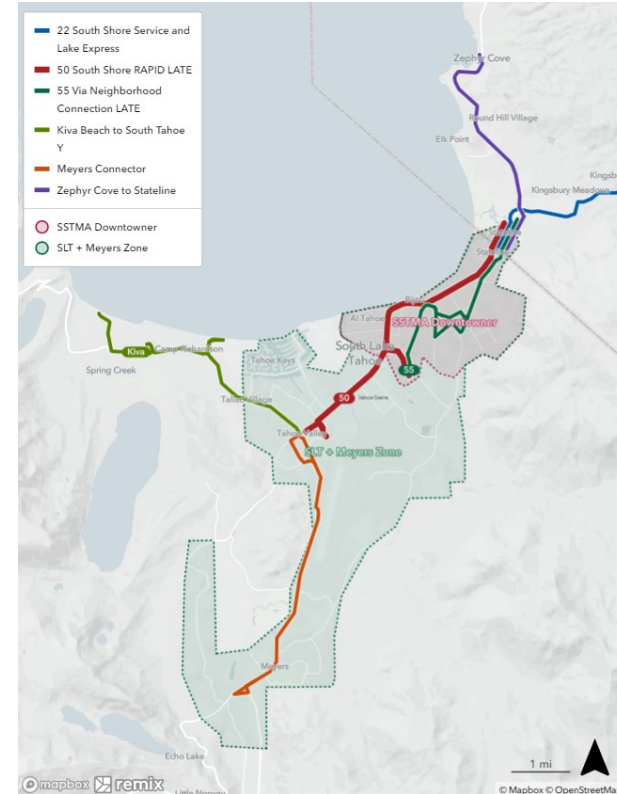
Fixed Route Services in the South Shore

Service to Meyers, Kiva Beach, and Zephyr Cove

	Route 50	Route 55	West Side Connector (Meyers)	Y to Kiva Beach ¹	Stateline to Zephyr Cove ¹	Total
Est. Avg. Weekday Ridership	694	174	61	22	32	969
Annual Ridership	250,000	63,000	22,000	2,200	3,200	335,000
Annual Revenue - Hours	15,500	4,800	4,000	400	400	25,100
Productivity	16.1	12.2	5.5	5.4	8.8	13.4
Avg. Frequency (Minutes)	20	60	60	120	120	
Vehicles in Service	3	1	1	1 (interlined)		5
Service Window	6:30 am - 11pm	6 am - 9pm	6 am - 7pm	8 am - 7pm	8 am - 7pm	
Est. Annual Operating Cost	\$2.06 million	\$630,000	\$530,000	\$100,000		\$3.33 million

¹ Operates seasonally, Memorial Day to Labor Day

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Implementation Plan

Governance

Governance Structure	Description	Advantages	Disadvantages
Municipal transit system <i>Peer transit agency examples:</i> <ul style="list-style-type: none"> ● Park City Transit, UT ● Truckee TART, CA 	<ul style="list-style-type: none"> ● City of South Lake Tahoe works with a third-party contractor to operate transit service within its boundaries ● City creates and funds new Department to manage local transit operations 	<ul style="list-style-type: none"> ● Local control ● Potentially more frequent service within South Lake Tahoe 	<ul style="list-style-type: none"> ● City assumes greater responsibility and risk in transit operations ● Significant administrative requirements if the City seeks to become sub-recipient of FTA funding ● Would require agreement with TTD to allow for operating authority
Joint Powers Agency <i>Peer transit agency examples:</i> <ul style="list-style-type: none"> ● Merced County Transit, CA 	<ul style="list-style-type: none"> ● City, Douglas County, and El Dorado County form separate legal entity to operate transit service in South Lake Tahoe and Meyers 	<ul style="list-style-type: none"> ● Direct, proportional representation of funders ● Allows transit service across jurisdictions ● Economy of scale enables more cost-effective service 	<ul style="list-style-type: none"> ● Limited transparency and opportunity for voter oversight ● Significant administrative requirements if the City seeks to become sub-recipient of FTA funding ● Would require agreement with TTD to allow for operating authority
Intergovernmental agreement <i>Peer transit agency examples:</i> <ul style="list-style-type: none"> ● Washoe County RTC and Carson City RTC ● TTD and Douglas County 	<ul style="list-style-type: none"> ● City and TTD sign agreement to operate additional transit service in South Lake Tahoe and Meyers ● Alternatively, City and SSTMA sign agreement to expand microtransit citywide 	<ul style="list-style-type: none"> ● Easier to implement across state lines than JPA ● Allows each party to more closely specify funding commitment and role in oversight ● Economy of scale enables more cost-effective service 	<ul style="list-style-type: none"> ● Imbalance of resources between parties can lead to tensions ● May require additional agreement with El Dorado County for Meyers service
Consolidated Transportation Services Agency (CTSA) --- status quo option	<ul style="list-style-type: none"> ● TTD continues to operate regional transit service in the Tahoe Basin ● SSTMA continues to operate Lake Link 	<ul style="list-style-type: none"> ● Regional service design matches travel patterns of tourism economy (e.g. workforce transportation) 	<ul style="list-style-type: none"> ● Limited local representation and voter oversight ● Less service allocated to local mobility needs

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Implementation Plan

Requirements of becoming FTA Funding Subrecipient

- Written Title VI program, including Limited English Proficiency (LEP)/Language Assistance Programs
- Equal Employment Opportunity (EEO) Program
- Disadvantaged Business Enterprise (DBE) Program
- Written ADA Paratransit Plan, including ADA service and operations policies
- Public transportation safety plan
- Written procurement policies
- Written financial management policies and procedures
- Maintenance facility plan, acquisition of certificate of insurance, and vehicle preventive maintenance plan

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AGENDA ITEM: III.A.

Implementation Plan

Funding, Electrification, and Commingling

- Build upon TTD's electrification of South Shore service by **introducing electric vehicles to microtransit**
 - Leverage available electric passenger minivans when they become available in late 2023
 - Consider deploying electric SUVs with 4-5 passenger seats or hybrid-electric minivans in the interim
- Most State and federal funds are limited to eligible FTA or CalTrans funding recipients like TTD
- City should **leverage local funding sources** for transit — Measure S sales tax, Transient Occupancy Tax (TOT), or parking fees
- **Commingling of microtransit** with ADA paratransit and patient transportation (NEMT) can improve rider experience, efficiency, and reduce operating costs



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