

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

Meeting Agenda

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

**May 3, 2023
2:00 p.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 in accordance with requirements under California Government Code section 54953(f).

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

To attend the TTD Program Implementation Committee Meeting remotely, use the following:
<https://attendee.gotowebinar.com/register/4331967392559869788>

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

The following location will also be available for participation for the Program Implementation Committee meeting by teleconference:

229 West Loop 121
Belton, TX 76513

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 Agenda for May 3, 2023
- C. *For Possible Action:* Approval of Minutes of January 23, 2023

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

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A. <i>Informational Only:</i> Presentation on Transit Operations Fund Sources, Uses and Qualifications, and Updates on Transit Funding Support	6
B. <i>Informational Only:</i> Second Update and Discussion on the Work of the Technical Advisory Committee for South Shore Transit Regarding the Integration of Micro-Transit and Fixed Route Service and the Update of the TTD Short-Range Transit Plan	11

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
January 23, 2023**

Committee Members in Attendance:

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

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Danielle Hughes, 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 Conduct of Meeting via Teleconference Pursuant to California Government Code 54953(e)

Motion/second by Mr. Chapman/Ms. Hao to approve the conduct of meeting via teleconference pursuant to California Government Code 54953(e). The motion passed unanimously.

C. Approval of Agenda of January 23, 2023

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

D. Approval of Meeting Minutes for November 28, 2022

Motion/second by Mr. Chapman/Mr. Bigley to approve the Committee minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

Nick Speal, South Lake Tahoe resident, expressed his disappointment in the transit service cuts, especially on Route 50, and would like to see an increase in operator's pay.

III. DISCUSSION ITEMS

- A. Update and Discussion on the Work of the Technical Advisory Committee for South Shore Transit Regarding the Integration of Micro-Transit and Fixed Route Service and the Update of the TTD Short-Range Transit Plan

Mr. Hasty reviewed this item.

Mr. Bass arrived at 1:07 p.m.

Mr. Suarez, Executive Director of SSTMA, stated a mobility hub at Kingsbury is very important and suggested looking at a charter service.

Nick Speal stated he doesn't feel a need to build a transit center, encourage the focus to stay on running more buses and keep up with the wage growth.

Action Requested: For Possible Action

No action was taken.

- B. Review the Wood Rodgers Proposal Submitted for the Development of a Maintenance and Administration Facility Master Plan and Recommend Approval of Contract Award to the TTD Board of Directors at the February 1, 2023 Meeting

Ms. Hughes reviewed this item.

Mr. Bass suggested putting the facility down in the valley. Ms. Hughes stated this plan will include looking at various locations.

Mr. Bigley suggested looking at housing in the planning.

Action Requested: For Possible Action

Ms. Chapman moved to recommend approval of contract award to Wood Rodgers for the development of a Maintenance and Administration Facility Master Plan to the TTD Board of Directors. Ms. Hao seconded the motion. The motion passed unanimously.

IV. DISTRICT MANAGER REPORT

Mr. Hasty noted the meeting format will be changing due to the revised California meeting rules and the comparability/classification study results will be brought to the Board in April.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Mr. Bigley suggested this Committee focus on coming up with solutions for overcoming the driver shortages.

Mr. Bass asked to have the sub-governance committee discussion again.

VI. PUBLIC INTEREST COMMENTS

Aaron Vanderpoole submitted a written public comment which is attached to these minutes.

VII. ADJOURNMENT

The meeting adjourned at 2:26 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.)*

From: [Aaron](#)
To: [Judi Allen](#)
Subject: Re: comment on TTD meeting Jan 23rd
Date: Monday, January 23, 2023 9:34:34 AM

Dear Judi,

I wish to submit as public interest comment at the 10am meeting.

And for the for the 1pm meeting I will submit the following also during public interest comment.

Dear REGIONAL PARTNERSHIPS AND COMMUNICATIONS COMMITTEE,

I strong oppose the use of the old Incline Elementary School as a bus hub and have submitted a great deal of documental evidence against its use. The Hyatt is currently undergoing a major remodeling project and I strongly encourage the TTD to collaborate with them. A collaboration with the Hyatt for a bus hub would significantly improve our community. This is a great opportunity as the Hyatt goes through a transitional phase. A bus hub at or near the Hyatt would benefit ALL parties for a regional transportation network while use of the old elementary location would significantly harm our community and workforce. This should be blatantly obvious, especially in reference to all my previous documentations.

Sincerely,

Aaron Vanderpool

806 Oriole Way

On Mon, Jan 23, 2023 at 9:21 AM Judi Allen <jallen@tahoetransportation.org> wrote:

Hello Aaron,

We have two meetings today – which one are you submitting your comment to?

Judi

From: Aaron <renotahoesky@gmail.com>
Sent: Monday, January 23, 2023 9:18 AM
To: Judi Allen <jallen@tahoetransportation.org>

Subject: comment on TTD meeting Jan 23rd

Dear Judi Allen,

I would like to submit the following public comment for today's meeting.

I continue to reference all my other public comments of strong opposition to the use of the old Incline Elementary School as a bus hub. Additionally I strongly encourage TTD to collaborate with the Hyatt. The Hyatt is undergoing a major remodeling project and a collaboration with the Hyatt for a bus hub would significantly improve our community. This is a great opportunity as the Hyatt goes through a transitional phase. A bus hub at or near the Hyatt would benefit ALL parties for a regional transportation network while use of the old elementary location would significantly harm our community and workforce. This should be blatantly obvious, especially in reference to all my previous documentations.

Sincerely,

Aaron Vanderpool

806 Oriole Way



MEMORANDUM

Date: April 28, 2023

To: Tahoe Transportation District (TTD) Program Implementation Committee

From: TTD Staff, George Fink - Transportation Program Manager

Subject: Presentation on Transit Operations Fund Sources, Uses and Qualifications, and Updates on Transit Funding Support

Action Requested:

It is requested the Program Implementation Committee (PIC) hear the presentation, ask questions, and seek clarification for background and future discussions on transit alternatives. No action is requested.

Fiscal Analysis:

This item will address current transit operation budget revenue sources and requirements.

Work Program Analysis:

Staff time to support Committee activities are allotted for in the work program.

Background:

TTD staff have been working with the PIC and the Technical Advisory Committee (TAC) on integrating existing Lake Link micro-transit service with TTD fixed route and paratransit service. Using the Short-Range Transit Plan (SRTP) update process, the TAC has met seven times and developed some draft integration scenarios. The next step for the TAC is to discuss costing and assessing funding support for near term and longer-term transit service options.

Discussion:

This item is an educational detailed presentation and discussion on the transit operational revenues of TTD that comprise the budget revenue, their uses, eligibilities, and limitations. When the TAC meets next, this information will help shape informed decisions for transit options.

There are other jurisdiction funding updates and strategies to share and discuss pertinent to the SRTP and developing transit options.

Additional Information:

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

Attachment:

A. TTD Transit Funding Overview

TTD Transit Funding Overview

PROGRAM:	Federal Transit Administration (FTA)		
	FTA 5307 (Lake Tahoe UZA)	FTA 5310 (Lake Tahoe UZA)	FTA 5339 (Lake Tahoe UZA)
Purpose:	The Urbanized Area (UZA) Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas for transit capital and operating assistance and for transportation-related planning. A UZA is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.	This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.	The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.
Eligible Activities:	Eligible activities include planning, capital, operating, and the acquisition of public transportation services. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, or areas with populations more than 200,000 and operate less than 100 buses, operating assistance is an eligible expense.	Eligible activities include: purchases of buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems, including scheduling/routing/on-call systems; mobility management programs; acquisition of transportation services under a contract, lease, or other arrangement.	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
Oversight:	FTA Region IX	FTA Region IX	FTA Region IX
Source:	FTA	FTA	FTA
Frequency:	Annual; subject to Congressional Appropriation	Biennial allocation	Annual; subject to Congressional Appropriation
Determination of Amount:	Formula to UZA; then split with MPO concurrence	Formula to UZA; 100% allocated to TTD in even years, with the odd years to Placer County	Formula to UZA; then split with MPO concurrence
Match Requirement (Operating):	50/50	50/50	N/A
Match Requirement (Capital):	80/20	80/20	80/20
Match Requirement (Capital - ADA):	80/20	80/20	85/15
Match Requirement (Administrative):	50/50	100/0 (limited to 10% of grant)	N/A
Amount:	\$2,173,860	\$27,152	\$227,000
Toll Credits Match Eligible:	Yes	Yes	Yes
Match Source(s):	Toll Credits	Toll Credits	Toll Credits
Restrictions:	Lake Tahoe UZA & Nevada	ADA services and capital only	Lake Tahoe UZA & Nevada

TTD Transit Funding Overview

PROGRAM:	Federal Transit Administration (FTA)		Congestion Mitigation and Air Quality Improvement (CMAQ)
	FTA 5311 (Nevada DOT)	FTA 5339 (Nevada DOT)	
Purpose:	The Formula Grants for Rural Areas program (49 U.S.C. 5311) provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.	The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.	The CMAQ program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.
Eligible Activities:	Eligible activities include planning, capital, operating, and the acquisition of public transportation services for NEVADA ONLY and primarily for the benefit of NON-URBANIZED areas.	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	Capital to improve air quality; expand or provide new service that supports improved air quality; not meant to be annual operating.
Oversight:	NDOT	NDOT	FTA Region IX
Source:	FTA	FTA	Federal Highway Administration (FHWA)
Frequency:	Biennial Call for Projects	Biennial Call for Projects	Biennial Call for Projects
Determination of Amount:	Formula to Nevada; then competitive application	Formula to Nevada; then competitive application	Formula to Non-Attainment Area; then competitive application through MPO Regional Grant Program (RGP)
Match Requirement (Operating):	59.38/40.62	N/A	88.53/11.47
Match Requirement (Capital):	95/5	80/20	88.53/11.47
Match Requirement (Capital - ADA):	95/5	85/15	88.53/11.47
Match Requirement (Administrative):	80/20	N/A	88.53/11.47
Amount:	\$1,500,000	TBD	\$1,000,000
Toll Credits Match Eligible:	No	No	Yes
Match Source(s):	TDA (LTF/STA) Nevada only; no UZA to UZA without rural component	TDA (LTF/STA) Nevada facilities; bi-state fleet ok	Toll Credits Lake Tahoe UZA & Nevada
Restrictions:			

TTD Transit Funding Overview

PROGRAM:	Low Carbon Transit Operations Program (LCTOP)	Local Transportation Fund (LTF)	State Transit Assistance (STA)
Purpose:	The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged and low income communities.	Local Transportation Fund (LTF), is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the county based on population.	The STA funds are appropriated by the legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to transit operator revenues from the prior fiscal year.
Eligible Activities:	LCTOP projects must meet Caltrans' LCTOP guidelines and be selected to receive an allocation. Approved projects support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.	Eligible activities include planning, capital, operating, and the acquisition of public transportation services.	Eligible activities include planning, capital, operating, and the acquisition of public transportation services.
Oversight:	Caltrans	TMPO	TMPO
Source:	State of California (5% of Cap and Trade Proceeds)	State of California (Sales tax)	State of California (Sales tax on fuel and diesel fuel)
Frequency:	Biennial Call for Projects	Annual	Annual
Determination of Amount:	Allocation to recipient. Must meet guidelines of the program	Statutorily allocated to transit	Statutorily allocated to transit
Match Requirement (Operating):	100/0	100/0	100/0
Match Requirement (Capital):	100/0	100/0	100/0
Match Requirement (Capital - ADA):	100/0	100/0	100/0
Match Requirement (Administrative):	100/0	100/0	100/0
Amount:	\$278,372	\$1,668,119	\$578,865
Toll Credits Match Eligible:	N/A	N/A	N/A
Match Source(s):	N/A	N/A	N/A
Restrictions:	California Only	California and Nevada	California and Nevada

TTD Transit Funding Overview

PROGRAM:	State of Good Repair (SGR)	El Dorado County	Nevada State Parks
Purpose:	The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 includes a program that provides additional revenues for transit infrastructure repair and service improvements. This investment in public transit is the State of Good Repair (SGR) Program.	El Dorado County provides a direct allocation to TTD to mitigate impacts of tourism in El Dorado County.	A budget contribution to TTD from the Nevada Division of State Parks.
Eligible Activities:	SGR funds are to be made available for eligible transit maintenance, rehabilitation and capital projects.	Operating, capital, and administrative support for TTD's El Dorado County transit services.	Operating, capital, and administrative support for East Shore Express (ESE) service.
Oversight:	TMPO	TTD	TTD
Source:	State of California (Gas tax and vehicle fees)	TOT	State of Nevada
Frequency:	Annual	Annual Request	Annual
Determination of Amount:	Statutorily allocated to transit	Amount allocated determined by Board of Supervisors	Negotiated amount with Nevada State Parks each year
Match Requirement (Operating):	100/0	100/0	100/0
Match Requirement (Capital):	100/0	100/0	100/0
Match Requirement (Capital - ADA):	100/0	100/0	100/0
Match Requirement (Administrative):	100/0	100/0	100/0
Amount:	\$95,343	\$300,000	\$85,000
Toll Credits Match Eligible:	N/A	N/A	N/A
Match Source(s):	N/A	N/A	N/A
Restrictions:	Maintenance activities only	El Dorado County	ESE

MEMORANDUM

Date: April 28, 2023

To: Tahoe Transportation District (TTD) Program Implementation Committee

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

Subject: Second Update and Discussion on the Work of the Technical Advisory Committee for South Shore Transit Regarding the Integration of Micro-Transit and Fixed Route Service and the Update of the TTD Short-Range Transit Plan

Action Requested:

It is requested the Committee hear the update, review the materials, discuss the work to date, and provide input.

Fiscal Analysis:

All expenditures associated with this item for the fiscal year are in the approved FY23 budget and proposed FY24 budget.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY23 Work Program and will be included in the FY24 work program, with corresponding allotted staff time. This project aligns with Strategic Goal SG-3 – Increase the connectivity and reliability of a regional multi-modal transit system around the Basin.

Background:

Since the last Program Implementation Committee (PIC) meeting in January, Staff have continued meeting with the informal technical advisory committee (TAC) for transit at south shore comprised of TTD staff - Carl Hasty, George Fink, Donnie McBath; TRPA staff - Nick Haven and Kira Smith; City of South Lake Tahoe staff - Joe Irvin and Lindsey Baker; SS-TMA staff - Raymond Suarez; and TTD's consultant team from Stantec - Graeme Masterton, Johann Van Schaik, and Freddy Thomas. The group has met seven times as of this writing, with the latest meeting on April 21. Productive and significant operational and funding discussions have occurred to the point where two proposals are being presented for further refinement, discussion, and direction from the PIC.

These sessions are being held and completed within the update process of TTD's Short-Range Transit Plan (SRTP).

Discussion:

TTD's programmed services for FY 24 are fully funded; however, that is based on the availability of one-time pandemic support funds. These funds are expected to be exhausted by

FY 26, resulting in a need to modify the transit system to fit available funding. The need to reimagine Tahoe's transit systems is already underway in some respects with the addition of micro mobility options (scooters) and microtransit on both the north and south shores. Further planning is envisioning a new service delivery model that is fiscally sound and fulfills TTD's role in connecting the communities within and around Lake Tahoe to each other and the Lake. Communities have stepped up and are opting in on microtransit options. Numerous zones exist on the north shore and the south shore is nearing the first anniversary of its own microtransit system mandated as a mitigation to the Tahoe Blue Center.

As part of the SRTP, TTD has partnered with Stantec to design a system that provides connectivity between regional workforce centers like Minden/Gardnerville and Carson City with the jobs base in Stateline and South Lake Tahoe. Additionally, the system options that have been developed begin to address some of the easier to implement visitor services, while maintaining the popular East Shore Express.

TTD is the regional link to funding opportunities and is also an operator. However, other entities are operating transit as well. The South Shore Transportation Management Association (SS-TMA) is the operator of the Tahoe Blue Center microtransit service (Lake Link). The City of South Lake Tahoe has expressed an interest in becoming a transit operator of both microtransit and fixed route services that focus on the City. Regardless of the operator, TTD is responsible for coordinating the services and ensuring compliance with all the rules attached to those fund sources for the Tahoe basin. The Tahoe Metropolitan Planning Organization (TMPO) is responsible for programming the various transit funds. Further, as a coordinated transportation system, the user should not feel the difference between services provided by different operators. A seamless experience is the goal.

Initially, Staff, Stantec, and the SS-TAC worked on a variety of operational scenarios that would fit the post-pandemic transit funding reality. There was an option that explored continuing the existing system structure and levels of service. The option was rejected as the existing service levels are not satisfactory and the cost exceeded resources beginning in FY26. Another option investigated the City's desire to have 20-minute headways on Route 50, while reducing service on regional routes. Even with the regional route reductions, this option cost millions more than is available. A third option explored operating Route 50 at 20-minute headways during peak AM and PM demand times and reducing regional services. This option was fiscally feasible, but was not pursued further as the SS-TAC wanted to analyze transit more broadly to include microtransit options.

The two options below were discussed at the SS-TAC and recommended for further consideration and discussion by the PIC.

Microtransit is a form of on-demand transportation service that typically operates in smaller vehicles and serves a limited geographic area. The goal of microtransit is to provide a more convenient and efficient way to connect neighborhoods to higher capacity mass transit. The impacts of microtransit on the fixed route services depend on a variety of factors, including how the services are designed, ease of transfers, and how they are integrated with the other transit options in the area.

Option 1: Regional Emphasis

In this scenario, seven routes and three microtransit zones are established:

- ☐ **Route 1: South Lake Tahoe Express.** This route replaces the existing Route 50 with limited stop express service that is fed by microtransit and links the various microtransit

zones. By linking up at major hubs in each microtransit zone, Route 1 will improve the response time of microtransit by helping reduce the trip length. For example, a passenger heading from their home in the Tahoe Keys to Heavenly Village would board microtransit at their home. The algorithm determines their most efficient transfer is at Barton. They would then board Route 1 and be at the Stateline Transit Center with only one stop.

- **Route 2: Echo Express (summer and winter).** This is a new service that will provide a linkage from South Lake Tahoe and Meyers to Echo Pass (Tahoe Rim Trail) in the summer and Sierra-at-Tahoe for visitors and employees in the winter. This route re-establishes a connection between South Lake Tahoe and Meyers, while offering visitors a car-free way to visit Sierra-at-Tahoe. In the summer, the route provides a convenient and dependable link to the myriad of trails crossing Echo Summit for day hikers or long-distance hikers looking to drop down and re-supply.
- **Route 3: Capitol Express.** This route re-establishes direct service from Stateline to Carson City via Spooner Summit. Historically, this was the most heavily used commuter route to the south shore. The route could also service Spooner Summit trailheads.
- **Route 4: Incline Village Express.** This route is a new service connecting the south shore, east shore, and north shore via Tahoe Area Regional Transit (TART). Route 4 will also serve Spooner Lake.
- **Route 5: Carson Valley Express.** This is the existing TTD Route 22 linking the south shore with Kingsbury and Minden/Gardnerville.
- **Route 6: East Shore Express (summer only).** This is the existing East Shore Express connecting Incline Village with the East Shore Trail and Sand Harbor State Park.
- **Route 7: Mount Rose Express (summer only).** This is a new summer only route that will link Incline Village, TART Connect, TART Mainline, Washoe RTC, Tahoe Meadows, and The Summit Reno Mall/Park n Ride via Mount Rose.
- **Microtransit Zone 1: Lake Link.** The Tahoe Blue Center mitigation service covers the Tahoe Blue Events Center and eastern South Lake Tahoe.
- **Microtransit Zone 2:** This would be a new microtransit zone covering western South Lake Tahoe.
- **Microtransit Zone 5:** This would be a new microtransit zone covering Meyers in El Dorado County.

Route 55 would be transitioned to Microtransit Zones 1 and 2.

Federal Transit Administration (FTA) required paratransit services would be met by Microtransit Zones 1 and 2. TTD's extended paratransit service area would be replaced with Microtransit Zone 5.

Under Option 1, the City of South Lake Tahoe would operate Route 1 and Zone 2. The SS-TMA would operate Zone 1. There is no assigned operator for Zone 5. TTD would operate all remaining routes.

Funding for available for Option 1	\$8,023,261
Cost of Option 1 Operations	\$9,244,050

Deficit Operations	-\$1,220,789
Capital Matching Fund	\$588,000
Capital Matching Available	\$0

Deficit Capital	-\$588,000

Detailed information on Option 1 is Attachment A.

Option 2: Compromise

In this scenario, four routes, three microtransit zones, and vanpools are established:

- ☐ **Route 1: South Lake Tahoe Express.** Same as in Option 1, this route replaces the existing Route 50 with limited stop express service that is fed by microtransit and links the various microtransit zones. By linking up at major hubs in each microtransit zone, Route 1 will improve the response time of microtransit by helping reduce the trip length. For example, a passenger is heading from their home in the Tahoe Keys to Heavenly Village. They would board microtransit at their home. The algorithm determines their most efficient transfer is at Barton. They would then board Route 1 and be at the Stateline Transit Center with only one stop.
- ☐ **Route 2: Carson Valley Shuttle.** This route would provide a linkage four days a week with three round trips each operating day to the south shore, Kingsbury, and Minden/Gardnerville.
- ☐ **Route 3: Capitol Express.** Same as in Option 1, this route re-establishes direct service from Stateline to Carson City via Spooner Summit. Historically, this was the most heavily used commuter route to the south shore. The route could also service Spooner Summit trailheads.
- ☐ **Route 4: Incline Village Express.** Same as in Option 1, this route is a new service connecting the south shore, east shore, and north shore via Tahoe Area Regional Transit (TART).
- ☐ **Vanpools.** This service envisions 10 vans operating as vanpools for commuters in the Carson Valley.

The microtransit zones are the same as in Option 1.

- ☐ **Microtransit Zone 1: Lake Link.** The Tahoe Blue Center mitigation service covering the Tahoe Blue Events Center and eastern South Lake Tahoe.

- **Microtransit Zone 2:** This would be a new microtransit zone covering western South Lake Tahoe.
- **Microtransit Zone 5:** This would be a new microtransit zone covering Meyers in El Dorado County.

Route 55 would be transitioned to Microtransit Zones 1 and 2.

Federal Transit Administration (FTA) required paratransit services would be met by Microtransit Zones 1 and 2. TTD's extended paratransit service area would be replaced with Microtransit Zone 5.

Under Option 2, the City of South Lake Tahoe would operate Route 1 and Zone 2. The SS-TMA would operate Zone 1. There is no assigned operator for Zone 5. TTD would operate all remaining routes.

Funding for available for Option 2	\$7,442,700
Cost of Option 2 Operations	\$7,442,700

Deficit Operations	\$0
Capital Matching Fund	\$588,000
Capital Matching Available	\$424,501

Deficit Capital	-\$163,499

Detailed information on Option 2 is Attachment B.

Comparison

Option 1 will require additional funding partners or curtailed services to implement. With Option 1 focusing on regional connections and an expanded coverage model, more partners may be interested in participating. Sierra-at-Tahoe, Zephyr Cove Resort, Washoe RTC, Caltrans, and Carson City could choose to assist in providing transit service to their constituents and visitors. Nevada State Parks, El Dorado County, and Douglas County could choose to increase their support to transit as new services enhance their access around Tahoe.

The coverage model in Option 1 provides the linkages to the north shore from the south shore providing visitors and residents an alternative to private vehicle trips. It also provides the framework for a truly regional transit system making it feasible for visitors to arrive on transit and remain on transit while visiting the Basin.

Option 1 provides more hours of service and has a higher ridership projection and potential.

Option 2 fully funds operations and provides about 80% of the funding for capital match. The focus shifts away from regional connectivity to the south shore. There are less partners in Option 2. Douglas County and Carson City experience service cuts. There is less coverage with Option 2. All three microtransit zones are fully funded on the south shore. However, to fund all three zones, the microtransit programs are federalized. Using federal funds will significantly increase the regulatory and compliance burden for the operating entity, the contractor, and TTD.

Option 2 provides less hours of service and has a smaller ridership profile with less opportunities to grow ridership in the future.

Staff anticipates the next steps to include further evaluation by the SS-TAC and Stantec. Staff also plan on bringing this discussion to the June Board meeting as part of the public process. Public involvement is key to any successful planning effort and the STRP requires robust public input. Both options described contemplate major service changes and per FTA and TTD policy, require a specific public process. Having public input is key to determining needs and obtaining consensus on how to meet those needs.

Once a direction is refined through the public process and Board direction, the SS-TAC can begin defining how the transition process can occur. Issues like funding commitments, agreements, sub-recipient agreements, compliance requirements, performance measures, asset allocation and management, procurements, operational contracts, governance, and memorandums of understanding codifying the decisions will all be discussion topics. Many of these challenges, like the potential federalization of microtransit, will need in-depth analysis. In addition to the SRTP, staff is recommending the development of a business plan approach. A business plan provides a convenient framework to define the overall transit system concept, identify the customers, and analyze the fiscal health for the short- and medium-term.

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. Option 1 – Regional Emphasis Summary
- B. Option 2 – Compromise Summary
- C. Potential System Map

Option 1: Regional Emphasis	Proposed Operator	Beneficiary	RevHrs	Cost/Hr.	Estimated Annual Cost	Funded	Balance	City of South Lake Tahoe	El Dorado County	Nevada State Parks	SSTMA	LTF - Incorp	LTF - Unincorp	STA - Incorp	STA - Unincorp	SGR - Incorp	SGR - Unincorp	LCTOP	LCFS	STPUD	FTA 5307 (Lake Tahoe UZA)	FTA 5311 (Nevada)	FTA 5310 (Lake Tahoe UZA)
								\$ 862,500	\$ 270,000	\$ 85,000	\$ 1,240,000	\$ 1,185,600	\$ 509,953	\$ 681,331	\$ 75,753	\$ 85,994	\$ 9,561	\$ 278,372	\$ 40,000	\$ 35,000	\$ 2,173,860	\$ 463,185	\$ 27,152
Route 1: South Lake Tahoe Express	CSLT	SLT	5,962	\$ 225	\$ 1,341,450	\$ 1,341,450	\$ -					\$ 1,185,600		\$ 155,850									
Route 2: Echo Express (Summer)	TTD	SLT, EDC	1,000	\$ 225	\$ 225,000	\$ 225,000	\$ -							\$ 225,000									
Route 2: Echo Express (Winter)	TTD	SLT, EDC	1,800	\$ 225	\$ 405,000	\$ 405,000	\$ -						\$ 32,219	\$ 286,787		\$ 85,994							
Route 3: Capitol Express	TTD	DC, CC	6,388	\$ 225	\$ 1,437,300	\$ 1,437,300	\$ -														\$ 1,437,300		
Route 4: Incline Village Express	TTD	DC, WC	3,042	\$ 225	\$ 684,450	\$ 684,450	\$ -														\$ 684,450		
Route 5: Carson Valley Express	TTD	DC	3,431	\$ 225	\$ 771,975	\$ 771,975	\$ -						\$ 308,790									\$ 463,185	
Route 6: East Shore Express (Summer Only)	TTD	WC	1,387	\$ 225	\$ 312,075	\$ 312,075	\$ -			\$ 85,000								\$ 99,965	\$ 40,000	\$ 35,000	\$ 52,110		
Route 7: Mount Rose Express (Summer Only)	TTD	WC, RTC	1,008	\$ 225	\$ 226,800	\$ 226,800	\$ -						\$ 48,393					\$ 178,407					
Microtransit: Zone 1 (Mitigation)	SS-TMA	DC, SLT	19,728	\$ 73	\$ 1,440,000	\$ 1,440,000	\$ -	\$ 200,000			\$ 1,240,000												
Microtransit: Zone 2 (West SLT)	CSLT	SLT	16,438	\$ 73	\$ 1,200,000	\$ 676,194	\$ (523,806)	\$ 662,500						\$ 13,694									
Microtransit: Zone 5 (EDC/Meyers)	?	SLT, EDC	16,438	\$ 73	\$ 1,200,000	\$ 503,017	\$ (696,983)		\$ 270,000				\$ 120,551		\$ 75,753		\$ 9,561						\$ 27,152
Capital Matching					\$ 588,000	\$ -	\$ (588,000)																
Remaining to be allocated								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

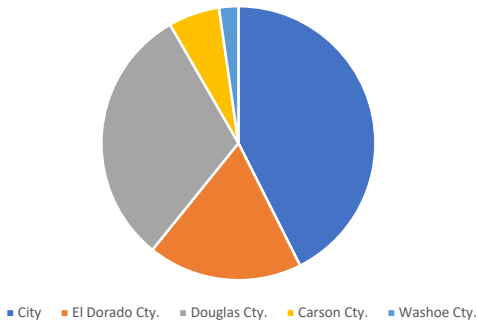
Service Profile	Annual					Est. Ridership
	RevHrs	Annual Cost	Cost/Hr	Pax/Hr		
Route 1: South Lake Tahoe Express	5,962	\$ 1,341,450	\$ 225	32.4		193,169
Route 2: Echo Express (Summer)	1,000	\$ 225,000	\$ 225	18		18,000
Route 2: Echo Express (Winter)	1,800	\$ 405,000	\$ 225	25		45,000
Route 3: Capitol Express (Carson via Spooner)	6,388	\$ 1,437,300	\$ 225	7		44,716
Route 4: Incline Village Express	3,042	\$ 684,450	\$ 225	5		15,210
Route 5: Carson Valley Express	3,431	\$ 771,975	\$ 225	8		27,448
Route 28: East shore Express	1,387	\$ 312,075	\$ 225	20		27,740
Route 7: Mount Rose Express (Summer Only)	1,008	\$ 226,800	\$ 225	7		7,056
Microtransit: Zone 1 (Mitigation)	19,728	\$ 1,440,000	\$ 73	6.7		132,178
Microtransit: Zone 2 (West SLT)	16,438	\$ 1,200,000	\$ 73	6.7		110,137
Microtransit: Zone 5 (EDC/Meyers)	16,438	\$ 1,200,000	\$ 73	5		82,192
						702,845

Jurisdiction Service Hours

City	44,928
El Dorado Cty.	19,238
Douglas Cty.	32,589
Carson Cty.	6,388
Washoe Cty.	2,395

Does not total to 100% due to multiple jurisdictions benefiting from a route

Share of Service Hours



Option 2: Compromise	Proposed Operator	Beneficiary	RevHrs	Cost/Hr.	Estimated Annual Cost	Funded	Balance	City of South Lake Tahoe	El Dorado County	Nevada State Parks	SSTMA	LTF - Incorp	LTF - Unincorp	STA - Incorp	STA - Unincorp	SGR - Incorp	SGR - Unincorp	LCTOP	LCFS	STPUD	FTA 5307 (Lake Tahoe UZA)	FTA 5311 (Nevada)	FTA 5310 (Lake Tahoe UZA)
								\$ 862,500	\$ 270,000	\$ 85,000	\$ 1,240,000	\$ 1,185,600	\$ 509,953	\$ 681,331	\$ 75,753	\$ 85,994	\$ 9,561	\$ 278,372	\$ 40,000	\$ 35,000	\$ 2,173,860	\$ 307,125	\$ 27,152
Route 1: South Lake Tahoe Express	CSLT	SLT	5,962	\$ 225	\$ 1,341,450	\$ 1,341,450	\$ -					\$ 1,185,600		\$ 155,850									
Route 2: Carson Valley Shuttle: M-W-F-Sa; 3 trips daily	TTD	SLT, DC, CC	1,955	\$ 225	\$ 439,875	\$ 439,875	\$ -						\$ 175,950									\$ 263,925	
Route 3: Capitol Express	TTD	DC, CC	6,388	\$ 225	\$ 1,437,300	\$ 1,437,300	\$ -														\$ 1,437,300		
Route 4: East shore Express	TTD	WC	1,387	\$ 225	\$ 312,075	\$ 312,075	\$ -			\$ 85,000											\$ 227,075		
Vanpools (5): Workforce Links to Carson Valley	TTD	SLT, DC, CC	3,650		\$ 72,000	\$ 72,000	\$ -								\$ 28,800							\$ 43,200	
Microtransit: Zone 1 (Mitigation)	SS-TMA	DC, SLT	19,728	\$ 73	\$ 1,440,000	\$ 1,440,000	\$ -	\$ 200,000			\$ 1,240,000												
Microtransit: Zone 2 (West SLT)	CSLT	SLT	16,438	\$ 73	\$ 1,200,000	\$ 1,200,000	\$ -	\$ 662,500						\$ 394,230		\$ 12,019					\$ 131,251		
Microtransit: Zone 5 (EDC/Meyers)	?	EDC	16,438	\$ 73	\$ 1,200,000	\$ 1,200,000	\$ -		\$ 270,000				\$ 115,753		\$ 46,953	\$ 73,975	\$ 9,561	\$ 278,372			\$ 378,234		\$ 27,152
Capital Matching					\$ 588,000	\$ 424,501	\$ (163,499)						\$ 218,250	\$ 131,251					\$ 40,000	\$ 35,000			
Remaining to be allocated								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Service Profile	Annual					
	RevHrs	Annual Cost	Cost/Hr	Pax/Hr	Est. Ridership	
Route 1: South Lake Tahoe Express	5,962	\$ 1,341,450	\$ 225	32.4	193,169	
Route 28: East shore Express	1,387	\$ 312,075	\$ 225	20	27,740	
Vanpools (5): Workforce Links to Carson Valley	3,650				21,900	
Route 5 (Limited): Carson Valley Express - 4 days	1,955	\$ 439,875	\$ 225	5	9,775	
Route 3: Capitol Express (Carson via Spooner)	6,388	\$ 1,437,300	\$ 225	7	44,716	
Microtransit: Zone 1 (Mitigation)	19,728	\$ 1,440,000	\$ 73	6.7	132,178	
Microtransit: Zone 2 (West SLT)	16,438	\$ 1,200,000	\$ 73	6.7	110,137	
Microtransit: Zone 5 (EDC/Meyers)	16,438	\$ 1,200,000	\$ 73	5	82,192	
						621,806

JurisdictionService Hours

City	47,733
El Dorado Cty.	16,438
Douglas Cty.	28,071
Carson Cty.	11,993
Washoe Cty.	1,387

Does not total to 100% due to multiple jurisdictions benefiting from a route

