

TAHOE TRANSPORTATION DISTRICT (TTD)

Notice of Agenda and Agenda

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449

June 7, 2023
3:00 p.m.

The Tahoe Transportation District Board meeting will be physically open to the public at Tahoe Regional Planning Agency, Stateline, NV 89449 and in accordance with California and Nevada law, Board members may be teleconferencing into the meeting via GoToWebinar. This meeting will be held in accordance with requirements under Government Code section 54953(f).

To register for the TTD Finance and Personnel Committee Meeting / TTD Board Meeting go to:
<https://attendee.gotowebinar.com/register/3948715023266444381>

There is only one registration link for both meetings. After registering, you will receive a confirmation email containing information about joining the webinar.

The following location will also be available for participation by teleconference:

California Department of Transportation
703 B Street
Marysville, CA 95901

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 Board meeting and attached to the minutes of the meeting. 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 Board may combine two or more items for consideration. The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum of TTD/TTC
- B. *For Possible Action:* Approval of Agenda for June 7, 2023
- C. *For Possible Action:* Approval of Board Minutes of April 5, 2023

Page 1

II. PUBLIC INTEREST COMMENTS

At this time, members of the public shall have the opportunity to directly address the Board. All comments are to be limited to no more than three minutes per person for matters not listed on this agenda. The Board is prohibited by law from taking immediate action on or

discussing issues raised by the public that are not listed on this agenda. In addition, members of the public shall have the opportunity to directly address the Board after each item on which action may be taken is discussed by the public body, but before the public body takes action on the item.

- III. **FOR INFORMATION: INCLINE VILLAGE MOBILITY COMMITTEE MINUTES OF FEBRUARY 27, 2023 AND APRIL 24, 2023 AND REPORT FROM MAY 22, 2023 MEETING** **Page 25**

- IV. **FOR INFORMATION: BUDGET FINANCE AND PERSONNEL COMMITTEE REPORT FOR JUNE 1 MEETING**

- V. **TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS**
(All items are for possible action)

	<u>Page</u>
A. <i>For Possible Action:</i> Review and Acceptance of the District’s Financial Statement of Operations for the First Three Quarters of Fiscal Year 2023 Through March 31, 2023	56
B. <i>For Possible Action:</i> Authorize the Renewal of the District’s Line of Credit with Nevada State Bank for One Million Dollars for Purposes of Cash Flow Management for District Operations	73

- VI. **TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS**

	<u>Page</u>
A. <i>For Possible Action:</i> Approval of Salary Table Changes for Non-Represented Staff and Salary Adjustments for Represented Staff Effective July 1, 2023	74
B. <i>For Possible Action:</i> Review, Discussion, and Approval of the Fiscal Year 2024 Proposed Budget and Work Program	82
C. <i>For Information:</i> Presentation and Discussion on the Short-Range Transit Plan Update	99
D. <i>For Possible Action:</i> Presentation of District Manager’s Evaluation, Discussion and Possible Action on Evaluators’ Recommendation	108

- VII. **FOR INFORMATION: DISTRICT MANAGER REPORT**

- VIII. **BOARD MEMBER REQUESTS AND COMMENTS**

- IX. **PUBLIC INTEREST COMMENTS**

- X. **ADJOURNMENT**

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

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

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

Nevada Open Meeting Law Compliance

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

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

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

**TAHOE TRANSPORTATION DISTRICT/COMMISSION
BOARD MEETING MINUTES
April 5, 2023**

TTD/C Board Members in Attendance:

Alexis Hill, Washoe County, Chair
Lori Bagwell, Carson City
Cody Bass, City of South Lake Tahoe
Brian Bigley, Member at Large, Vice-Chair
Andy Chapman, TNT-TMA
Jessica Diss, Tahoe Regional Planning Agency Appointee
Sherry Hao, California Governor Appointee
Brooke Laine, El Dorado County
Wesley Rice, Douglas County
Raymond Suarez, SS-TMA (attended remotely)
Alex Fong, Caltrans (attended remotely)
Sondra Rosenberg, NDOT

TTD/C Board Members Absent:

Kyle Davis, Nevada Governor Appointee
Cindy Gustafson, Placer County

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
DeDe Aspero, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Michelle Glickert, Tahoe Regional Planning Agency
Judy Weber, Tahoe Regional Planning Agency
Judi Allen, Tahoe Transportation District
Sergio Rudin, Legal Counsel

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

A. Roll Call and Determination of Quorum

The meeting of the Tahoe Transportation District and Tahoe Transportation Commission was called to order by Chair Hill at 3:03 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 TTD/TTC.

B. Approval of TTD/C Agenda of April 5, 2023

Ms. Bagwell requested to pull Item XI.C. for further discussion. Motion/second by Ms. Bagwell/Mr. Bass to approve the TTD/C agenda for today's meeting. The motion passed unanimously.

C. Approval of TTD Meeting Minutes for February 1, 2023

Motion/Second by Mr. Chapman/Mr. Rice to approve the TTD minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

Public comments were received via e-mail and are attached.

III. CLOSED SESSION

The closed session was held.

IV. RESUME OPEN SESSION AND REPORT FROM CLOSED SESSION

Mr. Hasty reported a closed session was conducted and there was no reportable action from the session.

Ms. Laine left at 3:54 p.m.

V. INCLINE VILLAGE MOBILITY COMMITTEE MINUTES OF JANUARY 30, 2023

VI. BUDGET FINANCE AND PERSONNEL COMMITTEE REPORT FOR APRIL 5 MEETING

The Budget Finance and Personnel committee meeting was cancelled due to a lack of a quorum.

VII. CALIFORNIA COUNCIL OF GOVERNMENTS REPRESENTATIVE UPDATE

There was no update.

Mr. Rice left at 5:00 p.m.

VIII. ADJOURN AS TTD AND RECONVENE AS TTC

IX. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

A. Conduct a Public Hearing and Recommendation of Approval of the Draft Fiscal Year 2023/24 Tahoe Regional Planning Agency Transportation Planning Overall Work Program to the Tahoe Regional Planning Agency Governing Board

Ms. Glickert reviewed this item.

Public Comments:

Doug Flaherty, Tahoe Clean Air.Org, commented he would be making an Open Meeting Law complaint due to the technical difficulties being experienced during the meeting.

Action Requested: For Possible Action

Mr. Bass moved to recommend approval of the draft Fiscal Year 2023/24 Tahoe Regional Planning Agency Transportation Planning Overall Work Program to the Tahoe Regional Planning Agency Governing Board. Ms. Hao seconded the motion. The motion pass unanimously.

B. Conduct a Public Hearing and Recommendation of Approval of the 2023 Federal Transportation Improvement Program Amendment No. 1 to the Tahoe Regional Planning Agency Governing Board

Ms. Weber reviewed this item. Mr. Bass asked about a break-out of the state funding on page 32. Ms. Weber noted the funding was from Nevada as the projects are all Nevada projects. Mr. Chapman asked a clarifying question regarding the mobility hub.

Public Comments:

Doug Flaherty, Tahoe Clean Air.org, stated he is opposed to the amendment considering TTD and TRPA's relentless pursuit of funding which may adversely impact the environment and have not received an appropriate Lake Tahoe basin-wide cumulative Environmental Impact Report in the last 50 years.

Carole Black asked if the parking at Spooner Mobility Hub can be expanded above the 250 planned spaces and additional parking should not be put at Incline Village.

Mr. Bass stated he would be voting no on the item because he cannot support the District's Maintenance and Admin facility project.

Action Requested: For Possible Action

Mr. Chapman moved to recommend approval of the 2023 Federal Transportation Improvement Program Amendment No. 1 to the Tahoe Metropolitan Planning Organization Governing Board. Mr. Bigley seconded the motion. The motion passed, with Mr. Bass voting no.

X. ADJOURN AS TTC AND RECONVENE AS TTD

XI. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of the District's Financial Statement of Operations for the First Seven Months of Fiscal Year 2023 Through January 31, 2023
- B. Approval of Amendment 2 for Fiscal Year 2023's General Fund, Capital Improvement Program Fund, and Transit Operations Fund Budgets
- C. Authorize the District Manager to Execute a Six-Month Lease Contract to Complete Coach Woks for Two 30-Foot Gillig Low Floor Buses and Two 35-Foot Gillig Low Floor Buses in an Amount Not-to-Exceed \$108,480

Public Comments Regarding Items A and B:

Carole Black commented that micro-transit needs to be addressed.

Ann Nichols, North Tahoe Preservation Alliance, asked how sustainable is micro-transit and the ski areas need to step up and help.

Mr. Bass moved to approve Items A and B of the consent calendar. Ms. Bagwell seconded the motion. The motion passed unanimously.

Mr. Fink reviewed Item C. Mr. Bass suggested contracting the East Shore Express out. Mr. Fink confirmed that has been tried and there was no interest.

Mr. Bass left at 6:09 p.m.

Carole Black is concerned with TRPA's statement regarding adding capacity to the East Shore Express with the traffic issues in Incline Village.

Ann Nichols stated traffic needs to be dealt with before developing more attractions and need to do a peak period reservation period first.

Helen Neff fully supports Carole Black and Ann Nichols comments.

Ms. Bagwell moved to execute a six-month lease contract with Complete Coach Works for two 30-foot Gillig low floor buses and two 35-foot Gillig low floor buses in an amount not to exceed \$108,480 and allow staff to conform the needed changes in the lease agreement. Ms. Diss seconded the motion. The motion pass unanimously.

XII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

A. Informational Report on the East Shore Express 2023 Season

This item was continued.

Action Requested: For Information

XIII. DISTRICT MANAGER REPORT

Mr. Hasty reported there was a bus incident at Beverly Lodge and the District was awarded the SMART grant to install sensors at the entry points into the Basin.

XIV. BOARD, COMMISSION MEMBER AND STAFF REQUESTS AND COMMENTS

Ms. Hill noted she and Mr. Bigley are working on Mr. Hasty's review and upcoming goals.

Ms. Rosenberg noted NDOT is working on an extension for the contract of the consultant working on the US50 East Corridor Study to do additional public engagement.

XV. 2023 TENTATIVE AGENDA CALENDAR *(informational only)*

XVI. PUBLIC INTEREST COMMENTS

Public comments were received via e-mail and are attached.

Ann Nichols commented the transportation plan spreadsheet needs to be presented to the public and who needs to take care of it and limit people coming.

Carole Black noted she sent written comments and thinks the picture of the commitment to the community about the project is pretty discouraging.

Doug Flaherty stated the consideration of TTD to use 771 Southwest Blvd. as ESE parking lot and hub location continues to be highly controversial, subjective, arbitrary and capricious and the outcome is highly uncertain.

Ronda Tycer stated a problem TTD and TRPA seem to have with Incline Village residents is they don't know what the Incline Village community vision is and stated the old Elementary School should be redeveloped with the adjacent village center to become Incline's official town center with affordable housing units.

Mr. Suarez left the meeting.

XVII. ADJOURNMENT

The meeting adjourned at 6:30 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.)



April 5, 2023

Dear Judi Allen,

Please ensure that this written comment is made part of the record and the minutes in connection with Agenda Item XII A. during today's TTD Board Meeting.

Also, please ensure a copy is distributed to each Board member.

Dear TTD Board Members:

This written Public Comment is being provided on behalf of TahoeCleanAir.org.

For reasons listed below TahoeCleanAir.org is specifically opposed to 771 Southwood Blvd being used as part of the East Shore Express service nor included as one of the **"alternative"** locations for a mobility hub for the following reasons:

The consideration by the TTD and any past or future approvals by the TRPA to utilize 771 Southwood Blvd, Incline Village, NV, as both an ESE public parking area and transit stop as well as a 365-day year-round hub location, continues to be highly controversial, subjective, arbitrary, and capricious and its VMT claims and current staff report claim that *"the ESE is, at its core, a mitigation to the influx of vehicles clogging SR 28 and damaging the environment through uncontrolled roadside parking is agenda driven"*, are highly controversial, subjective, arbitrary and capricious and its outcomes highly uncertain. TTD would require a "crystal ball" to make such claims.

The past TTD staff report claims (dated January 20, 2023), in connection with criteria for selecting the location of a Mobility Hub within Incline Village, NV are fundamentally flawed, and are subjectively tilted in favor of the Tahoe Transportation District's agenda of ensuring that a mobility hub is placed at 771 Southwood Blvd as follows:

[771 Southwood close in neighborhoods and unsafe egress and access to this parcel are unique. The existing mobility hubs in Sarks, NV, Vail CO, and the remote facility of Tahoe City bear little or no relevance to the close in neighborhood and safety challenges of a 365 day a year mobility hub at 771 Southwood Blvd, Incline Village, NV.](#)

Past TTD discussions regarding Table 3-1: Screening Criteria Categories are incomplete, arbitrary, capricious, incomplete, and designed in favor of the TTDs relentless quest to construct a mobility hub in an unsafe geographical area of Incline Village, that being 771 Southwood Blvd.

Item 7: Road Safety Score - [should be re-labeled "Public Safety Score" and placed at the top of the screening criteria list and measurement should include a traffic study, access analyses, neighborhood pedestrian impacts and steep roadway access and egress\).](#)

Additionally, Item 2 on the Screening categories should add: [“Environmental Impact Score”](#) and should include the impacts of all potential locations in relation to their environmentally sensitive location. In the case of 771 Southwood Blvd, this would include its location within and directly adjacent to the “Burnt Cedar and Wood Creek Watersheds.

Further, the 8 draft screening criteria provided by TTD Staff for selection of an Incline Village Mobility Hub are discussed below with comments added:

1. **Transit System Score** - Consider how well integrated the location is with respect to the existing transit network. (The terms “well-integrated” and “existing transit needs” are subjective, arbitrary, and capricious in relation to 771 Southwood Blvd). 771 Southwood Blvd currently provides an unsafe short term seasonal East Shore Express service location which cannot be safely “well integrated” when it comes to the neighborhood public safety impacts of a 365-day year-round, full mobility service hub).
2. **Transit Propensity Score** - Overlay various points of mobility data to understand locations with “high” mobility needs and potential transit demand. (TTD has no significant measurable data to suggest that 771 Southwood mobility needs are “high”. 771 Southwood Blvd currently provides an unsafe short term seasonal East Shore Express service location which cannot be safely “well integrated” when it comes to the neighborhood public safety impacts of a 365-day year-round, mobility service hub).
3. **Recreational Access Score** - Consider the proximity a “high mobility need” and potential transit demands’ ease of connection to recreational amenities for locals and visitors. (The term “high mobility need” use at 771 Southwood Blvd, for locals and visitors is subjective, arbitrary, and capricious in connection with a 365-day year-round mobility hub at 771 Southwood Blvd. Additionally TTD has no significant data indicating otherwise).
4. **Key Destination Score** - Examine the location’s proximity and ease of connection to significant destinations, services, and activity centers. (Any suggestion that a hub at 771 Southwood Blvd will promote the use of access to “significant destination”, “services” and “activity centers” walking or access subjective, arbitrary, and capricious).
5. **Walkability Score** - Analyze the extent of the surrounding sidewalk and trail networks connecting to the potential location. (Any suggestion that a hub geographically located at 771 Southwood Blvd will promote walking or trail use is subjective, arbitrary, and capricious).
6. **Bikeability Score** - Analyze the extent of the surrounding bike network (on the street and multi-use trail) connecting to the potential location. (Any suggestion that a hub geographically located at 771 Southwood Blvd will promote biking or trail use is subjective, arbitrary, and capricious).
7. **Road Safety Score** - Examine crash data (or other relevant data) in proximity to mobility hub locations. (This screening criteria should be re-labeled “Public Safety Score” and crash data is only one piece of screening criteria regarding public safety. This item should be placed at the top of the screening criteria list and titled “Public Safety’ and the measurement should include a traffic study, access analyses, neighborhood pedestrian impacts and steep roadway access and egress.)
8. **Property Size Score** - The location meets the minimum square footage to accommodate the mobility hub program and allow for future growth.

Further, the original Federal Transit Authority (FTA) National Environmental Policy Act (NEPA) Protective Acquisition funding application submitted by NDOT and TTD, which granted a NEPA “Categorical Exclusion” (CE), in order for TTD to receive federal funding to purchase the 771 Southwood property, was fundamentally flawed and misleading.

NDOT and TTD stated, as part of the original NEPA protective acquisition funding application and correspondence, that the "Acquisition or transfer of interest in the real property is 1) not within or adjacent to a recognized environmentally sensitive area and 2) the use of the property by the TTD would not result in a substantial change in the functional use of the property..."

1.. With regard to past and present "functional use" of the property at 771 Southwood Blvd:

In an original letter from NDOT to the FTA, seeking funding to secure the purchase of 771 Southwood Blvd funding, NDOT/TTD stated (regarding the OES Property), "For the last nine years, Tahoe Transportation District has been using the Property for a seasonal transportation hub"... when actually the past use of the property was that of a 10-year inactive school campus with 8 years of non-permitted TTD parking and a non-permitted bus TTD transit stop.

The continued 8 yr. past illegal use of the 771 Southwood Blvd, by the TTD, is now substantiated as part of the record, via discussions between the TRPA and TTD Staff during the recent October 26, 2022, Incline Village residents TRPA Appeal of the Temporary Use Permit, as connected with the 2022-2023 East Shore Express operation.

2. Further, in order to receive FTA Protective Acquisition Funding approval, in its original 23 CFR 771.118 (C)(6) Categorical Exclusion Application and correspondence seeking federal funding, NDOT/TTD stated that the 771 Southwood property was not within or adjacent to a "recognized" environmentally sensitive area and therefore a Categorical Exclusion (CE) should be granted.

Per NEPA, CEs are actions that do not individually or cumulatively have significant environmental effects or impacts and are excluded from the requirement to prepare an environmental assessment (EA) or environmental impact statement (EIS) **when there are no "unusual circumstances"** (40 CFR 1508.4, 23 CFR 771.118). CEs are not exempt from NEPA.

However, NDOT and **TTD failed to inform the FTA**, in its original funding application that:

Lake Tahoe is listed under the Clean Water Act Section 303(d) as "impaired", which clearly represents an "unusual circumstance" with regard to the 771 Southwood property which is located on and adjacent to the environmentally sensitive Burnt Cedar and Wood Creek Watersheds.

The "impaired" water listing is due to three pollutants; nitrogen, phosphorus, and sediment, all of which are responsible for Lake Tahoe's deep water transparency loss.

It is evident that the 771 Southwood property is the headwater property of a visible and "intervening" seasonal ephemeral stream recognized in sediment studies (Simon) and NDEP), as Burnt Cedar Creek. This visible "intervening" ephemeral stream deposits runoff sediment directly into the waters of Lake Tahoe within ¼ mile of the headwater property in question through a series of ditches and pipes, and of which stream, the Tahoe Regional Planning Agency has failed to adequately improve to prevent pollution runoff in order to help protect Lake Clarity.

The "intervening" ephemeral stream is within and adjacent to 1) the Lake Tahoe Burnt Cedar Creek Watershed and adjacent Wood Creek Watershed – see Simon – referencing Burnt Cedar and Wood Creek Watersheds) ... Simon is also "recognized" in the Nevada Division of Environmental Protection – Final Lake Tahoe Total Maximum Daily – Report to the US EPA. Pages 7-5 and 7-6 and throughout. The "unusual circumstance" of Lake Tahoe being listed as "impaired" waters under the Clean Water Act Section 303(d) makes both of these watersheds "recognized" environmentally sensitive areas.

Further, the Burnt Cedar and Wood Creek watersheds, are "recognized" environmentally sensitive areas, since they **cumulatively**, along with all other Lake Tahoe watersheds add "impaired" 303(d) water listed

sediment and pollutants to Lake Tahoe waters, and the issuance of a CE by the FTA allowing purchase of the 771 Southwood property, without investigating this unusual 303(d) circumstance, was not appropriate, and at minimum there should have been a publicly noticed Environmental Assessment (EA) process undertaken by the FTA.

TTD's stated need for a mobility hub at this location is subjective, arbitrary, and capricious, agenda driven and said need is not supported by substantial data.

The information provided below discusses the TTD 2022-2023 East Shore Express Temporary Permit process is germane and directly tied to the overall Mobility Hub process.

1. The TRPA granting of the 2022-2023 ESE Temporary Use Permit represented a "change in use" from the original 8-year use of the property, and such change in use was an intensification of use and was not based on fact but was arbitrary and capricious. The TRPA and TTD therefore violated NEPA when it intensified the use of 771 Southwood Blvd as part of a "special condition" attached to 2022-2023 ESE Temporary Use Permit without a NEPA Environmental review process.

TTD Staff Reports continue to state that "the service has been operating for a number of years on a less-formalized basis, of which is an obfuscation—vague and incomplete—since the past use of the property was that of a 10-year inactive school campus with 8 years of non-permitted TTD parking and a non-permitted bus TTD transit stop. "Less formalized" in this case means, "unpermitted."

The original TRPA Temporary Use Permit Application by the TTD requested the permit for the purpose of "Intercept Parking for East Shore Shuttle Service to SR 28 and Sand Harbor". However, TRPA arbitrarily and capriciously granted, without a request from the Applicant an intensified and expanded "change of use" from the property's past illegal use.

This was done by arbitrarily inserting a Special Condition, of which Special Conditions are normally considered "planning permissions" to mitigate or compensate for negative impacts. However, in the case of permit Special Condition 1, especially as it applies to 771 Southwood Blvd, TRPA arbitrarily and capriciously granted an intensified and expanded the "change of use". This act required TRPA and TTD to consult with the FTA which is the only agency with NEPA primacy in this particular case.

2.. During the Temporary Use Permit Process for the 2022-2023 ESE Operation TRPA Violated its own Chapter 6.2. JOINT ENVIRONMENTAL DOCUMENTS which states:

... the National Environmental Policy Act (NEPA) or other state or local environmental review, TRPA shall, whenever feasible, coordinate its environmental review process with the local, state, or Federal process. Coordination would include joint activities such as scoping, selection of consultants, notice, and concurrent comment periods.

Because the 771 Southwood property was purchased using FTA Federal funds via an application for funding in connection with a NEPA Categorical Exclusion (CE) Protective Property Acquisition request by the Nevada DOT on behalf of the TTD, the primacy for regulatory environmental review considerations rests with the FTA under NEPA.

Primary FTA primacy and reach is germane in this case since the TRPA staff arbitrarily created, and the TRPA Hearing Officer approved, a Special Use Permit "change of use" from that of an illegal use of operating without the required TRPA parking permits, to an intensified "use" of a **"Transit Station and Terminal."**

As explained by FTA's Mr. Ted Matley, in an email on June 7, 2021, "Change of Use" triggers an additional [required] review and determination under the National Environmental Policy Act (NEPA).

Matley goes on to comment:

“The Categorical Exclusion (CE) determination that FTA Region IX issued allows the project sponsor to purchase the property using Federal funds, should the project sponsor choose to do so. The FTA CE determination does not include approval for any future changes to, or development of, the property.”

“If the property is purchased using Federal funds, or should Federal funds be proposed to fund the development of or change the use of the property, **an additional review and determination under the National Environmental Policy Act (NEPA)** is required to develop or change the use of the property. We have confirmed with the project sponsor that they understand the limitations of the current FTA CE determination and that any future action to develop the property or change the use will require additional NEPA analysis.

3. And finally, as currently written, the new and old TRPA “armchair” Environmental Checklists contained in various past TRPA and TTD ESE Staff reports are inadequate and a sham, designed to sidestep the identification and analysis of the true cumulative impacts/effects of the ESE and all projects within the Lake Tahoe Basin.

In this case, the sham environmental checklist failed to recognize that the site is within and adjacent to the recognized environmental sensitive areas of the Burnt Cedar and Wood Creek Watersheds and that Lake Tahoe is listed under the Clean Water Act Section 303(d) as “impaired” waters.

Further, for the most part, the subjective staff armchair conclusions within the Environmental Checklist are not based on substantial evidence, are arbitrary and capricious, and continue to violate the Bi-State Compact requirements of Tahoe Basin equilibrium and harmony.

Sincerely,
Doug Flaherty, President
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)
A Nevada 501(c)(3) Non-Profit Corporation
774 Mays Blvd 10-124
Incline Village, NV 89451

[TahoeCleanAir.org Organizational Purpose](#)

Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.Org) is a Nevada 501 (c) (3) non-profit corporation registered to do business in the State of California. Our organizational purpose extends beyond protecting clean air, and includes, among other purposes, protecting and preserving natural resources, including but not limited to clean air, clean water, including lake and stream clarity, soils, plants and vegetation, wildlife and wildlife habitat including wildlife corridors, fish and fish habitat, birds and bird migration, insects, forest and wilderness from adverse environmental impacts and the threat and potential of adverse environmental impacts, including cumulative adverse impacts, within the Nevada and California Sierra Range, and its foothill communities, with corporation/organization geographical purpose priority being that of the Lake Tahoe Basin. Our purpose further extends to all things incidental to supporting environmental impact assessments and studies, including the gathering of data necessary to analyze the cumulative adverse environmental, health and safety impacts from public and private projects inside and outside the Lake Tahoe Basin, and addressing and supporting safe and effective evacuation during wildfire. Our purpose further extends to supporting transparency in government to ensure that our purpose and all things incidental to our specific and primary purposes are achieved.

Public Comment TTD BOD Meeting April 5, 2023, Agenda Item XI and XII re Budget Items related to ESE and IV Microtransit

Submitted by Carole Black, Incline Village resident and Incline Village Mobility Committee Member

I submit the following comments:

1. There is a comment stating: “unsuccessful at obtaining microtransit for ESE summer route.” This is problematic and **microtransit needs to be addressed** (assuming demand) as there is very limited parking for the regular ESE service
2. In reference to ESE there is a comment indicating that “after last season TRPA suggested adding capacity for ESE.” I believe that 2023 ridership was approximately 29,000 while prior year (2019) ridership was higher (~37,000) which may be the impetus for this proposal. And I think that the added rental vehicle funding request would be to support such an increase.

I remind TTD and TRPA that traffic in Incline Village and along Rte 28 in 2019 was very challenging with major delays which, in addition to being inconvenient, further risks safety along Rte 28 which is already overloaded (vehicle trips during busy time) with adverse accident rates. There is not parking accommodation for this added volume in IV. **Added ESE capacity should not be implemented without parallel restrictions limiting ESE ridership to individuals arriving in Incline Village by transit and/or non-motorized vehicles plus any IVCB residents and overnight visitors. And additional expense for rental vehicles to support a possible service expansion should thus also be reconsidered absent these additional requirements.**

Further I suggest that, since the routing of ESE buses along Southwood by densely occupied residential areas has caused significant neighborhood safety and nuisance concern, the routing near the interim ESE site be reconsidered possibly changing as follows: ESE buses turn by using the roundabout at intersection of Rtes 28 and 431 and passengers load and unload at existing adjacent bus stops on Rte 28. Using this approach any vehicle parking (related only to documented IVCB residents and overnight visitors) would be limited and possibly could be directed either to microtransit use and/or the overflow school parking area?

From: [Elisabeth Lernhardt](#)
To: [Judi Allen](#)
Subject: 4.5.2023 meeting
Date: Tuesday, April 4, 2023 9:59:33 PM

TTD + NDOT

My comment is on the Highway 50 East shore plan. As much as I agree that improvements are necessary and appreciated. When it comes to the East shore. a bike lane is not part of it. Since 89% of the Tahoe Basin is public land, there should be no problem finding a conflict-free solution for a bike path far away from a busy federal highway! Given, that there are 600 miles of bike/hike paths in the basin. I do not see the necessity to take lanes away from the only 4-lane highway crossing through it. And when it comes to improving commerce, causing gridlock and congestion on Highway 50 will certainly not benefit local businesses.

When it comes to improving safety, the NDOT data clearly state, that a 4-lane road is safer than a 2-lane one. As a matter of fact 9 times safer!

The other problem with mixing pedestrians, bikers, and motor vehicles is user conflict. Intersections are the third cause of fatalities in Nevada. 25 % of fatal crashes are pedestrian crashes. With 40% occurring close to a crosswalk or sidewalk. These statistics should be self-evident. But if you need a practical course on how this plays out, I recommend visiting the Stateline casino corridor on a holiday weekend. As to safety, the number one concern of residents is fire evacuation. We all remember the Caldor fire and the long lines and hours it took to leave the basin. Highway 50 was the main escape route. we do not want to repeat the same scenario as the town of Paradise CA in 2018! Where 85 persons were burnt alive in their cars being overtaken by the flames.

Public Comment TTD BOD Meeting April 5, 2023, Agenda Item IX B Re Amendment 1 Hearing

Submitted by Carole Black, Incline Village resident and Incline Village Mobility Hub Committee member

I am submitting two comments as follows:

1. The document appears to remove 40 parking spaces at Skunk Harbor and proposed 250 at Spooner summit. These are replaced with proposed 250 parking spaces at Spooner area Mobility Hub. Can this parking area be expanded? **What happened to the 40 spaces removed from Skunk Harbor? Where will they be replaced?**
2. I do not see a mention of a parking reservation system for Sand Harbor which is a critical component of maximizing amenity use while minimizing arriving vehicles. Please consider adding this.
3. Similarly a parking reservation system for the spaces near the East Tahoe Trail would assist with vehicle influx for that area and should be considered.

cc. jweber@trpa.gov

IX. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

Page A. For Possible Action: Conduct a Public Hearing and Recommendation of Approval of the Draft Fiscal Year 2023/24 Tahoe Regional Planning Agency Transportation Planning Overall Work Program to the Tahoe Regional

The Overall Work Program (OWP), also referred to as a **Unified Planning Work Program**, defines the continuing, comprehensive, and coordinated regional transportation planning process for the Lake Tahoe Basin. It establishes transportation, air quality, and other regional planning objectives for Fiscal Year 2023/2024 covering the period of July 1, 2023 through June 30, 2024 (FY 23/24), and a corresponding budget to complete the work. The OWP is a strategic management tool for the Tahoe Regional Planning Agency (TRPA) serving as the Tahoe Metropolitan Planning Organization (TMPO) for the Lake Tahoe Region organized by work elements that identify activities and products to be accomplished during the year. These activities include core metropolitan planning functions, mandated metropolitan planning requirements and other regional transportation planning activities. The OWP presents an annual outline of the TRPA's transportation planning resources and includes a budget containing a variety of funding sources that are available to the TRPA for FY 23/24.

All activities contained in this OWP are carried out by TRPA's Metropolitan Planning Organization (MPO) function and will be referred to as TRPA throughout the document. The OWP is also as an informative tool for the Tahoe Transportation Commission (TTC) who serves as an advisory board to the TMPO. The MPO Policy Board, referred to as the TMPO, convenes as a separate entity that is made up of the TRPA Governing Board with the addition of a United States Forest Service voting representative. The TMPO is convened as necessary to act on all MPO related actions.

How are the individual local jurisdictions engaged in the process? Are funding strategy requirements of each local jurisdiction discussed where local jurisdiction funding may be required to supplement proposed activities? Example Regional Transportation Plan 2020 Spooner Summit Hwy 28 and Hwy 50 intersection parking lot AIS station project. No Douglas County funds requested yet but Kingsbury Mobility hub use for Administrative Facility that show \$36K is needed from "local funds". Has Douglas County approved as FY 22/23 has passed?

Existing /New	CTIPS ID	Project Title	Description of Change	Fund Type	Prior	PRIOR FFY					CURRENT FFY					Net Increase / Decrease	Comments		
						22/23	23/24	24/25	25/26	Total	22/23	23/24	24/25	25/26	Total				
				CDS/FHWA (Earmark 22)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				USFWS (AIS)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 267,000	\$ 2,000,000	\$ -	\$ -	\$ 2,267,000	\$ 2,267,000			
				NDSL (AIS)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ 72,000	\$ 72,000			
				NV State Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 309,000	\$ -	\$ -	\$ 309,000	\$ 309,000			
				NDOT STBG Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 647,000	\$ 1,862,000	\$ -	\$ -	\$ 2,509,000	\$ 2,509,000			
											\$ -	\$ -	\$ -	\$ -	\$ 7,157,000	\$ 7,157,000			

		\$ 4,412,000				\$ 3,004,000				\$ 2,400,000							
Existing	220-0000-0149	TTD Fleet and Administration Facility	Funding Update	STBG-NV	\$ -	\$ 678,000	\$ -	\$ -	\$ -	\$ 678,000	\$ 678,000	\$ -	\$ -	\$ -	\$ 678,000	\$ -	Nevada Project. Adding FY23 \$2,000,000 Congressional Designated Spending/Earmark apportionment. TCS. NDOT TIP DO20190012
				Local Funds (Douglas Cty)	\$ -	\$ 36,000	\$ -	\$ -	\$ -	\$ 36,000	\$ 36,000	\$ -	\$ -	\$ -	\$ 36,000	\$ -	
				CDS/FHWA (Earmark 23)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	
		\$ 714,000				\$ 2,714,000				\$ 2,000,000							

<https://www.trpa.gov/wp-content/uploads/documents/FY23.24-TMPO-OWP-Notice-and-OWP-Combined.pdf> 48 pages

https://www.trpa.gov/wp-content/uploads/documents/2023FTIP_Amendment1.pdf 22 pages

LAKE TAHOE TRANSPORTATION PLANNING OVERVIEW

TRPA holds three integrated regional transportation planning authorities:

- 1) Tahoe Regional Planning Compact (PL 96-551) planning requirements,
- 2) Regional Transportation Planning Agency for the California portion of the Lake Tahoe basin, and In addition to the responsibilities under the Tahoe Regional Planning Compact, TRPA is recognized as the Regional Transportation Planning Agency (RTPA) in California. As the RTPA, TRPA is charged with developing a Regional Transportation Plan (RTP), a Regional Transportation Improvement Program (RTIP) to account for California state transportation funding programs.
- 3) the Metropolitan Planning Organization for the Tahoe Region. The Tahoe Regional Planning Compact also created the Tahoe Transportation District in Article IX which includes public transit and transportation implementation responsibilities.

Does a Nevada equivalent Regional Transportation Agency exist that complements the RTP for California?

The plan shall give consideration to:

- o Completion of the Loop Road in the states of Nevada and California. **What is the current status for the Loop Road projects in Nevada and California? Provide the latest status/report to local jurisdictions Board of County Commissioners/Supervisors for review and comment.**
- o Utilization of a light rail mass transit system in the South Shore area. Define South Shore area. **What is the current status of the light rail mass transit system? Provide the latest status/report to appropriate South Shore jurisdictions Board of Commissioners for review and comment.**
- o Utilization of a transit terminal in the Kingsbury Grade area. **Define Kingsbury Grade area. Define location of the transit terminal. Is this Nevada or California ? More specifically is this Douglas County, Nv?**

- o Achieve vehicle miles reductions per identified Regional Plan milestones. Provide the latest status/report to local jurisdictions toward the vehicle miles reduction milestones to Board of County Commissioners/Supervisors for review and comment.

There are many, many, many agencies, 2 states, stakeholder groups, non-profits, etc. doing concurrent work. Are we spending \$\$\$\$ on duplicative efforts that feed duplicative reports wasting in-valuable funds that could be applied elsewhere?

TAHOE METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD

Representing:

Placer County Board of Supervisors Cindy Gustafson, Chair
Nevada At-Large Member Hayley Williamson, Vice Chair
Governor of Nevada Appointee Jessica Diss
Carson City Representative Shelly Aldean
California Senate Rules Committee Appointee Open
Nevada Department of Conservation & Natural Resources James Settelmeyer
Governor of California Appointee Ashley Conrad-Saydah
Douglas County Commissioner..... Wesley Rice
El Dorado County Supervisor..... Brooke Laine
Nevada Secretary of State Francisco Aguilar
City of South Lake Tahoe Council Member John Friedrich
Washoe County Commissioner Alexis Hill
Governor of California Appointee Vince Hoenigman
California Assembly Speaker Appointee Belinda Faustinos
President of the United States Appointee A.J. "Bud" Hicks
USFS Forest Supervisor Erick Walker

TRPA Executive Director Julie W. Regan
Long Range and Transportation Planning Division Manager Nick Haven

Lake Tahoe Transportation Planning - Fiscal Year 2023/2024 *Draft March 2023* TAHOE
 TRANSPORTATION COMMISSION BOARD OF DIRECTORS Representing:

Lake Tahoe Transportation Planning - Fiscal Year 2023/2024 *Draft March 2023*

TAHOE TRANSPORTATION COMMISSION
 BOARD OF DIRECTORS

Representing:

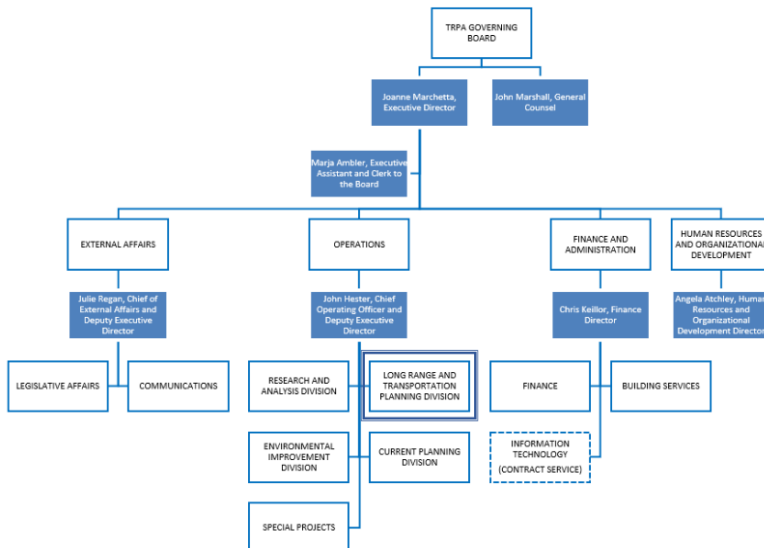
- Washoe County Alexis Hill, Chair
- Carson City Lori Bagwell
- Douglas County Wesley Rice
- South Shore TMA Raymond Suarez
- City of South Lake Tahoe Cody Bass
- Placer County Cindy Gustafson
- Truckee - North Tahoe TMA Andy Chapman
- El Dorado County Brooke Laine
- Member At-large Brian Bigley
- USFS Lake Tahoe Basin Management Unit Michael Gabor
- TRPA Advisory Planning Commission Vacant
- TRPA Appointee Jessica Diss
- Nevada Governor Appointee Kyle Davis
- California Governor Appointee Sherry Hao
- California Department of Transportation (non-voting) Sukhvinder (Sue) Takhar
- Nevada Department of Transportation (non-voting) Sondra Rosenberg
- Washoe Tribe of Nevada and California Serrell Smokey

- Long Range and Transportation Planning Division Manager Nick Haven

It should be noted that there newly appointed Governing Board members. I'm hopeful they have had a sufficient amount of time to consume many, many, many reports and be able to comment in a meaningful way about the OWP.

Lake Tahoe Transportation Planning - Fiscal Year 2023/2024 *Draft March 2023*

Tahoe Regional Planning Agency
 Organizational Chart



I believe this organization chart to be out of date and should be corrected. Julie Regan moves to Executive Director. Kimberly Chevallier replaces Julie and any other recent changes captured correctly.

OUTREACH AND PUBLIC INVOLVEMENT

An important component of the MPO transportation planning process is consultation and public participation in the development of plans, programs and policy. The regional transportation planning program establishes an important forum for discussing and resolving regional transportation issues. Some examples of executing the continuing, coordinated, and cooperative planning process include board meetings, public workshops, technical committees, issue specific meetings, public hearings, and formal public document review periods. TRPA has developed specific policies and procedures for consulting partners and engaging public participation through the recently **updated Public Participation Plan (PPP) September 2019** <https://www.trpa.gov/wp-content/uploads/documents/archive/2/2019-Public-Participation-Plan-FINAL.pdf> 55 pages TRPA/TMPO STAFF CONTRIBUTORS

Kira Smith Associate Transportation Planner
Devin Middlebrook Sustainability Program Coordinator
Judy Weber Associate Planner
Michelle Glickert Principal Transportation Planner

The PPP has elements that should be brought forward. Comments below

The TMPO's public participation process aims to give the public ample opportunities for early, meaningful, and continued involvement. Collecting diverse public input is important for determining the types of projects that meet public desire, and ensures that public funds are directed to the areas of highest need. Transparency increases levels of participation, ensuring well-prepared and publicly supported planning documents. Chapter One of the plan explains the public participation process and federal and state regulatory requirements. Chapter Two outlines how TMPO works with our government partners, describes our standard outreach activities, and offers a variety of outreach methods to reach a diverse set of stakeholders. Chapter Three lists the specific public outreach protocols for each TMPO plan. Chapter Four evaluates the Public Participation Plan's performance, and illustrates how input is used to update TMPO's outreach.

As part of developing the Regional Transportation Plan, the TMPO is partnering with the Tahoe Transportation District (TTD) to produce corridor connection plans. Agencies throughout the Region and the public are participating in the corridor planning process to create holistic projects that will address multi-modal transportation solutions, environmental improvement, safety for all roadway users, support for economic vitality, quality of life, and accelerated delivery of projects and services.

Examples of the public not being represented accurately.

The proposed Incline Village transportation hub at the IV Elementary School brought much opposing public comment about the location and purchase.

The Highway 50 lane-reduction project proposed by NDOT and TRPA Regional Transportation Plan 2020 also brought much opposing public comment.

1.3 FEDERAL & STATE REQUIREMENTS FOR PUBLIC PARTICIPATION

Lots of regulations arose at the Federal and State levels. My opinion, the general public at-large that comment about projects in written form or in person are out numbered by the stakeholder groups, agencies, etc. and are under-represented and mis-represented. Example below

TMPO's transportation team works with TRPA's communications team and TTD's staff to coordinate outreach. This enables TMPO to reach a larger group of people in a variety of ways. To further support successful coordination, TMPO organizes advisory bodies during plan development, holds public hearings, and meets individually with local jurisdictions and sovereign governments on an as-needed basis. Table 1 illustrates agency stakeholder meetings TRPA and TMPO staff regularly attend.

STAKEHOLDER MEETINGS		
Occurrence	Agency	Stakeholder Type
Monthly	Tahoe Transportation Commission	Regional Advisory
Monthly	Truckee – North Tahoe Transportation Management Association	Public / Private Association
Monthly	South Shore Transportation Management Association	Public / Private Association
Monthly	Fire Public Information Team	Agency Association
Monthly	South Tahoe Environmental Education Coalition	Agency Association
Bi-Monthly	North Tahoe Environmental Education Coalition	Agency Association
Quarterly	Pathway Partnership	Agency Association
Quarterly	South Tahoe Social Services Transportation Advisory Council	Social Services Community
Quarterly	North Tahoe Social Services Transportation Advisory Council	Social Services Community
Ad Hoc	City of South Lake Tahoe JPA Bicycle Advisory Committee	Local Jurisdiction/Advisory
Ad Hoc	Lake Tahoe Visitors Authority	Visitors Authority

Ad Hoc	North Lake Tahoe Resort Association	Visitors Authority
Ad Hoc	Incline Village Crystal Bay Visitors Bureau	Visitors Authority
Ad Hoc	Advisory Planning Commission	Regional Agency
Ad Hoc	Local Governments	Agency Coordination

Table 1: Stakeholder Meetings. Source: TMPO

Bi State Consultation on Transportation is a coalition of states and public and private partners committed to accelerating transportation improvements for the Tahoe Region. The consultation convened in 2017 and created a 10-year Transportation Action Plan that identifies top-priority projects, services, and fair-share funding commitments from federal, state, local, and private sector partners. Through four subcommittees in the consultation, partners sought policy alignments, formalized partnerships, and enhanced transportation project delivery at Lake Tahoe. Partners will continue to consult the 10-year Action Plan when prioritizing project funding and implementation. For more information, please visit: <http://www.trpa.org/wp-content/uploads/00-BiStateConsultationOnTransportationFinal-Report-3.26.19.pdf>



Bi-State Consultation on Transportation. Photo: Robbie Graves
Public Participation Plan | August 2019

Some of the faces have changed but still do not adequately represent the public at-large

Back to OWP comments

Lake Tahoe Transportation Planning - Fiscal Year 2023/2024 *Draft March 2023*

CORE MPO PLANNING FUNCTIONS

TRPA ensures MPO core planning functions are identified in the OWP and include a clear description of the activities, products, and schedules that support the federal transportation planning process as identified in 23 CFR 450. MPO Core Functions include:

- Overall Work Program (**Work Element 101**)
- Public Participation and Education (**Work Element 103**)
- Regional Transportation Plan (**Work Element 104, 105 and 108**)
- Federal Transportation Improvement Program (**Work Element 106**)
- Congestion Management Process (**Work Element 107**)
- Annual Listing of Projects (**Work Element 106**)

WORK ELEMENT 103: PUBLIC OUTREACH AND COORDINATION

PURPOSE

To support policy boards and attend various local, regional, state, and federal meetings; to coordinate and involve community members, visitors, organizations, and individuals, including the Washoe Tribe of Nevada and California in the regional transportation planning process; to utilize electronic and innovative outreach to maximize the reach to the public; to monitor and report on outreach effectiveness in the next Public Participation Plan (PPP)

DISCUSSION

As part of the regional transportation planning process, staff supports the TRPA/MPO Governing Board and Tahoe Transportation Commission through the development of agendas, staff reports and other board requests. TRPA's regional transportation planning and programming process fosters coordination, consultation, and cooperation and includes participation in various local, regional, state, and federal meetings and committees. Regional collaboration is one of TRPA's core functions. The approach to public involvement and reporting on effectiveness of outreach is contained in the [TRPA Public Participation Plan \(PPP\)](#) and is updated every four years prior to the development of the Regional Transportation Plan. Preparation for updating the current PPP will begin later in the fiscal year.

TRPA has established a transparent inclusive regional transportation planning process that invites and solicits public input on proposals. Existing policies and procedures are in place to ensure a non-discriminatory transparent public process and are documented in [TRPA's Title VI program](#).

TRPA engages with the Washoe Tribe of California and Nevada through coordination meetings that ensure the Washoe Tribe is involved and aware of transportation policies and projects under consideration in the region. This consultation with the Washoe Tribe is considered a formal government-to-government consultation and is above and beyond any general public outreach. As a member of the TTC, the Washoe Tribe is formally included in the regional planning process and has additional opportunity to provide input on various transportation and associated environmental considerations affecting Tribal interests. TRPA public outreach through the recently completed Transportation Equity Study includes multiple meetings with Washoe Tribe. TRPA is engaging with the Washoe Tribe to formalize the government-to-government consultation process through a Memorandum of Understanding (MOU) between TRPA and the Washoe Tribe.

TRPA coordinates extensively with the sole Federal Land Manager in the Lake Tahoe Basin to coordinate public access, transit and parking in support of regional transportation goals. TRPA is also working closely with Central Federal Lands Division of FHWA on the Nevada Federal Lands Connectivity Study that is cataloging federal land access needs. Recreational travel and public access are a significant consideration of Lake Tahoe's transportation planning given popular recreation sites are where the region feels most of the congestion requiring essential collaboration and coordination with the USFS to achieve the Goals of the RTP and requirements of the TMPO.

TRPA actively engages with agency partners, key stakeholder groups, and the public on a variety of transportation topics and planning processes. Establishing open communication channels for dialogue through interactive web tools, social media, e-newsletters, workshops, events, and

TRPA has established a transparent inclusive regional transportation planning process that invites and solicits public input on proposals. **Invites and solicits but does not incorporate, when the public most affected, disagrees and does bring some solutions to the table. More solutions would be forthcoming if at-large concerned-citizens were actually included in the process.**

Listening sessions and workshops do not accurately or adequately capture public sentiment and are being used more frequently at the dismay of the public that attends.

Yes, public comment can be provided in written form but attending in person is much more effective at getting a comment heard and understood. Often various agencies have meeting the same day. TRPA staff, local agency staff, etc. are paid to attend and have no scheduling conflicts

I OPPOSE ASSEMBLY CONCURRENT RESOLUTION NO. 5—COMMITTEE ON LEGISLATIVE OPERATIONS AND ELECTIONS (ON BEHALF OF THE LEGISLATIVE COMMITTEE FOR THE REVIEW AND OVERSIGHT OF THE TAHOE REGIONAL PLANNING AGENCY AND THE MARLETTE LAKE WATER SYSTEM) MARCH 17, 2023 _Referred to Committee on Natural Resources SUMMARY—Expresses support for the Lake Tahoe Transportation Action Plan. (BDR R-387)

- 1) 7-7-7 Plan is fatality flawed.
- 2) The Plan assumes 7 million in Federal funding is available ?
- 3) The Plan assumes 7 million in local jurisdiction funding is available ?
- 4) The Plan assumes 7 million from private/public partnerships funding is available ?
- 5) Bi-State (Nv/Ca) objectives have not been expressed

And I'm still outraged that a Visitors Authority had the audacity to propose a Bill to be authored because Douglas County continued to evaluate fair share service geography for a pilot micro-transit system that was a permit condition for the South Shore Event Center. Douglas County was not provided anywhere near equal service to neighborhoods until it was made a condition for \$520k to be allocated for FY 22-23.

From: [Aaron](#)
To: [Judi Allen](#)
Subject: OBJECTION Comment TTD Meeting April 5th 2023
Date: Tuesday, April 4, 2023 6:35:16 PM

Dear Judi, (I apologize, I think I got your name spelling wrong last time)

Please enter this into record for item XII on the April 5th 2023 3pm Tahoe Transportation District/Tahoe Transportation Commission (Advisory committees, districts, commissions, boards, etc, etc etc) meeting.

Dear TTD/TTC

I oppose the recent survey that was sent out, "Public Outreach Questionnaire"

because it is unscientific and now a redundant issue. For all we know, people clear across the globe could be filling out this survey. You have been asking the community about this for what seems like years now. The community is obviously against the Southwood Old Elementary School location. The results will be skewed because many people feel they have already submitted feedback. I randomly meeting people in my community against this, and they aren't going to answer or submit every meeting and questionnaire.

We even presented a petition with over 2000 signatures two years ago. <https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

Since the petition, even more have spoken out at different times and evidence has continually been presented. Must you repeatedly ask the community until you get the answer you are seeking?

I will remind you that this is only a problem because the East Shore Trail is a disaster in the first place. It was not appropriately planned to account for true environmental impact, increased vehicle miles traveled, or appropriate parking catchments!

1. I object to unscientific surveys.
2. I object to the OES location.
3. I object to Cindy Gustafson being on the advisory committee/commission/board because she is not a local Incline Village or Nevada resident.

4. I object to the sheer number of Committees, Commissions, Districts, Organizations, Agencies, Boards, etc. dealing with transportation.
 - a. This is getting out of hand and becoming extremely wasteful. With each one pumping out hundreds of pages of reports (many of which contain errors and fallacies).
 - b. There are so many layers now, the average Joe has no hope to keep up!
 - c. You have distant people already representing one committee then serving to represent the committees assigned to represent the local/rural committees and more.
 - d. Representatives are not representing!
 - e. With this many organizations and committees at play, you end up with inefficient disasters like the East Shore Trail creating parking problems that are trying to be mitigated by the East Shore Express that is only less than one mile away but somehow claims vehicle miles traveled are reduced!
 - f. Another strike against unscientific surveys is this: If you fill out one survey and someone sends you another different one with nearly the same title or agency, you say, "oh, I already filled that 'transportation' one out already."

5. I object to the 500 word comment limit.

6. I object to representatives that get paid as a job to not represent those of us not getting paid and that have no time to keep up with what's going on.

7. I object to developers and those seeking to profit and getting paid as their job to lobby against our representatives, committees, commissions, districts, agencies, boards, organizations, etc. that we the citizens are not getting paid to take the time combat.

Aaron Vanderpool

Oriole Way

Incline Village, NV

**TAHOE TRANSPORTATION DISTRICT
INCLINE VILLAGE MOBILITY
COMMITTEE MEETING MINUTES
February 27, 2023**

Committee Members in Attendance:

Alexis Hill, Washoe County (attended remotely)
Carole Black, Public Member (attended remotely)
Andy Chapman, TNT-TMA (attended remotely)
John Crockett, Public Member
Cindy Gustafson, Placer County (attended remotely)
Wendy Hummer, Public Member (attended remotely)

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Danielle Hughes, 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 Ms. Hill at 5:33 p.m. at the Incline Village Library 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/Mr. Crockett to approve conduct of meeting via teleconference pursuant to California Government Code 54953(e). The motion passed unanimously.

C. Approval of Agenda for February 27, 2023

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

D. Approval of Minutes for January 30, 2023

Motion/second by Ms. Black/Ms. Gustafson to approve the committee minutes. The motion passed, with Mr. Chapman abstaining.

II. PUBLIC INTEREST COMMENTS

Kathie Julian asked if the attendee's names could be shown.

III. DISCUSSION ITEMS

A. Review and Discuss the Schedule for the Incline Village Mobility Hub Project Concepts and Public Involvement Plan Process and Next Steps for Stakeholder Engagement

Ms. Hughes reviewed this item. Ms. Black asked about the committee reviewing materials. Ms. Hughes explained the survey is being developed by the consultant in order to remain unbiased. Mr. Chapman requested the survey be sent to committee prior to release to the public. Ms. Gustafson asked for an open-ended

question to be included in the survey. Mr. Chapman noted this is going to be a site analysis of the area, not about a site selection of the old elementary school.

Chris Wood commented the committee needs community buy-in and one way to do that is to assure them that the members of the committee had the chance to craft the message going out to the community.

Helen Neff asked if the questionnaire will be available in Spanish and will the workshop be bilingual. Ms. Hughes confirmed the questionnaire will be translated into Spanish and will check on the workshop.

John Eppolito stated there would be more community buy-in if the school was ruled out as a location.

Kathie Julian is concerned that the survey will guide the participants into a certain results and asked what is the minimum needed for a mobility hub.

Patricia Lord stated she worked at the old elementary school and having the number of cars and buses coming into the area is inconceivable and is opposed.

Ronda Tycer stated she doesn't believe other sites will be seriously considered for a mobility hub.

Sybille O'Neill would love to hear what other locations are being considered.

Doug Flaherty stated there was a slip in transparency this evening.

Action Requested: For Information

B. Review of Changes to California's Meeting Requirements for Public Agencies Subject to the Brown Act Effective as of March 1, 2023

Mr. Hasty reviewed this item.

Chris Wood stated the California legislature neglected to take into consideration blizzard conditions and should suggest a change in the law.

Lyn Karol thinks the California meeting law is an undue hardship on the committee.

Action Requested: For Information

IV. DISTRICT MANAGER REPORT

Mr. Hasty reported this meeting will be Ms. Hughes last meeting as she is moving on to the California Energy Commission.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Ms. Black reviewed her proposal she submitted to the Committee.

VI. PUBLIC INTEREST COMMENTS

Lyn Karol suggested removing TTD from the Compact.

Helen Neff agrees with Ms. Black and added SR28 needs traffic calming measures and thanked the Committee for their hard work.

VII. ADJOURNMENT

The meeting adjourned at 6:56 p.m.

Respectfully Submitted:

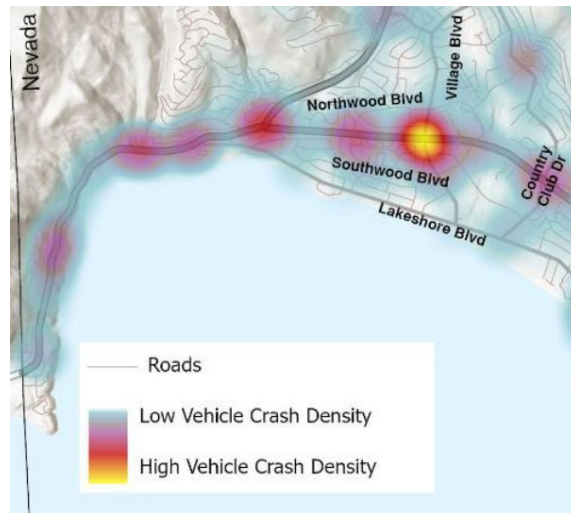
*Judi Allen
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

(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.)

Incline Mobility Hub Committee Draft for Discussion
From Carole Black as a Committee Member and also an Incline Village resident

Submitted with a request to present this potential proposal for discussion at the Feb 27 IV Mobility Hub Committee Meeting re data recently obtained from TTD in Corridor report and from Washoe County Transportation Report draft

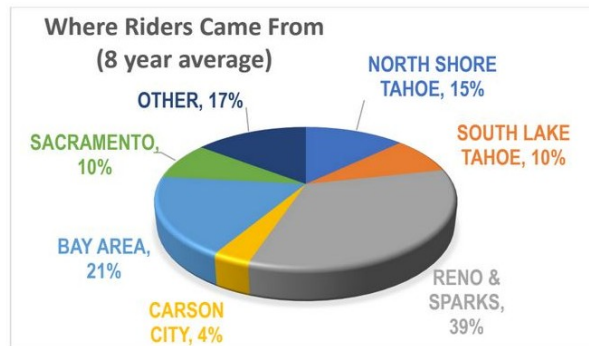
As I mentioned in the last committee meeting, AADT does not truly capture the issues related to the Rte 28 section through IVCB. High volume days particularly through the summer months regularly meet/exceed a “typical capacity” expectation quoted in the recently released Washoe County Transportation Report draft. Also note that this area was also identified as worrisome re traffic trip volume in prior official reports dating back ~10 years. The currently documented high volume days are when traffic congestion is most troublesome and correlates with report identified “high vehicle crash density” areas (*copy of figure from the same WC draft report*):



In addition, if I have understood the recent draft of this report correctly, bus scheduling includes service gaps to IV from 9-11am and evenings after 4:30pm which may discourage the use of this service for high volume recreation times and encourage more vehicle traffic on the overcrowded Rte 28 segment between CA/NV stateline by Crystal Bay through Incline Village.

ESE rider sources are displayed in the 2021 Rte 28 Corridor Management Report from TTD which I recently obtained and which includes the chart copied below:

Data over the last eight years of ESE operations show an average of 85% of ESE riders were intercepted from eastbound SR 28 and coming in from SR 431. See chart below.²

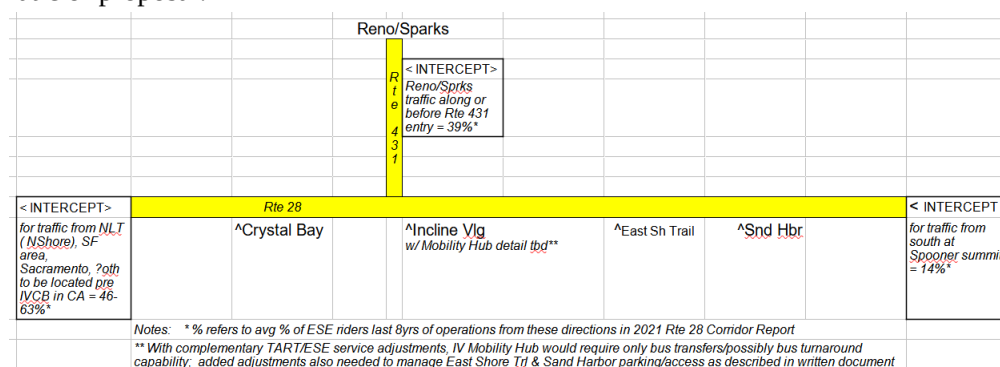


Thus currently ESE, along with challenges in managing both Sand Harbor and East Shore trail access and parking, is in fact driving excess Vehicle trips along the congested Rte 28 sections with riders arriving in IV via vehicles along already congested roadways which then need to be parked somewhere in the IV area which is already very parking constrained (per same WC Transportation Report draft). And above chart does not consider impacts of East Shore Trail parking overflow also impacting IV streets during “high season(s).”

I therefore suggest and request consideration of the following possible approach to alleviate overloaded traffic peak volumes along Rte 28 and parking demand surges in IVCB:

1. Manage ESE Volume by providing intercepts pre IVCB arrival to decrease local documented excess traffic burden/accident risk:
 - 1a. Capture the volume from Spooner, Carson, SLT direction at the new Spooner parking/shuttle intercept area currently in process (15% of total)
 - 1b. Capture Reno/Sparks volume in a seasonal, more flexible than previous pilot, park/ride on Mt Rose and/or in Reno (39%)
 - 1c. Capture NLT/Sacramento/? at least some of the “other” volume at parking intercept(s) in Truckee/Kings Beach areas (46 – 63%), using regular/enhanced TART service to/through IVCB, preferably with seasonal route extension to Sand Harbor or possibly transfer to ESE
2. Micro-transit service for overnight visitors/residents in IV/CB to Sand Harbor (already in place?)
3. Manage East Shore Trail and Sand Harbor access/parking by requiring:
 - 3a. Busy season reservations for Sand Harbor parking and bike/pedestrian entry via Trail; continue no other bike/pedestrian access
 - 3b. Busy season reservations for East Shore Trail parking & proof of legal Trail parking or transit arrival or IVCB resident/tenant/overnight visitor status for pedestrian/bike entry to Trail
4. Buses will need to be able to accommodate beach gear. A similar plan might also work if needed in winter if buses were able to carry snow equipment
5. As a corollary, for any trip link to/from Sand Harbor in summer with pick-up/drop-off at “the IV Hub” or Trail head, require proof of either resident/tenant/overnight visitor status in IVCB or legal parking at pre-IVCB intercept or East Shore trail head to board (in order to avoid attracting added vehicles and traffic to IVCB’s already overcrowded routes/roads).

Rough schematic of proposal:



Note that the proposal above eliminates many, many vehicles coming to IVCB for Sand Harbor/Trail access at peak times when there is too much traffic and too little parking and I would think massively decreases Vehicle trips/VMTs on Rte 28 and possibly Rte 431 (depending on that intercept site). It also means that an IV Mobility Hub would require only bus/transit transfers and maybe some bike/pedestrian services/facilities. And hopefully any required bus turnarounds could occur away from residential areas. Thanks for listening/considering.

From: [Aaron](#)
To: [Judi Allen](#)
Subject: Mobility Hub Meeting Public Comment
Date: Monday, February 27, 2023 5:11:21 PM

Hi Judy,

Please include this in public interest comment on the meeting.

I will add to my ongoing evidence of the old elementary school (OES) the ongoing safety problems that would be exacerbated by the site's use as a tourist bus station or mobility hub. Again, this is in addition to the OES site for the mobility hub being a detriment to the Incline Village community in taking up a piece of land in the lowest income area that already has problems and would best serve just about any other use. The TTD MUST focus on reducing traffic in and out of the basin and stop wasting their time and our time on projects like the OES mobility hub location.

Today when I came back from an outing today, I took the Southwood route. I avoid this route normally because it's ripe with problems. Of course there was ANOTHER car stuck. (pictured) You can't fix the grade/steepness, you can't stop the snow, and you can't fix tourists. This is a terrible site for a mobility hub year round and has and will make these problems worse.

Later today, I walked to the post office. What do you know? I find MORE dumped trash in our neighborhood. I drug it only a couple feet off the sidewalk because I was concerned that it would get buried in snow and harm the snow blower whenever they get around to blowing the side walks. Forgive me for not making the effort to try to dispose of it but I don't want to bust my butt trying to carry it in these conditions. It's just another day here on Oriole Way next to the OES with cars illegally parked everywhere in red flag areas that there is no way anyone can enforce it because of the high density living. In fact, the police have flat out refused to enforce it here telling me that their tickets will get wet in the snow. Your mobility hub here makes a horrendous parking area even worse with more competition from tourists. I witnessed and previously submitted evidence to this fact.

Sincerely,
Aaron Vanderpool
806 Oriole Way





**TAHOE TRANSPORTATION DISTRICT
INCLINE VILLAGE MOBILITY
COMMITTEE MEETING MINUTES
April 24, 2023**

Committee Members in Attendance:

Alexis Hill, Washoe County
Carole Black, Public Member (attended remotely)
Andy Chapman, TNT-TMA
Cindy Gustafson, Placer County
Wendy Hummer, Public Member

Committee Members Absent:

John Crockett, Public Member

Others in Attendance:

Carl Hasty, 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 Ms. Hill at 5:31 p.m. at the Incline Village Library and via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the Committee.

B. Approval of Agenda for April 24, 2023

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

C. Approval of Minutes for February 27, 2023

Motion/second by Mr. Chapman/Ms. Hummer to approve the committee minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

Doug Flaherty, Tahoe Clean Air.org, stated TRPA and TTD continues to purposely set up situations where the public is put in a position to attend numerous meetings.

John Epolito asked how many committees the members can be on and stated they don't want a bus hub at the old Elementary School and should have it at the trail.

Aaron Vanderpool stated it should be clear that the community does not support a mobility hub and the project is reducing workforce housing.

Jackie Chandler asked what pressure is on TTD and wants to help constructively serve the visitors in the best way possible to minimize the impact to the Lake.

Megan Barth stated the community's opposition to the mobility hub has been ignored.

Lorene Meyer asked to find a different location for a mobility hub.

Yolanda Knaak stated the old Elementary School is a bad location and traffic is the number one issue.

Patricia Lorde stated not to use the old Elementary School as a mobility hub, just have bus stops.

Jay Lorde asked why there is no discussion on the public comment items.

III. DISCUSSION ITEMS

A. Schedule Update for the Incline Village Mobility Hub Project Concepts and Public Involvement Plan Process and Next Steps for Stakeholder Engagement

Mr. Hasty reviewed this item. The committee moved the scheduled May 29 meeting to May 22, due to the Memorial Day holiday. Ms. Hill explained why the committee was formed for this project. Ms. Black stated the data suggests that any approach that brings vehicles into that area is a mistake and people need to be diverted. Ms. Black reviewed her slides. Ms. Hummer noted there is more to the project and the need to connect the dots all around. Mr. Chapman noted capture locations are planned, but mobility hubs are still needed.

Jackie Chandler suggested using the East Shore Trailhead bus stop as a mobility hub.

John Epolito asked what an unmet need is and the development is what is needed to pay attention to.

Aaron Vanderpool stated the workshop was a waste and there is the need for affordable housing.

Chuck Meyer, long-term resident, stated you need to look at the entire system, not one thing at a time.

Doug Flaherty, Tahoe Clean Air.org, said thanks for the red herring discussion earlier and an environmental impact score needs to be included.

Helen Neff, Incline Village resident, asked the schedule be updated to reflect that the March meeting did not happen and the update did not occur.

Lorene Meyer asked if any of the committee members work or have worked in the tourism business and feels it would be a conflict of interest.

James Hoyle, resident near the school site, stated the school site is the worst site in town and doesn't need a bunch of tourists coming in and throwing trash around.

Sara Schmitz, resident, stated their input at the workshop appears to be being ignored and the real solution is to have visitors park at the other side of the basin.

Melissa, Incline Village resident, stated a transportation hub on this side of town would help achieve reduced noise and air pollution, reduced road congestion, steady tax dollars from tourism and good paying jobs for locals.

Patricia Lorde stated she disagrees with the bus hub.

Megan Barth agrees with the comments and asked how many years and how many meetings will it take before realizing the villagers do not want a hub.

Gina Barth, long-time resident, stated she feels the meetings would be more productive if the Tahoe Fund and Sand Harbor are involved and to look at what Emerald Bay is doing with their parking issues.

Mary Becker stated she is happy this panel is trying to be proactive to take care of the traffic issues and this panel has nothing to do with development.

Kathie Julian is not opposed to a mobility hub in Incline, as long as it is not at the old elementary school site.

Action Requested: For Information

B. Update on Implementation Efforts Underway Regarding the Nevada State Route 28 Multi-Modal Transportation Plan and the Regional Transportation Plan Including Transit, Trails, Parking, and Mobility Hubs That Connect to Recreation, Commercial, and Residential Land Uses

Items III.B. and III.C. were tabled, however public comment was taken.

Ms. Black requested a full reference report of the East Shore Express.

Ms. Gustafson asked if an origination/destination study on car use was done. Mr. Hasty stated yes, in the 2017 Corridor Plan.

John Epolito stated safety isn't taken into account.

Sara Schmitz stated there needs to be a pedestrian overcrossing at the roundabouts at Kings Beach, parking on SR 28 should be allowed during the winter, and there cannot be a water taxi at Incline Village.

Doug Flaherty, Tahoe Clean Air.org, stated he feels the pristine East Shore is in jeopardy and docents and protection are needed.

Aaron Vanderpool stated the more you develop the more you destroy and transportation is not needed in the neighborhood.

Action Requested: For Information

C. Informational Report on the East Shore Express 2023 Season

Action Requested: For Information

IV. DISTRICT MANAGER REPORT

Mr. Hasty had nothing further to report.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Ms. Black noted the consultants need to be managed.

VI. PUBLIC INTEREST COMMENTS

Jackie Chandler stated Tahoe is not a national park and the visitors need to be managed and don't beat up the committee, but help come up with solutions.

Gina Barth requested the website be kept up to date and use other forms of communication.

Kathie Julian urged Ms. Hill and Ms. Gustafson to work on an evacuation plan.

VII. ADJOURNMENT

The meeting adjourned at 7:45 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: Public Comment TTD April 24th meeting
Date: Monday, April 24, 2023 4:18:12 PM

Dear Judi,

I plan to speak at the meeting tonight but here is a copy of what I will say to please include in the record.

Thanks, Aaron

After the TTD workshop on Thursday April 20th - it should be clear as a bell that there is NO community support for what you are doing.
Unless the mobility hub is located at the trailhead of the east shore trail or the Hyatt

You are:

Increasing traffic congestion and increasing VMT via another service and reason for tourists to drive here.

Reducing public safety.

Increasing environmental air, water, light and noise pollution.

Reducing affordable housing opportunities via taking up land at your unneeded development at the OES.

Reducing affordable housing due to incentivizing workforce housing to convert to short-term rentals in the lowest income neighborhood of town.

People have been telling you for years now and all you are doing is increase community distrust, contempt and disdain by ignoring feedback.

I encourage you to stop wasting time and taxpayer money in pursuing the OES. Start the process of selling the OES to raise liquidity to have ready for other opportunities that actually fix our congestion problem.

Aaron Vanderpool
806 Oriole Way

From: [Julia Simens](#)
To: [Judi Allen](#)
Subject: Mobility Hub Meeting April 24, 2023
Date: Saturday, April 22, 2023 9:24:44 AM

Please include in the upcoming meeting.

I strongly agree with the majority of full time residents in Incline Village that the transit hub should not be located in the old elementary site.

I received an email for Alexis Hill on My 3rd, 2021 saying-

Thanks for the email. I hear the community loud and clear that the old elementary school site for the mobility hub location doesn't work. Sadly, in order to accept the federal grant TTD needed to move forward with the purchase of the property however, our work isn't over. If this purchase moves forward, we will be working over the next year with the community to find the right location for the mobility hub if the school location doesn't work for the community - which includes looking at sites like the Sheriff's Office Substation. I hope you'll stay involved to give your insights during this process.

That area of Incline is already crowded and does not need large buses and more cars coming onto those streets.

Additional sites much more vehicle friendly would be near the UNR-campus or locations with easier access in and out such as across from the Nine 47 Tahoe location or the Tunnel Creek location.

Julia Simens
Owner since 1998
1000 Lakeshore Blvd

Note: Meeting canceled; re-submit for inclusion in the record for the IV Mobility Hub Meeting 4.2023

Public Comment Washoe County Incline Village Mobility Committee Meeting, March 27, 2023

Submitted by Carole Black as Incline Village Resident (& Committee Member)

“Every System is perfectly designed to deliver the results it gets”*

I submit public comment as a resident of Incline Village who applied to be a committee member hoping that this process would facilitate development of a “system” of transit re Incline Village area to safely serve both the needs of local community and broader Basin. When I applied, I spoke of experience with and belief in data-based Total Quality Management principles for successful process improvement. As a Committee member I submitted a list of data questions/request that I thought would be important in driving successful system design.

To date, there has been no response to this request for updated data. Recently with substantial personal effort, I found some more current data and presented a resulting concept at last month’s meeting which I think was positively received. Gratifying but unfortunately still has not led to a comprehensive recent data review/discussion for the committee??

Also, at last month’s meeting when the public outreach plan was presented, I and other requested to review the proposed questionnaire before distribution. Staff assertion was that, paraphrasing ... it would be “left to the experts” because of “fear of bias.” When the survey was released to the public last week, imagine my surprise that:

- there was no Spanish version
- single open-ended query did not address key question: “what would help you to use transit options more frequently?”
- and, most importantly, the multiple choice items included options which, while they may get lots of votes, are not supportable by the available data in designing a system to improve safety or outcomes in the Incline Village area

Specifically, the data indicates that traffic volumes which include significant numbers of day visitors exceed typical similar road capacity during busy seasons and there is elevated accident frequency. Thus the need is to reduce vehicle trips by bringing day visitors (and others) to the area by transit – adding local parking simply adds vehicles and congestion. So why are we asking about parking re Mobility Hub. Until there are larger roads, bringing more people in personal vehicles by providing parking appears to simply add risk.

I believe questionnaire should have been constructed considering options to address data-identified issues. I worry about designing a system which, while congruent with apparent agencies vision, could drive more, not less, traffic congestion/accidents along Rte 28 and within Incline Village - thus a **“system perfectly designed to deliver the results it gets.”**

* <https://www.ihl.org/communities/blogs/origin-of-every-system-is-perfectly-designed-quote>

NOTE: Mtg canceled; Re-submit for the record to IV Mobility Hub Mtg 4.24.2023

To: Incline Village Mobility Committee

From: Carole Black, re Committee Member Item

Re: Draft Transit Concept and Pilot Proposal for Committee Member Comment Agenda Item, IV Mobility Hub Meeting 3.27.2023

I have been thinking about a comment Commissioner Hill made when I was making some IV Transit suggestions: that the ideas I floated would require many, many cooperating agencies and be very complicated to implement. On reflection I have realized that much of what I proposed is either wholly within the control of Washoe County and/or TTD and/or can be definitively influenced by WC or TTD to implement.

At last month's Committee meeting I presented some relatively recent data that led me to the following conclusions:

- Mobility Hub concepts which bring Rte 28 Corridor day visitor vehicles either along the Rte 28 segment between Crystal Bay and Incline Village and/or along its continuation into/through Incline Village are ill-advised for both safety (accident frequency) and traffic congestion (safe road vehicle trip volumes are already exceeded).
- Systems are needed so that these visitors arrive via transit (or non-vehicle modalities)! Current, and certainly more traffic, cannot be accommodated safely without more road capacity.

In addition, I have learned re Sand Harbor, East Shore Trailhead area, and ...

I. Sand Harbor:

- Access to Sand Harbor in summer is limited to on site Sand Harbor parking spaces plus arrivals via ESE
- To ensure ESE access, Sand Harbor doesn't fill all parking spaces leaving numbers vacant every day
- No walk-in or bike access is allowed

II. East Shore Trailhead area:

- Trail parking (90 spaces) exists but is inadequate for demand drawing even more vehicles into crowded areas
 - In a ~2011 report when the IV Mobility Hub was initially being considered a high level analysis of possible sites occurred. Several were considered including OES site which was felt to be less than optimal for all the reasons residents now worry about. The then favored site was in the vicinity of the current parking for the East Shore Trail/Trailhead. A concept map was developed with sketch for transit transfers and vehicle turnaround
- III. ESE interface:** During the summer ESE parking areas accommodate 175 vehicles and I have heard usage numbers in the 150 car range. Some of these riders may originate in Incline Village/Crystal Bay but the overwhelming majority (85% from NLT, Reno or out of Basin) do not.

IV. Other Tahoe Area Hub Master Plans: I just noted these marked on a chart on today's presentation document and have not reviewed re possible ideas

Pilot Proposal: Below is a proposed pilot program ? for Summer 2023 to begin to address these items. **The Pilot's premise is simple: Data indicates that Day Visitors to the Rte 28 Corridor significantly contribute to high traffic volumes & impacts along Rte 28 in IVCB. Thus the pilot strategy will be to direct this volume to arrival via transit by:**

- **Limiting access to transit connector for Rte 28 Corridor sites (ESE) to a) arrivals by transit and b) local (IVCB) residents and overnight visitors (within TTD control; Washoe County needed re Rte 431 area services)**
- **As feasible, aggressively manage existing parking capacity with reservation systems, added Sand Harbor spaces and possibly limiting access to East Shore Trail as above plus trailhead reserved parking (within TTD partial control/needs Sand Harbor for full control)**
- **Aggressive illegal parking enforcement is a likely collateral requirement (within Washoe County control)**

ESE service schedule impact:

- Service would need to run on a schedule aligned with other transit with limited stops along Rte 28 in IVCB at selected TART bus stops (? near Southwood intersection on Rte 28 and at the East Shore Trailhead)
- To board the ESE for Rte 28 Corridor sites, rider must show proof of arrival at IVCB bus stop via a transit service. The only exceptions will be IVCB residents or overnight visitors to IVCB both with documentation required

Collateral Impacts:

- ESE would need to publicize new requirements to board the ESE vehicles to/from Sand Harbor. And also publicize re: No ESE parking in IVCB! ... TTD control
- Bus service to/from IVCB from NLT might need adjustment to accommodate added volumes and, if there are service gaps am's and after 4:30 pm in IV, these might be closed and a Reno connection developed; also depending on volumes, may need some TART bus turnaround at Trailhead area during busy times, e.g., alternate route to avoid neighborhood disruption from increased trips needed to server Rte 28 corridor volume especially in summer ... TTD control (possibly partially w/Washoe County/NDOT)
- ESE vehicle turnaround could occur using the Rte 28 roundabout ... TTD control, ? with NDOT
- There might be a resulting bump in illegal parking either at the trail head area and/or along Rte 28 >> more parking tickets transiently ... coordinate with Sheriff

Helpful additional elements include:

- Parking reservation system for Trail parking ... TTD control
- Others require Sand Harbor cooperation/collaboration including a) opening closed parking spaces (which should occur as ESE volumes fall); b) parking reservation system at Sand Harbor and c) East Shore Trailhead check re arrival status for daytime admission

Draft Concept Schematic (Note: location/configuration of Transfer Station 1 along Rte 28 tbd; Transfer Station 2 also tbd, suggesting alignment with TrailHead and parking there as well as space for potential transit vehicle turnaround and more "HUB" presence):



ADDENDUM:

I. Future concern: Further expansion along East Shore to South: LT area Event Center?

I heard a rumor that someone or some document related to this project referenced “waiting for the Incline Village Hub.” If correct, now is the time to address any potential misconceptions > any concept of providing transit access for events with parking in the IVCB area should be contained **now!** ... Otherwise what is now primarily a summer crisis will potentially become year-round.

IV Mobility Hub or Hubs can function as transit transfer locations. But only documented transit arrivals or IVCB residents/overnight visitors should be allowed boarding for Rte 28 Corridor sites >> south shore events. The issues being the same as noted above.

II. DRAFT Pilot “Rules”:

Who can board ESE in IV and/or Sand Harbor?

IVCB residents with identification showing name and address (e.g., license)
IVCB overnight visitors showing proof of stay in IVCB
Others with proof of transit arrival in IV

What if I ride my bike or walk from Kings Beach or the CA stateline area to IV?

Should be very low volume currently so maybe accept statement at face value as non-vehicle access?
If this approach is successful and continues and trails between IV and Kings Beach open, then maybe a check-in area, possibly even some bike facilities, at Transfer Station #1 to assess arrivals?

>> **Submitted for inclusion with Public Comment for IV Mobility Hub Meeting 4.24.2023**

Public Comment Washoe County Incline Village Mobility Hub Workshop, April 20, 2023

Submitted by Carole Black as Incline Village Resident (& Committee Member)

“Every System is perfectly designed to deliver the results it gets”*

I submit public comment as a resident of Incline Village who applied to be a Mobility Hub committee member hoping that this process would facilitate development of a “system” of transit re Incline Village area to safely serve both the needs of local community and broader Basin. When I applied, I spoke of experience with and belief in data-based Total Quality Management principles for successful process improvement. As a Committee member I quickly submitted a list of data questions/request that I thought would be important in driving successful system design.

To date, there has been slow response to this request for updated data. Recently with substantial personal effort, I found some more current data and presented a resulting concept at February’s committee meeting which I think was positively received. Gratifying but unfortunately still has not led to a comprehensive recent data review/discussion for the committee nor is it clear that local current data has driven much, if any, of the planning for the circulating questionnaire or this evening’s workshop??

When public outreach plans have been presented at committee meetings, I and others requested to review proposed content before distribution. Staff assertion re the questionnaire was that, paraphrasing ... it would be “left to the experts” because of “fear of bias.” When the survey was released to the public, imagine my surprise that:
- single open-ended query did not address key question: “what would help you to use transit options more?”
- and, most importantly, the multiple choice items included options which, while they may get lots of votes, are not supportable by the available data in designing a system to improve safety or outcomes in the Incline Village area
And again today’s Workshop content was similarly not provided to be previewed by the Mobility Hub Committee.

Some major concern examples relate to traffic volumes/congestion as follows:

- Data indicates that traffic volumes which include significant numbers of day visitors exceed typical similar road capacity during busy seasons and there is elevated accident frequency along Rte 28 from Crystal Bay through Incline Village. Thus the need is to reduce vehicle trips by bringing visitors to the area by transit – adding local parking simply adds vehicles and congestion. So why are we asking about parking re Mobility Hub. Until there are larger roads, bringing more people in personal vehicles by providing parking appears to simply add risk. Yet even now proposal is to increase ESE volumes this summer with no other mitigating changes!

- And what about events at the soon to open Tahoe Blue Event Center near SLT? 4000-6000 occupant capacity for events in off seasons with insufficient parking and a bus route dotted line to Incline Village on plans? More incoming traffic/vehicles/congestion to park at central IV Hub!! Thus, might summer’s traffic mess become year-round if Hub offers parking?

- Evacuation planning focuses on population (i.e., residents), not visitors. So, how reliable are projections in our risk-filled local environment with even existing traffic congestion? This winter’s weather was assuredly more severe than many prior years but how safe are we when EMS/Fire services cannot readily navigate traffic clogged roads?

As best I can tell suggestions re the Site Selection Criteria Set have not been taken, specifically more explicit focus on safety including neighborhood safety, e.g., change “Road Safety Score” to “Public Safety Score” and add “Environmental Safety Score.” And who was asked in the context of data about possible alternative site areas if that’s on today’s agenda – it wasn’t the Committee! Further lots of nice “amenities” are offered/suggested but this diverts attention from core issue > a better transit system addressing data-identified issues/root causes and providing data-based solutions to resolve! E.g., what about the significant gaps currently in bus service schedules to/from IV?

Bottom Line: I have focused on visitor parking/traffic. There are many other concerns including where to safely turn buses. I believe questionnaire and workshop should have been constructed considering options to address current data-identified issues and drivers with Committee input. I worry about designing a system/choosing a site which is congruent with apparent agencies vision but could instead drive more, not less, traffic congestion/accidents along Rte 28 and within Incline Village - thus a **“system perfectly designed to deliver the results it gets.”** Just like what we had, and still have to some degree, with the traffic/parking mess created by the Tahoe East Shore Trail!

* <https://www.ihl.org/communities/blogs/origin-of-every-system-is-perfectly-designed-quote>



April 24, 2023

RE: Written Public Comment - TTD Incline Village Mobility Committee Meeting April 24, 2023.

OES = Old Elementary School (used interchangeably as 771 Southwood Blvd, Incline Village, NV)
ESE = East Shore Express
TTD = Tahoe Transportation District
TRPA =Tahoe Regional Planning Agency
FTA = Federal Transit Administration
VMT = Vehicle Miles Traveled

Dear TTD Staff and TTD Mobility Hub Committee Members:

Please ensure that this written comment is made part of the record and the minutes during today's TTD Incline Village Mobility Hub Committee meeting.

This written Public Comment is being provided on behalf of TahoeCleanAir.org.

TahoeCleanAir.org is opposed to the OES site being considered or used as one of the “**alternative**” locations for a TTD mobility hub, and is opposed to its use in connection with the ESE for the following reasons:

TTD claims of trip reductions, getting people out of their cars, VMT claims, and traffic reduction claims, continue to be highly controversial, subjective, arbitrary, and capricious and TTD’s stated outcomes highly uncertain. The TTD would require a "crystal ball" to make such claims.

As part of years of testimony from Incline Village resident subject matter experts, including residents living in high density neighborhoods directly adjacent to the OES site, egress and access to this parcel is woefully unsafe.

Further, as referenced by TTD’s consulting firm, the existing mobility hubs in Vail, CO, Sparks and Reno NV, and the remote facility of Tahoe City, bare little or no relevance to the close in neighborhood safety and environmental impacts that a 365 day a year mobility hub and continued ESE use will bring to the center of Incline Village.

Further, the January 20, 2023, TTD “*Incline Village Mobility Hub Data Review and Context Draft Memorandum*”, Table 3-1: “Screening Criteria Categories” are subjective, incomplete, arbitrary, capricious, and designed in favor of the TTDs relentless quest to construct a mobility hub at the OES site, of which is within and adjacent to a dense close in traffic safety peril neighborhood as well as an environmentally sensitive area.

As an example:

TTD and its consultants failed to provide an “[Environmental Impact Score](#)” within its “screening criteria list”. This, to avoid a data driven analysis of past, current, and future cumulative environmental impacts in relation to all potential locations. This includes an analysis of direct or adjacent site locations that rest within or adjacent to any environmentally sensitive area. In the case of the OES site, as an example, an [Environmental Impact Score](#) would consider an analysis of the OES site and its impacts within and directly adjacent to the “Burnt Cedar and Wood Creek Watersheds”. This includes Burnt Cedar creek itself, an ephemeral stream, which begins on OES property and drains ¼ mile directly into Lake Tahoe waters. How can the TTD ever claim that they are working to protect the environment and waters of Lake Tahoe when they fail to provide any reference whatsoever to an “[Environmental Impact Score](#)” for all possible Mobility Hub alternative sites.

Additionally, within the TTD Screening criteria, **Item 7: Road Safety Score should be re-labeled “Public Safety Score”** and placed at the top of the screening criteria list. This item should discuss data driven measurements of all
TTD Incline Village Mobility Committee Meeting Minutes - April 24, 2023 *Page 12*

site alternatives, including a comprehensive traffic study, access and egress analyses including slopes, neighborhood pedestrian impacts and safe wildfire evacuation, in connection with human and roadway overcapacity in densely populated neighborhoods, including stranded transit users during a wildfire.

Further, the deficiencies of the eight (8) draft screening criteria provided by TTD Staff for selection of an Incline Village Mobility Hub are discussed below [with comments added in blue](#):

1. **Transit System Score** - Consider how well integrated the location is with respect to the existing transit network. [Comment: The terms “well-integrated” and “existing transit needs” are subjective, arbitrary, and capricious in relation to the OES site. TTD fails to provide significant and substantial data indicating otherwise. 771 Southwood Blvd currently provides an unsafe short term seasonal East Shore Express service location which cannot be safely “well integrated” when it comes to the neighborhood public safety impacts of a 365-day year-round, full mobility service hub.](#)
2. **Transit Propensity Score** - Overlay various points of mobility data to understand locations with “high” mobility needs and potential transit demand. [Comment: TTD fails to provide significant and substantial data demonstrating that 771 Southwood mobility needs are “high”. The OES site currently provides an unsafe short term seasonal East Shore Express service location which cannot be safely “well integrated” when it comes to the neighborhood public safety and environmental impacts of the ESE or a 365-day year-round, mobility service hub. TTD has not provided substantial data to indicate a “high mobility need”, confusing ESE ridership numbers, as being synonymous with the extremely low demand of a year-round mobility hub. Data indicates that public transportation ridership choice is extremely low compared to other forms of transportation.](#)
3. **Recreational Access Score** - Consider the proximity a “high mobility need” and potential transit demands” ease of connection to recreational amenities for locals and visitors. [Comment: The term “high mobility need” and “potential transit demand’s”, for locals and visitors is subjective, arbitrary, and capricious in connection with a 365-day year-round mobility hub at 771 Southwood Blvd. TTD fails to provide significant and substantial data indicating otherwise.](#)
4. **Key Destination Score** - Examine the location’s proximity and ease of connection to significant destinations, services, and activity centers. [Comment: Any suggestion that a hub at the OES will promote the ease of connection to “significant destination”, “services” and “activity centers” walking or access subjective, arbitrary, and capricious and stated outcomes are highly unlikely. TTD fails to provide significant and substantial data indicating otherwise.](#)
5. **Walkability Score** - Analyze the extent of the surrounding sidewalk and trail networks connecting to the potential location. [Comment: Any suggestion that a mobility hub geographically located at the OES will promote walking or trail use is subjective, arbitrary, and capricious and stated outcomes are highly unlikely. TTD fails to provide significant and substantial data indicating otherwise.](#)
6. **Bikeability Score** - Analyze the extent of the surrounding bike network (on the street and multi-use trail) connecting to the potential location. [Comment: Any suggestion that a hub geographically located at the OES will promote biking or trail use is subjective, arbitrary, and capricious and stated outcomes highly unlikely. TTD fails to provide significant and substantial data indicating otherwise.](#)
7. **Road Safety Score** - Examine crash data (or other relevant data) in proximity to mobility hub locations. [Comment: As stated above, this screening criteria should be re-labeled “Public Safety Score.” Crash data is only one piece of screening criteria regarding public safety. This item should be re-labeled “Public Safety Score” and placed at the top of the screening criteria list. This item should discuss data driven measurements of all site alternatives, including a comprehensive traffic study, access and egress analyses including slopes, neighborhood pedestrian impacts and safe wildfire evacuation, in connection with human and roadway overcapacity in densely populated neighborhoods, including stranded transit users during a wildfire.](#)

8. Property Size Score - The location meets the minimum square footage to accommodate the mobility hub program and allow for future growth. [Comment: The reference to accommodating future growth is synonyms with TTD creation of public safety perils caused by increased human and roadway overcapacity, is subjective, arbitrary, and capricious. TTD fails to provide significant and substantial data indicating otherwise.](#)

Further, the original Federal Transit Authority (FTA) National Environmental Policy Act (NEPA) Protective Acquisition funding application submitted by NDOT and TTD, which granted a NEPA “Categorical Exclusion” (CE), in order for TTD to receive federal funding to purchase the OES property, was fundamentally flawed and misleading.

NDOT and TTD stated, as part of the original NEPA protective acquisition funding application and correspondence, that the “Acquisition or transfer of interest in the real property is 1) not within or adjacent to a recognized environmentally sensitive area and 2) the use of the property by the TTD would not result in a substantial change in the functional use of the property...”

1.. With regard to past and present “functional use” of the OES property:

In an original letter from NDOT to the FTA, seeking funding to secure the purchase of 771 Southwood Blvd funding, NDOT/TTD stated, “For the last nine years, Tahoe Transportation District has been using the Property for a seasonal transportation hub”... when actually the past use of the property was that of a 10-year inactive school campus with 8 years of non-permitted TTD parking and a non-permitted bus TTD transit stop.

The continued 8 yr. past illegal use of the 771 Southwood Blvd, by the TTD, is now substantiated as part of the record, via discussions between the TRPA and TTD Staff during the recent October 26, 2022, Incline Village residents TRPA Appeal of the Temporary Use Permit, as connected with the 2022-2023 East Shore Express operation.

2. Further, in order to receive FTA Protective Acquisition Funding approval, in its original 23 CFR 771.118 (C)(6) Categorical Exclusion Application and correspondence seeking federal funding, NDOT/TTD stated that the 771 Southwood property was not within or adjacent to a “recognized” environmentally sensitive area and therefore a Categorical Exclusion (CE) should be granted.

Per NEPA, CEs are actions that do not individually or cumulatively have significant environmental effects or impacts and are excluded from the requirement to prepare an environmental assessment (EA) or environmental impact statement (EIS) **when there are no “unusual circumstances”** (40 CFR 1508.4, 23 CFR 771.118). CEs are not exempt from NEPA.

However, NDOT and **TTD failed to inform the FTA**, in its original funding application that:

Lake Tahoe is listed under the Clean Water Act Section 303(d) as “impaired”, which clearly represents an “unusual circumstance” with regard to the 771 Southwood property which is located on and adjacent to the environmentally sensitive Burnt Cedar and Wood Creek Watersheds.

While the recent good news headline regarding Tahoe’s clarity is indeed good news, the UC Davis comments indicated, that this is a short-term window of improvement, and the degradation of Tahoe’s clarity is expected to revert back to its 20-year history of degradation upon the expected return of the mysis shrimp. This means TTD and TRPA failures to protect Lake Tahoe will return.

The “impaired” water listing is due to three pollutants; nitrogen, phosphorus, and sediment, all of which are responsible for Lake Tahoe’s deep water transparency loss.

It is evident that the OES property is the headwater property of a visible and “intervening” seasonal ephemeral stream recognized in sediment studies (Simon) and NDEP, as Burnt Cedar Creek. This visible “intervening” ephemeral stream deposits runoff sediment directly into the waters of Lake Tahoe within ¼ mile of the headwater property in question through a series of ditches and pipes, and of which stream,

the Tahoe Regional Planning Agency has failed to adequately improve to prevent pollution runoff in order to help protect Lake Clarity.

The “intervening” ephemeral stream is within and adjacent to 1) the Lake Tahoe Burnt Cedar Creek Watershed and adjacent Wood Creek Watershed – see Simon – referencing Burnt Cedar and Wood Creek Watersheds) ... Simon is also “recognized” in the Nevada Division of Environmental Protection – Final Lake Tahoe Total Maximum Daily – Report to the US EPA. Pages 7-5 and 7-6 and throughout. The “unusual circumstance” of Lake Tahoe being listed as “impaired” waters under the Clean Water Act Section 303(d) makes both of these watersheds “recognized” environmentally sensitive areas.

Further, the Burnt Cedar and Wood Creek watersheds, are “recognized” environmentally sensitive areas, since they **cumulatively**, along with all other Lake Tahoe watersheds add “impaired” 303(d) water listed sediment and pollutants to Lake Tahoe waters, and the issuance of a CE by the FTA allowing purchase of the 771 Southwood property, without investigating this unusual 303(d) circumstance, was not appropriate, and at minimum there should have been a publicly noticed Environmental Assessment (EA) process undertaken by the FTA to help determine the need for an Environmental Impact Statement.

TTD’s stated need for a mobility hub at this location is subjective, arbitrary, and capricious, agenda driven and said need is not supported by substantial nor significant data.

The information provided below discusses the TTD 2022-2023 East Shore Express Temporary Permit process is germane and directly tied to the overall Mobility Hub process.

1. The TRPA granting of the 2022-2023 ESE Temporary Use Permit represented a “change in use” from the original 8-year use of the property, and such change in use was an intensification of use and was not based on fact but was arbitrary and capricious. The TRPA and TTD therefore violated NEPA when it intensified the use of 771 Southwood Blvd as part of a “special condition” attached to 2022-2023 ESE Temporary Use Permit without a NEPA Environmental review process.

TTD Staff Reports continue to state that “the service has been operating for a number of years on a less-formalized basis, of which is an obfuscation—vague and incomplete—since the past use of the property was that of a 10-year inactive school campus with 8 years of non-permitted TTD parking and a non-permitted bus TTD transit stop. “Less formalized” in this case means, “unpermitted.”

The original TRPA Temporary Use Permit Application by the TTD requested the permit for the purpose of “Intercept Parking for East Shore Shuttle Service to SR 28 and Sand Harbor”. However, TRPA arbitrarily and capriciously granted, without a request from the Applicant an intensified and expanded “change of use” from the property’s past illegal use.

This was done by arbitrarily inserting a Special Condition, of which Special Conditions are normally considered “planning permissions” to mitigate or compensate for negative impacts. However, in the case of permit Special Condition 1, especially as it applies to 771 Southwood Blvd, TRPA arbitrarily and capriciously granted an intensified and expanded the “change of use”. This act required TRPA and TTD to consult with the FTA which is the only agency with NEPA primacy in this particular case.

2.. During the Temporary Use Permit Process for the 2022-2023 ESE Operation TRPA Violated its own Chapter 6.2. JOINT ENVIRONMENTAL DOCUMENTS which states:

... the National Environmental Policy Act (NEPA) or other state or local environmental review, TRPA shall, whenever feasible, coordinate its environmental review process with the local, state, or Federal process. Coordination would include joint activities such as scoping, selection of consultants, notice, and concurrent comment periods.

Because the 771 Southwood property was purchased using FTA Federal funds via an application for funding in connection with a NEPA Categorical Exclusion (CE) Protective Property Acquisition request by

the Nevada DOT on behalf of the TTD, the primacy for regulatory environmental review considerations rests with the FTA under NEPA.

Primary FTA primacy and reach is germane in this case since the TRPA staff arbitrarily created, and the TRPA Hearing Officer approved, a Special Use Permit “change of use” from that of an illegal use of operating without the required TRPA parking permits, to an intensified “use” of a **“Transit Station and Terminal.”**

As explained by FTA’s Mr. Ted Matley, in an email on June 7, 2021, “Change of Use” triggers an additional [required] review and determination under the National Environmental Policy Act (NEPA).

Matley goes on to comment:

“The Categorical Exclusion (CE) determination that FTA Region IX issued allows the project sponsor to purchase the property using Federal funds, should the project sponsor choose to do so. The FTA CE determination does not include approval for any future changes to, or development of, the property.”

“If the property is purchased using Federal funds, or should Federal funds be proposed to fund the development of or change the use of the property, **an additional review and determination under the National Environmental Policy Act (NEPA)** is required to develop or change the use of the property. We have confirmed with the project sponsor that they understand the limitations of the current FTA CE determination and that any future action to develop the property or change the use will require additional NEPA analysis.

3. And finally, as currently written, the new and old TRPA “armchair” Environmental Checklists contained in various past TRPA and TTD ESE Staff reports are inadequate and a sham, designed to sidestep the identification and analysis of the true local community as well as basin wide cumulative impacts/effects of the ESE and all projects within the Lake Tahoe Basin.

In this case, the desktop environmental checklist failed to recognize that the site is within and adjacent to the recognized environmental sensitive areas of the Burnt Cedar and Wood Creek Watersheds and that Lake Tahoe is listed under the Clean Water Act Section 303(d) as “impaired” waters.

Further, for the most part, the subjective staff armchair conclusions within the Environmental Checklist are not based on substantial or significant evidence, are rather opinionated, arbitrary, and capricious, and continue to violate the Bi-State Compact requirements of Tahoe Basin equilibrium and harmony.

Sincerely,
Doug Flaherty, President
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)
A Nevada 501(c)(3) Non-Profit Corporation
774 Mays Blvd 10-124
Incline Village, NV 89451

[TahoeCleanAir.org Organizational Purpose](#)

Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.Org) is a Nevada 501 (c) (3) non-profit corporation registered to do business in the State of California. Our organizational purpose extends beyond protecting clean air, and includes, among other purposes, protecting and preserving natural resources, including but not limited to clean air, clean water, including lake and stream clarity, soils, plants and vegetation, wildlife and wildlife habitat including wildlife corridors, fish and fish habitat, birds and bird migration, insects, forest and wilderness from adverse environmental impacts and the threat and potential of adverse environmental impacts, including cumulative adverse impacts, within the Nevada and California Sierra Range, and its foothill communities, with corporation/organization geographical purpose priority being that of the Lake Tahoe Basin. Our purpose further extends to all things incidental to supporting environmental impact assessments and studies, including the gathering of data necessary to analyze the cumulative adverse environmental, health and safety impacts from public and private projects inside and outside the Lake Tahoe Basin, and addressing and supporting safe and effective evacuation during wildfire. Our purpose further extends to supporting transparency in government to ensure that our purpose and all things incidental to our specific and primary purposes are achieved.

From: [Diane Heirshberg](#)
To: [Judi Allen](#)
Cc: [Diane Heirshberg](#)
Subject: Public Comment for April 24, 2023 Incline Village Mobility Hub Meeting
Date: Monday, April 24, 2023 9:16:18 AM

Dear Judy,

Below please find my public comment for tonight's meeting. Can you also please provide it to TTD mobility HUB members.

Thanks you,

Diane Becker, full time Incline Village resident
805-290-2779

April 24, 2023

Re: Written Public Comment – TTD Incline Village Mobility Committee meeting April 24, 2023

Dear TTD Staff and TTD Mobility Hub Committee members:

I am a full-time resident of Incline Village Crystal Bay. I have been writing to the TTD in opposition to the use of the Old Elementary School Site (“OES”) as a mobility hub since I first learned of it in August of 2019. Back in 2019/2020 I also proposed a number alternative sites if there was no alternative to Incline Village which were not in the center of town, but those sites are no longer available as they have been sold to others. I cited numerous safety and environmental objections to the OES site, and none of those safety and health issues have diminished.

I attended the public meeting held by the TTD last week, and I sincerely hope that the overwhelming unanimous public opposition to the use of the OES site as a mobility hub displayed at the meeting will impact the TTD’s decisions going forward. I recommended to the TTD consultant at that meeting that instead of building a mobility hub with purported amenities which are not desired by the residents of Incline Village and are solely to attract visitors to the mobility site, you build covered bus stops at each end of highway 28 as it enters and leaves Incline Village, and add a cover to the existing bus stops, and combine that with more frequent bus service around the Lake. I would also add that there was no bus service due to a lack of bus drivers during one summer, and that consideration was being given by Mr. Hasty to storing and servicing buses in Carson City where there are workers, and covered bus stops would work well with the type of service.

If you are insisting on building a mobility hub for parking cars of others in Incline Village, please recognize and acknowledge that you are using the Incline Village site to solve problems created by the TPRA Multi-Use Path, and the desires of persons who do not live in Incline Village to bring more people to park in the Lake Tahoe Area, and that the mobility hub is not based on needs or desires of the residents of Incline Village. Those needs of others who do not live here and are not as “at risk” in a disaster, should be balanced against the health and safety of the residents of Incline Village, especially in the case of a disaster and the need for emergency evacuation, if you decide to ignore local public opinion and build a mobility hub in Incline Village.

I respectfully submit that in order to honestly balance the interests described above, you listen to the concern expressed by the Incline Village residents that the **single greatest health and safety threat to Incline Village and Crystal Bay residents, workers and visitors is that the carrying capacity for the entire Lake Tahoe Basin has already**

been exceeded at 60 million tourists per year, and this threatens the ability of Washoe County to safely evacuate people from Incline Village Crystal Bay even with today's traffic, if there is a natural disaster or other emergency. I urge that a part of your analyzing this concern that you investigate the cumulative impacts analysis of the traffic on our overburdened Highway 28 and evacuation roads from Incline Village Crystal Bay, to ascertain the impact of a proposed mobility hub in Incline Village which brings more parked cars to the center of Incline Village on emergency evacuation planning and implementation.

I urge that in the case you proceed, a Cumulative Effects Assessment (CEA) be done of traffic and its impacts on emergency planning when scoring Item 7, Road Safety and item 1 Transit System Score, and items 5 and 6 on walkability and bike ability, to **evaluate the incremental effects resulting from the combined influences of various actions including development approvals of a number of other large projects on the north shore, the proposed mobility hub to bring yet more tourists to park in Incline Village, and other future governmental approvals of projects in the north Lake Tahoe area are assessed.** Also, if you take out 1000 parking spaces on Highway 28 between the Multi use path and Highway 50, and only offer 150 parking spaces at the mobility hub in Incline Village, you need to look at the impact on all the other already overburdened streets in Incline Village, from the over-flow parking by those unable to park in the mobility hub. These incremental effects may be significant even though the effects of each action, when independently assessed, are considered insignificant. **Cumulative effects are changes to environmental, social and economic values caused by the combined effect of past, present and potential future human activities** and natural processes.

The cumulative impact analysis should address that there are currently 6 large projects on the North Shore of Lake Tahoe that will dramatically adversely impact the already horrific traffic conditions during peak visitor periods in the summer months and on weekends during peak snow periods. These projects will add thousands of new residents and cars, and the cumulative effect of these projects needs to be looked at in terms of carrying capacity of the roads from both those projects, the proposed mobility hub and tourism to Sand Harbor and the multi-use path. The impact of the mobility hub should be analyzed by looking at the effects of one on top of another:

-Boulder Bay: 177 new units, 440 parking spaces, 10,000 sq feet of casino space (closed now and still look at the traffic).

-Cal Neva: 219 new units (closed now and still look at the traffic)

-947 Tahoe Blvd: 40 new condo units (currently vacant land) (the report incorrectly states at page 10 that this project also has a 37,000 square foot recreation center, and two golf courses, which it does not have...those are owned by IVGID)

-King's Beach town center: 36 condominiums, 117 hotel rooms, 10,000 sq feet of commercial

-Ferrari Lau Lima: 34 condo units and 117 hotel rooms

-Martis Valley West: 760 new single-family homes

-There are also 6 ADDITIONAL projects currently under review: Neptune Investments, Alpine View Estates, Boat works Redevelopment, Tahoe City Lodge, Homewood, and Palisades for which I do not have data, but which will add to North Shore traffic congestion.

We residents fear that a parking lot for cars of people who do not live here in the middle of the village will add to the risks and that before you proceed further, the TTD should focus on emergency evacuation carrying capacity on 2 lane highway 28 and from the Lake Tahoe area, and from Incline Village specifically.

We are sincere in our concerns for our health and safety.

Thank you in advance for your consideration of this public comment.

Respectfully submitted,

Diane Becker

Full time resident of Incline Village

805-290-2779

From: [Megan Barth](#)
To: [Judi Allen](#)
Subject: Comment for tonight's TTD board meeting regarding Mobility Hub in Incline Village
Date: Monday, April 24, 2023 12:45:21 PM

Hello Judi,

Please include my following comment for tonight's meeting records.

For years, a vocal and active majority of Incline Village residents have expressed their strong opposition to the Mobility Hub in Incline Village on Southwood Blvd. These comments have been largely ignored by the TDD board and Washoe County Commissioners.

Years ago, when this project was proposed, I personally launched an online petition of opposition that received thousands of signatures from Incline Village residents. My petition was rejected by the County because it was electronic. This ridiculous decision was rendered at a meeting scheduled two days before Thanksgiving, making it extremely difficult for a majority of Incline residents to express their opposition due to the holiday, location, weather, and travel conditions.

I find the rejection of my petition ironic in that your TDD electronic survey is encouraged on your website and easy to duplicate and share for residents and non-residents of Incline Village. If you lived here, you would soon learn that a majority of residents are opposed to this hub. If you simply walk to any small business in the Village (yes, you *can* walk to *all* of them), you will find that a resounding majority are opposed to your ongoing mobility hub plans.

Since this expensive and dangerous mobility experiment started, our small village has suffered increased traffic, less residential parking, litter, vandalism, graffiti and pollution. I have attached a photo of the graffiti I documented during the transit season.

As the graffiti was on the building for two weeks, and faced Southwood Blvd, I finally--after 6 hours of phone calls and emails--found the appropriate person to handle the maintenance of the building. At that time, he told me that the district cannot monitor the facility on a daily basis to ensure its' upkeep. I also spoke to a bus driver who said they bring an extra garbage bag with them on their route so they can pick up all of the litter on the property left behind by the transit users. This is unacceptable. Isn't maintaining the property your job? Are you testing the broken window theory in Incline Village?

You *are* testing the safety, the livelihoods, and the quality of life of our working and retired class in our unique village.

At last week's meeting on Thursday, April 20, dozens of residents, including Sara Schmitz, an

elected Trustee of Incline Village, spoke in opposition and detailed the negative impacts your decisions have wrought on our community. Here are a few highlights from Thursday's public comments:

1. An elderly resident became emotional when she said her quality of life had been ruined due to the noise, dust, and traffic near her apartment. She hasn't been able to open her windows in the summers in years. She has been a resident for over 30 years. Before the hub, she could enjoy a summer breeze through an open window.
2. A Hispanic woman, with the help of an interpreter, noted that she was speaking on behalf of all of her neighbors and the Hispanic community in the Village and expressed the same concerns as the elderly woman above. She also stressed that they cannot park their work trucks and cars near their apartments because of the tourists and visitors, IN THEIR CARS, that the bus stop attracts. She also revealed that a young child was hit by a vehicle racing to get to the mobility hub to find parking and catch the bus. The working class of Incline Village rely on their cars for their respective professions and cannot take a bus to get them to work due to the fact they carry their work supplies in their vehicles.
3. An environmental scientist stressed the environmental impact to Lake Tahoe, the creeks, and the surrounding area and documented the increase in vandalism and litter in the surrounding area.

Despite the environmental and safety concerns, you have neglected and seemingly refused to have an environmental impact study, a traffic impact study, or a fire evacuation plan commissioned or completed.

What you have created is a blight and a hazard in the epicenter of what was once a safe and quaint village, yet you continue to spend 100's of thousands of dollars of our money on out-of-state consultants who are paid to support your plans—not our village.

As a reminder, our tax dollars pay your respective salaries *and* these consultants. We, as residents, know what is best for our small, yet financially advantageous, community. Yet, you *choose* to ignore us.

After years of tireless, vocal opposition and numerous, redundant meetings, when will you finally **listen to us** and prioritize our safety and the safety of the region?

Thank you,

Megan Barth

Editor

The Nevada Globe

www.thenevadaglobe.com





MEMORANDUM

Date: June 1, 2023
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff – Joanie Schmitt, CFO
Subject: Review and Acceptance of the District’s Financial Statement of Operations for the First Three Quarters of Fiscal Year 2023 Through March 31, 2023

Action Requested:

It is requested the Board accept the Financial Statement of Operations for the first three quarters of fiscal year 2023 (FY23) ending March 31, 2023.

Fiscal Analysis:

Staff have an on-going concern of continued use of General Funds for non-reimbursable, non-transit operation expenses since the agency does not have a dedicated General Fund source. Staff continues its efforts to minimize General Fund costs where possible and find other funding sources.

Background:

Staff has completed analyzing financial information for the first three quarters of FY23, ending March 31, 2023. The presentation of the financial information will highlight February and March activity and continues to detail TTD’s funds: General, Capital Improvement Program (CIP), Transit Operations, and Parking Systems. (See Attachment A.)

Discussion:

General Fund –

Overall, the District ended with a decrease of \$11,753 for February and March activity. The decrease can be summarized as follows:

Table with 2 columns: District Operations Revenues and District Operations Expenses. Rows include Rental Car Mitigation Fees (RCMF), Contributions, Administrative Fees, Miscellaneous/Rounding, Interest, Personnel, Insurance, Rent/Utilities, Telephone, Professional Services, Supplies, Dues & Subscriptions, Admin Support (ICAP), Legal, Transfer - Grant Match, Other, Total Revenues, and Total Expenses.

Rental Car Mitigation Fees are continuing to track lower than FY22 by \$9,628 year over year.

Administrative Fees from the Parking Management System were \$0. The meters were turned on in March, but the parking lot was inaccessible due to weather conditions (snow).

The net result decreased the General Fund's overall fund balance to \$870,627, which is \$3,716 less than at the start of the fiscal year.

CIP Fund –

February and March activity ended in an increase of \$439, resulting from interest of \$449 earned on project advances less bank fees of \$10. Below is a brief recap of February and March activity for the CIP Fund.

<u>Funding Source</u>	<u>Expenditures</u>	<u>Grant Balance</u>
Caltrans		
Congestion Mitigation Air Quality (CMAQ)	\$1,757	\$526,879
Federal Transit Administration		
FTA 5339 (NDOT Planning)	\$0	\$74,281
TDA STA Reserve (Match)	\$0	\$18,570
FTA 5339 (NDOT Bus Purchases)	\$0	\$1,320,000
TDA LTF Reserve (Match)	\$0	\$126,831
TDA STA Reserve (Match)	\$0	\$203,169
FTA 5339 (FY17)	\$96,000	\$24,519
FTA 5339 (FY18)	\$0	\$21,452
FTA 5339 (FY19)	\$0	\$244,067
FTA 5339 (FY20 & FY21)	\$149,182	\$257,974
TDA LTF Reserve (Phoenix Bus Purchase)	\$0	\$400,000
FTA 5339C (FY18)	\$0	\$917,211
TDA LTF Reserve (Charging Equipment)	\$0	\$43,114
NDOT		
Recreational Travel Phase II	\$1,981	\$170,000
General Fund Match	\$104	\$8,947
Transportation Alternative Program	\$2,390	\$1,170,396
FTA 5311	\$110,004	\$0
TDA Match for FTA 5311	\$5,790	\$0
Surface Transportation Block Grant (STBG)		
Caltrans – US 50	\$19,307	\$1,906,159
NDOT – Incline Mobility Hub Concept Study	\$36,483	\$130,186
TDA LTF Reserve (Match)	\$1,920	\$6,852
NDOT – Facility Plan	\$1,340	\$670,852
Douglas County Match	\$71	\$35,274
NDOT – Central Corridor (Chimney)	\$6,804	\$2,336,002
Tahoe Fund Match	\$328	\$9,096
Highway Infrastructure Program (HIP)		
Caltrans – US 50	\$0	\$470,655
California Office of Emergency Services	\$7,554	\$79,025
CTC (Match)	\$2,518	\$26,342
California Sustainable Planning (ZEB)	\$246	\$308,489
TDA LTF Reserve (Match)	\$32	\$39,869
Prop 1B		
TSSSDRA	\$15	\$0
TDA Match – FY23	\$15	\$0

<u>Funding Source</u>	<u>Expenditures</u>	<u>Grant Balance</u>
Washoe County		
Bond Sale (TAP Match)	\$126	\$355,831
Bank Fees	<u>\$10</u>	
Total Expenditures	\$443,977	

TTD purchased a 2022 Davey Coach Turtle Top cutaway bus totaling \$263,930, utilizing a FY20 and FY21 FTA 5339 grant for \$148,136, NDOT FTA 5311 grant for \$110,004 and matched with FY23 TDA funding of \$5,790. The cutaway was transferred from the CIP fund to Transit Operations fixed assets where it will be depreciated over the life of the asset (7 years).

TTD purchased a warranty of \$96,000 from Proterra for the overhead chargers. The CIP fund transferred it to the Transit Operations Prepays asset account where it will be expensed over 60 monthly installments beginning at the time of final acceptance of the chargers.

TTD purchased Ring Cameras totaling \$505.00 utilizing a FTA 5339 FY20 and FY21 grant, which was then transferred from the CIP fund to Transit Operations expense "Equipment Under \$5,000.

The net February and March activity resulted in increasing CIP's overall fund balance to \$2,403 which is \$767 more than at the start of the fiscal year.

Transit Fund -

Overall, the District ended with an increase of \$141,534 for February and March activity. The increase can be summarized as follows:

<u>Revenue Detail</u>	<u>Operations</u>
FTA	
5307	\$155,133
5311	\$110,498
Transportation Development Act (TDA)	\$496,373
Low Carbon Transit Operations Program	\$553
Nevada State Parks	\$0
El Dorado County	\$73,865
Solar Renewable Energy Credits	\$6,315
Contributions – STPUD	\$0
Miscellaneous	\$12
Sale of Fixed Asset (Scrap)	\$0
Pass Through Revenue	\$0
Interest	<u>\$9,408</u>
Total Revenues	\$852,157
<u>Expense Detail</u>	
Personnel	\$579,490
Fuel/Fuel Tax	\$31,533
Insurance	\$43,107
Repairs/Maintenance	\$95,815
Professional Services/Contracts	\$86,662
Facility Rent/Utilities/Phone	\$54,085
Supplies	\$11,638

Operations

ICAP	\$59,297
Transfer - Grant Match	\$7,758
Depreciation	\$80,285
Advertising/Outreach	\$2,402
Equipment under \$5K	\$505
Capital Outlay	(\$360,435)
Warranty	\$9,970
Other Expenses	<u>\$8,511</u>
Total Expenses	\$710,623
Increase/(Decrease)	\$141,534

As mentioned earlier, the CIP fund transferred \$360,435 to the TO funds fixed assets (cutaway bus \$263,930), prepaids (Proterra overhead charging warranty \$96,000) and equipment under \$5,000 (Ring Cameras \$505).

TTD received an additional \$48,400 in Local Transportation Fund (LTF) for FY22 and was notified that there was a \$400 reduction in LTF for FY23. The first installment of FY23 TDA funding, including State of Good Repairs and interest totaled \$1,640,106 was received in March.

The net result increased Transit’s overall fund balance for the year to \$11,221,357, which is \$1,253,814 more than at the start of the fiscal year.

Parking System (PS) Fund-

The Parking System Fund experienced a decrease of \$1,965 for February and March activity. The recap is as follows:

<u>Parking Systems Revenues</u>		<u>Parking Systems Expenses</u>	
Parking Meters	\$0	Personnel	\$3,735
Parking Events	\$0	Contracts	\$0
Parking Non-Compliance	\$496	Professional Services	\$517
Interest	<u>\$1,976</u>	Subscriptions, Dues	\$16
		Telephone	\$11
		Admin Fees	\$50
		Bank/Credit Card Fees	\$109
		Supplies	\$0
		Other	<u>(\$1)</u>
Total Revenue	\$2,472	Total Expenses	\$4,437

Year-to-date revenues and expenses between Parking Systems Operations and Parking Systems Non-Compliance are provided on the PS Financial Statement.

The net result decreased Parking System’s overall fund balance for the year to \$634,459, which is \$167,077 more than at the start of the fiscal year.

Balance Sheet-

The detailed balance sheet as of March 31, 2023 is included in Attachment A.

The capital asset balance, net of depreciation, includes \$6,137,912 in Transit funds, \$0 in the Government-wide funds, and \$0 in the Parking System funds of federalized/state obligations. Should the District choose to liquidate a federalized/state asset, permission from the governmental agency is required and their obligation takes priority.

Cash Flows –

Staff has included the cash flows for the governmental funds (General and CIP), along with the enterprise funds (TO and PS) in Attachment B.

Updated Grant Status Report -

Staff has updated the Grant Requests/Awards/Closeouts (Attachment C).

Additional Information:

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

Attachments:

- A. March Financial Statement
- B. FY23 Cash Flow through March
- C. Updated Grant Status Report

**Tahoe Transportation District
Balance Sheet
As of January 31, 2023**

	TOTAL	General	CIP	Transit	PS	GFA
ASSETS						
Cash & Equivalents	5,223,059	918,749	(151,283)	3,821,377	634,216	0
Accounts Receivable	1,637,234	15,732	335,757	1,285,378	367	
Prepays	296,766	(42,639)		339,287	118	
Inventory	378,448			378,448		
*Capital Assets, Net Depreciation	6,547,170			6,547,170		
TOTAL ASSETS	14,082,678	891,842	184,474	12,371,660	634,701	0
LIABILITIES						
Accounts Payable	213,015	6,115	33,962	172,697	242	0
Deferred Revenues	973,691	15,100	148,109	810,482		
Nevada State Bank - LOC						
Insurance Payable	63,598			63,598		
EE Compensated Absences	103,527			103,527		40,510
TOTAL LIABILITIES	1,353,830	21,215	182,071	1,150,304	242	40,510
NET POSITION						
Invested in Capital Assets	5,628,928	0	0	5,628,928	0	0
Restricted	1,907,107			1,907,107		
Unrestricted	3,728,234	829,343		2,431,508	467,383	(35,754)
Assigned	46,636	45,000	1,636			
SUB TOTAL NET POSITION BALANCES	11,310,905	874,343	1,636	9,967,543	467,383	(35,754)
FY 23 Increase/(Decrease) to Fund Balance	1,417,943	(3,716)	767	1,253,814	167,077	(4,756)
TOTAL NET POSITION	12,728,847	870,628	2,403	11,221,357	634,459	(40,510)
TOTAL LIABILITIES & NET POSITION	14,082,678	891,842	184,474	12,371,660	634,701	0

* The fixed asset and land balances, net of depreciation, include \$6,137,912 in transit funds, \$0 in the governmental-wide fund account and \$0 in parking system funds of federalized / state obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

**Tahoe Transportation District
Statement of Operations
July 1, 2022 through March 31, 2023**

	TOTAL	General	CIP	Transit	PS	GFA
Revenues						
Federal Grants	4,137,980		1,874,050	2,263,930		
State Funding	2,508,183		57,591	2,450,592		
Contributions	70,698	37,500	904	32,294		
General Revenues	26,438	26,347		92		
Charges for Services	450,114	97,497		11,440	341,176	
Special Items	26,786	2,684	782	19,895	3,424	
Pass-Through Revenue	45,300			45,300		
TOTAL REVENUES	7,265,498	164,027	1,933,327	4,823,543	344,601	
Expenses						
Personnel	3,283,384	280,912	92,678	2,833,658	76,135	
Personnel - Compensated Absences	6,076			6,076		4,756
Contracts	210,889		163,891		46,998	
Fuel	201,139			201,139		
Depreciation	458,178			458,178		
Other Operating	1,611,219	180,480	20,455	1,355,893	54,391	
ICAP - 10%		(294,760)	7,915	286,845		
Capital Outlay	31,032			31,032		
Interest	338	338				
Other Funding Sources		773	1,647,620	(1,648,393)		
Pass-Through Expenses	45,300			45,300		
TOTAL EXPENSES	5,847,555	167,743	1,932,560	3,569,728	177,524	4,756
FY 23 Increase / (Decrease) to Fund Balance	1,417,943	(3,716)	767	1,253,814	167,077	(4,756)

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2022 through March 31, 2023**

	General Fund Activity			Actual vs Budget			Program YTD				
	1st Qtr	2nd Qtr	Jan 2023	Feb	Mar	Feb & Mar		YEAR TO DATE	Board Approved Budget	Var %	District Ops
Revenues											
General Revenues											
Miscellaneous		500	25,847				26,347	25,847	101.93%	26,347	
Contributions	12,500	12,500	4,167	4,167	4,166	8,333	37,500	50,000	75.00%	37,500	
Total General Revenues	12,500	13,000	30,014	4,167	4,166	8,333	63,847	75,847	84.18%	63,847	
Charges for Services											
Administrative Fees	26,223	7,747	98	21	28	50	34,118	47,500	71.83%	34,118	
Rental Car Mitigation Fees	31,152	13,508	2,987	3,847	11,885	15,732	63,379	95,000	66.72%	63,379	
Total Charges for Services	57,375	21,255	3,085	3,868	11,913	15,782	97,497	142,500	68.42%	97,497	
Special Items											
Sale of Fixed Assets											
Interest Revenue	150	314	646	577	996	1,573	2,684	2,500	107.34%	2,684	
Total Special Revenues	150	314	646	577	996	1,573	2,684	2,500	107.34%	2,684	
TOTAL REVENUES	70,025	34,569	33,745	8,612	17,076	25,687	164,027	220,847	74.27%	164,027	
Expenses											
Operating											
Personnel	81,613	96,272	29,844	39,709	33,475	73,184	280,912	405,888	69.21%	280,912	
Admin Support	(89,303)	(110,371)	(34,111)	(30,720)	(30,255)	(60,975)	(294,760)	(426,092)	69.18%	(294,760)	
Repairs & Maintenance								250	0.00%		
Insurance	6,955	6,955	2,318	2,318	2,318	4,637	20,866	28,280	73.78%	20,866	
Facility Rent	11,897	13,218	4,049	4,049	4,049	8,098	37,262	52,041	71.60%	37,262	
Telephone	4,285	3,471	1,185	1,185	1,185	2,369	11,309	15,310	73.87%	11,309	
Supplies	4,039	3,247	1,338	1,320	1,707	3,027	11,651	26,560	43.87%	11,651	
Advertising & Public Relations								1,500	0.00%		
Reproduction & Printing		222	65				287	750	38.22%	287	
Postage			398				398	500	79.60%	398	
Dues, Subscriptions & Publications	5,022	5,741	1,151	710	719	1,429	13,342	16,332	81.69%	13,342	
License & Permits								500	0.00%		
Professional Services/Contracts	10,274	4,498	3,806	2,957	1,252	4,209	22,787	35,000	65.11%	22,787	
Legal Services	3,803	937	1,709	1,130		1,130	7,579	20,000	37.90%	7,579	
Auditing Services		30,740					30,740	35,740	86.01%	30,740	
Bank Fee / CC Fees			14	14	20	33	47	500	9.38%	47	
Transit Management - No Shore		20,000					20,000	20,000	100.00%	20,000	
Training	939	219					1,158	3,500	33.09%	1,158	
Travel		734					734	6,700	10.96%	734	
Events	289	340					629	1,500	41.95%	629	
Miscellaneous Expenses	583	738	172	197	(0)	196	1,690	17,700	9.55%	1,690	
Total Operating	40,398	76,961	11,937	22,868	14,468	37,337	166,632	262,459	63.49%	166,632	
Capital Outlay											
Office & Equipment over \$5000									100.00%		
Office & Equipment under \$5000											
CIP over \$5000											
Reimbursed Capital Expenses											
Total Capital Outlay	0	0	0	0	0	0	0	0	100.00%	0	

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2022 through March 31, 2023**

	General Fund Activity						Actual vs Budget			Program YTD
	1st Qtr	2nd Qtr	Jan 2023	Feb	Mar	Feb & Mar	YEAR TO DATE	Board Approved Budget	Var %	District Ops
	Interest									
Interest Expense			338	0			338	750	0.00%	338
Total Interest Expense	0	0	338	0	0	0	338	750	45.01%	338
Other Financing Sources										
Preventive Maint (In)										
Capital Outlay (In) Out										
Transfer (In) Out	398	171	99	87	17	104	773	5,297	14.59%	773
Total Other Financing Sources	398	171	99	87	17	104	773	5,297	14.59%	773
TOTAL EXPENSES	40,796	77,132	12,373	22,956	14,485	37,441	167,743	268,506	62.47%	167,743
Increase/(Decrease) to Fund Balance	29,229	(42,563)	21,371	(14,344)	2,590	(11,753)	(3,716)	(47,659)	7.80%	(3,716)

**Tahoe Transportation District
CIP Fund
Statement of Operations
July 1, 2022 through January 31, 2023**

	CIP Fund						Actual vs Budget			Program YTD						
	1st Qtr	2nd Qtr	Jan 2023	Feb	Mar	Feb & Mar	YEAR TO DATE	Board Approved Budget	Var %	US 50	Regional Revenue - Rec Travel	Stateline to Stateline Bikeway (Parking Lots)	Facility Plans Incline, Warrior Way, Upgrade	Hazard Plan	Transit Ops Projects	Program Total
	Revenues															
Capital Grant & Contributions																
Surface Transportation Program (STP)	25,107	74,615	30,221	30,121	35,237	65,358	195,302	1,882,486	10.37%	87,551	14,684	17,215	75,852	0	0	195,302
Congestive Mitigation & Air Quality (CMAQ)	2,490	4,016	1,521	1,292	465	1,757	9,784	252,500	3.87%	9,784						9,784
Highway Infrastructure Pgm (HIP)								561,961	0.00%							
Infrastructure - COVID		648	329	291	265	556	1,533		-100.00%			1,533				1,533
Office of Emergency Services (CalOES)	16,537	15,389	6,802	4,255	3,299	7,554	46,281	125,969	36.74%					46,281		46,281
Federal Transportation Administration	50,825	1,243,144	2,849	96,541	258,645	355,186	1,652,004	2,515,053	65.68%						1,652,004	1,652,004
Transportation Alternative Programs (TAP)		2,180	1,241	1,207	1,183	2,390	5,810	362,415	1.60%			5,810				5,810
CA Sustainable Transportation Planning		679	86	173	73	246	1,011	25,743	3.93%				1,011			1,011
Prop 1B	3,441	161	173	15		15	3,790	3,602	-100.00%						3,790	3,790
Washoe County		115	65	64	62	126	306	40,467	0.76%			306				306
Douglas County		241	80	42	28	71	392	10,084	3.89%				392			392
Contributions	5,512	5,512	2,461	1,590	1,256	2,846	16,331	39,998	40.83%			904		15,427		16,331
Total Capital Grants & Contributions	103,912	1,346,699	45,829	135,591	300,514	436,105	1,932,545	5,820,278	33.20%	97,334	14,684	25,768	77,256	61,709	1,655,794	1,932,545
Special Items																
Interest Revenue	24	62	247	220	228	449	782		-100.00%	0	0	557	225	0	0	782
Total Special Items	24	62	247	220	228	449	782	0	-100.00%	0	0	557	225	0	0	782
TOTAL REVENUES	103,936	1,346,761	46,076	135,811	300,742	436,554	1,933,327	5,820,278	33.22%	97,334	14,684	26,326	77,481	61,709	1,655,794	1,933,327
Expenses																
Personnel	20,906	36,392	14,296	10,415	10,669	21,084	92,678	337,766	27.44%	33,012	13,838	23,426	8,166	14,236		92,678
Contract Services	21,186	59,669	25,356	26,966	30,714	57,680	163,891	3,249,928	5.04%	60,621			71,390	31,880		163,891
Reproduction & Printing								4,800	0.00%							
Rent Meeting Room								1,000	0.00%							
Supplies			173	30		30	203	250	81.34%						203	203
License & Permits									100.00%							
Advertising / Outreach								900	0.00%							
Postage		77					77		-100.00%						77	77
Utilities									100.00%							
Professional Services	6,284	5,626	4,923	1,418	1,100	2,518	19,351	261,071	7.41%	331			579	15,592	2,849	19,351
Administrative Fees									100.00%							
Bank Fees			5	5	4	10	15					11	4			15
Training		25					25		-100.00%	25						25
Travel - Per Diem				286		286	286	1,000	28.63%						286	286
Travel - Commercial Air									100.00%							
Travel - Auto				255		255	255	3,350	7.60%						255	255
Dues & Subscriptions		30	213				243	265	91.76%	30	213					243
ICAP - 10%	1,687	3,206	1,344	941	737	1,678	7,915	26,092	30.34%	3,315	1,405	2,343	852			7,915
Total Operating	50,064	105,025	46,310	40,317	43,224	83,541	284,940	3,886,422	7.33%	97,334	15,456	25,779	80,991	61,709	3,670	284,940

**Tahoe Transportation District
CIP Fund
Statement of Operations
July 1, 2022 through January 31, 2023**

	CIP Fund						Actual vs Budget			Program YTD						
	1st Qtr	2nd Qtr	Jan 2023	Feb	Mar	Feb & Mar	YEAR TO DATE	Board Approved Budget	Var %	US 50	Regional Revenue - Rec Travel	Stateline to Stateline (Parking Lots)	Facility Plans Incline, Warrior Way, Upgrade	Hazard Plan	Transit Ops Projects	Program Total
	Capital Outlay															
Equipment over \$5000	30,540	1,237,190	0	96,000	263,930	359,930	1,627,660	1,874,063	86.85%	0	0	0	0	0	1,627,660	1,627,660
Equipment under \$5000	23,725	6,802			505	505	31,032	135,644	22.88%						31,032	31,032
CIP Over \$5000									100.00%							
Reimb Capital Expenses	(54,266)	(1,243,992)		(96,000)	(264,435)	(360,435)	(1,658,692)	(2,009,707)	82.53%						#####	#####
Total Capital Outlay	0	0	0	0	0	0	0	0	100.00%	0	0	0	0	0	0	0
Other Financing Sources																
Preventive Maint (In)	0	0	0	0	0	0	0	0	100.00%	0	0	0	0	0	0	0
Capital Outlay (In) Out	54,266	1,243,992		96,000	264,435	360,435	1,658,692	2,009,707	82.53%						1,658,692	1,658,692
Transfer (In) Out	(417)	(2,317)	(476)	(721)	(7,141)	(7,862)	(11,072)	(75,851)	14.60%		(773)		(3,731)		(6,568)	(11,072)
Total Other Financing Sources	53,848	1,241,674	(476)	95,279	257,294	352,573	1,647,620	1,933,856	85.20%	0	(773)	0	(3,731)	0	1,652,124	1,647,620
TOTAL EXPENSES	103,912	1,346,699	45,834	135,596	300,519	436,115	1,932,560	5,820,278	33.20%	97,334	14,684	25,779	77,260	61,709	1,655,794	1,932,560
Increase / (Decrease) to Fund Balance	24	62	242	215	224	439	767	0	-100.00%	0	0	547	221	0	0	767

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2022 through March 31, 2023

	TO Fund Activity						Actual vs Budget			Program YTD
	1st Qtr	2nd Qtr	Jan 2023	Feb	Mar	Feb & Mar	YEAR TO DATE	Board Approved Budget	Var %	Transit Operations
Revenues										
Grants & Contributions										
FTA 5311	192,336	282,914	54,653	47,674	62,824	110,498	640,401	1,015,218	63.08%	640,401
FTA 5307	728,955	416,982	322,459	155,133		155,133	1,623,529	2,798,399	58.02%	1,623,529
FTA 5310								0	100.00%	
TDA - LTF	423,888	423,888	141,296	141,296	189,296	330,592	1,319,664	1,695,153	77.85%	1,319,664
TDA - STA	189,271	189,271	63,090	63,090	63,922	127,012	568,644	757,084	75.11%	568,644
TDA - SGR			56,786	38,769		38,769	95,555	95,555	100.00%	95,555
LCTOP	72,618	190,281	15,473	553		553	278,925	278,372	100.20%	278,925
NV State Parks	85,000						85,000	85,000	100.00%	85,000
El Dorado County			28,939	32,701	41,165	73,865	102,804	87,500	117.49%	102,804
Solar Renewable Energy Credits			5,126		6,315	6,315	11,440	15,000	76.27%	11,440
Sac Emergency Clean Air									100.00%	
Hybrid Voucher Incentive Pgm								43,114	0.00%	
Contributions			32,294				32,294	35,000	92.27%	32,294
Total Grants & Contributions	1,692,068	1,503,336	720,115	479,215	363,521	842,736	4,758,256	6,905,395	68.91%	4,758,256
Charges for Services										
FareBox Revenue									100.00%	
Pass Sales									100.00%	
Advertising Revenue									100.00%	
Total Charges for Services	0	0	0	0	0	0	0	0	100.00%	0
Special Items										
Sale of Fixed Assets	224	3,328					3,551	4,000	88.79%	3,551
Miscellaneous	41	30	9	6	6	12	92		-100.00%	92
Insurance Claim Revenues									100.00%	
Interest Revenue	631	1,330	4,975	3,883	5,525	9,408	16,344	20,000	81.72%	16,344
Total Special Items	895	4,688	4,984	3,889	5,531	9,420	19,987	24,000	83.28%	19,987
Pass Through Revenue	25,670	19,630	0	0	0	0	45,300	50,000	90.60%	45,300
TOTAL REVENUES	1,718,633	1,527,653	725,099	483,104	369,053	852,157	4,823,543	6,979,395	69.11%	4,823,543
Expenses										
Operating										
Personnel	916,493	1,033,786	309,965	294,315	285,175	579,490	2,839,734	4,413,319	64.34%	2,839,734
Contract									100.00%	
Vehicle Fuel	82,974	68,807	17,910	14,645	16,802	31,447	201,139	350,000	57.47%	201,139
Sales Tax on Fuel	108	118			86	86	312	1,200	26.00%	312
Repair and Maintenance	104,278	120,424	28,876	33,010	62,806	95,815	349,394	789,023	44.28%	349,394
Insurance	62,426	105,783	21,384	21,722	21,384	43,107	232,700	346,670	67.12%	232,700
Reproduction & Printing	1,732		130				1,862	5,000	37.24%	1,862
Facility Rent	45,325	39,952	13,938	13,941	13,941	27,882	127,097	183,381	69.31%	127,097
Facility Utilities	22,407	46,695	14,530	9,989	10,500	20,489	104,121	150,000	69.41%	104,121
Telephone	8,741	9,302	2,894	2,857	2,857	5,714	26,652	35,000	76.15%	26,652

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2022 through March 31, 2023

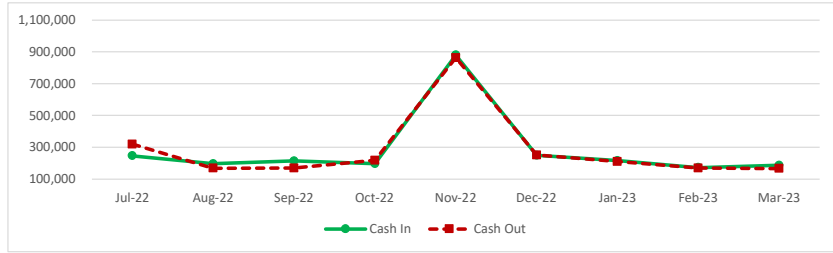
	TO Fund Activity						Actual vs Budget			Program YTD
	1st Qtr	2nd Qtr	Jan 2023	Feb	Mar	Feb & Mar	YEAR TO DATE	Board Approved Budget	Var %	Transit Operations
Expenses Continued										
Supplies	16,403	12,468	5,340	2,772	8,866	11,638	45,850	68,018	67.41%	45,850
Advertising & Public Relations	7,059	3,817	201	1,348	1,055	2,402	13,480	47,525	28.36%	13,480
License & Permits			75				75	1,035	7.25%	75
Dues, Subscriptions and Publications	2,105	6,196	5,439	1,085	1,154	2,239	15,978	26,260	60.85%	15,978
Warranty		15,510	2,585	5,785	4,185	9,970	28,065	41,190	68.14%	28,065
Professional Services	115,510	130,139	44,165	37,872	48,789	86,662	376,476	652,127	57.73%	376,476
Bank Fees	1,276	1,254	574	541	509	1,051	4,155	6,000	69.25%	4,155
Training	870	2,785	3,250	145		145	7,050	25,000	28.20%	7,050
Travel	4,306	6,208	1,715	2,829	1,962	4,791	17,020	27,000	63.04%	17,020
Reimbursed Travel	638	1,898	(1,402)				1,134		-100.00%	1,134
Miscellaneous Expenses	2,990	1,027	170	191	95	285	4,473	55,000	8.13%	4,473
ICAP - 10%	87,616	107,164	32,768	29,779	29,518	59,297	286,845	400,000	71.71%	286,845
Depreciation Expense	71,171	265,438	41,284	36,432	43,853	80,285	458,178	550,000	83.31%	458,178
Total Operating	1,554,429	1,978,775	545,790	509,257	553,538	1,062,795	5,141,789	8,172,748	62.91%	5,141,789
Capital Outlay										
Equipment under \$5000	23,725	6,802			505	505	31,032	135,644	22.88%	31,032
Disposal of Fixed Assets									100.00%	
Reimbursed Capital Expenses									100.00%	
Total Capital Outlay	23,725	6,802	0	0	505	505	31,032	135,644	22.88%	31,032
Other Financing Sources										
Capital Outlay (In) Out	(54,266)	(1,243,992)		(96,000)	(264,435)	(360,435)	(1,658,692)	#####	82.53%	(1,658,692)
Transfer (In) Out	19	2,146	377	634	7,124	7,758	10,299	70,554	14.60%	10,299
Total Other Financing Sources	(54,246)	(1,241,846)	377	(95,366)	(257,311)	(352,678)	(1,648,393)	#####	85.01%	(1,648,393)
Pass Through Expenses	25,670	19,630	0	0	0	0	45,300	50,000	-100.00%	45,300
TOTAL EXPENSES	1,549,578	763,361	546,167	413,891	296,732	710,623	3,569,728	6,419,239	55.61%	3,569,728
Increase / Decrease) to Fund Balance	169,056	764,293	178,932	69,213	72,321	141,534	1,253,814	560,156	223.83%	1,253,814

Tahoe Transportation District
 Parking Systems Fund
 Statement of Operations
 July 1, 2022 through March 31, 2023

	Parking System Activity						Actual vs Budget			Parking Systems		
	1st Qtr	2nd Qtr	Jan 2023	Feb	Mar	Feb & Mar	YEAR TO DATE	Board Approved Budget	Var %	PS Ops	PS NC	Program YTD
	Revenues											
General Revenues												
Contributions									100.00%			
Total General Revenues	0	0	0	0	0	0	0	0	100.00%	0	0	0
Charges for Services												
Parking Ops - Meters	243,508	62,307	8				305,824	425,000	71.96%	305,824		305,824
Parking Ops - Events	800	800					1,600		-100.00%	1,600		1,600
Parking Non Compliance	18,726	13,562	968	214	282	496	33,753	50,000	67.51%		33,753	33,753
Total Charges for Services	263,034	76,670	977	214	282	496	341,176	475,000	71.83%	307,424	33,753	341,176
Special Items												
Interest Revenue	14	194	1,240	1,106	870	1,976	3,424		-100.00%	3,424		3,424
Total Special Revenues	14	194	1,240	1,106	870	1,976	3,424	0	-100.00%	3,424	0	3,424
TOTAL REVENUES	263,048	76,864	2,217	1,320	1,153	2,472	344,601	475,000	72.55%	310,848	33,753	344,601
Expenses												
Personnel	43,023	27,091	2,286	1,249	2,486	3,735	76,135	87,282	87.23%	42,196	33,939	76,135
Contracts		46,998					46,998	147,687	31.82%	46,998		46,998
Professional Services	3,266	1,665	300	262	256	517	5,748	33,700	17.06%	2,649	3,099	5,748
Insurance									100.00%			
Telephone	492	433	5	5	5	11	941	1,800	52.30%	471	471	941
Subscriptions, Publications, Dues	20	23	8	8	8	16	65	700	9.35%	33	33	65
License & Permits	165						165	150	109.95%	82	82	165
Supplies	130	74					204	2,500	8.15%	204		204
Repairs & Maintenance								9,499	0.00%			
Admin Fees	26,223	7,747	98	21	28	50	34,118	47,500	71.83%	30,742	3,375	34,118
Travel - Auto		28					28	250	11.32%		28	28
Bank / CC Fees	8,742	4,199	72	68	40	109	13,121	20,000	65.61%	13,121		13,121
Misc Fees								202	0.00%			
Depreciation									100.00%			
TOTAL OPERATING EXPENSES	82,061	88,257	2,769	1,614	2,824	4,437	177,524	351,270	50.54%	136,497	41,027	177,524
Capital Outlay												
Equipment over \$5000									100.00%			
Equipment under \$5000									100.00%			
Total Capital Outlay	0	0	0	0	0	0	0	0	100.00%	0	0	0
Other Funding Sources - Revenues												
Revenues												
Capital (In) Out									100.00%			
Transfers (In) Out									100.00%			
Total Other Financing Sources	0	0	0	0	0	0	0	0	100.00%	0	0	0
Total Expenses and Other Funding Sources	82,061	88,257	2,769	1,614	2,824	4,437	177,524	351,270	51%	136,497	41,027	177,524
Increase /(Decrease) to Fund Balance	180,987	(11,394)	(552)	(294)	(1,671)	(1,965)	167,077	123,730	135.03%	174,351	(7,275)	167,077

Tahoe Transportation District
 Governmental Funds Cash Flow
 July 1, 2022 through March 31, 2023

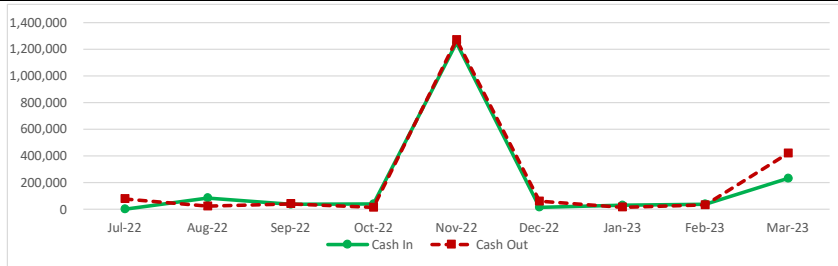
GENERAL FUND



Cash In Source	Total	Transfer from other funds for				Contributions	LOC	Misc Receipts
		RCMF	PR Liab	ICAP	Admin Fees			
Jul-22	245,899	3,135	207,747	24,634	10,372	0		11
Aug-22	195,388	396	151,168	33,184	10,578	0		62
Sep-22	213,562	19,096	145,131	31,484	5,274	12,500		78
Oct-22	195,698	7,310	139,358	30,661	5,286	12,500		583
Nov-22	880,357	18,585	148,447	33,483	2,241	0	677,519	83
Dec-22	247,964	0	201,368	46,227	220	0		149
Jan-23	216,167	0	155,465	34,111	98	0		26,493
Feb-23	172,091	0	140,773	30,720	21	0		577
Mar-23	186,732	16,495	126,457	30,255	28	12,500		996

Cash Out Source	Total	Net Payroll	PR Liabilities	Match To CIP	Vendor Payments	LOC	Net
Aug-22	167,930	15,203	138,174.59	96.16	14,456.72		27,458
Sep-22	168,103	15,804	137,867.42	146.05	14,285.55		45,459
Oct-22	216,820	15,614	189,263.75	96.48	11,846.06		(21,122)
Nov-22	863,149	14,825	137,796.93	36.86	32,971.38	677,519	17,208
Dec-22	250,971	22,596	185,409.54	38.14	42,927.08		(3,007)
Jan-23	209,374	15,535	183,469.19	98.92	10,270.37		6,793
Feb-23	168,365	21,460	135,311.45	87.35	11,506.07		3,726
Mar-23	166,061	18,258	136,319.13	16.93	11,466.79		20,671

CIP FUND

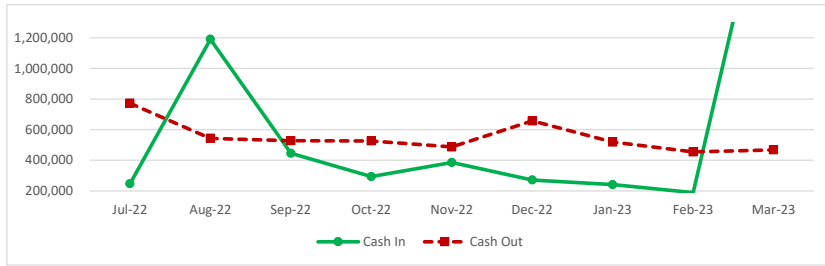


Cash In Source	Total	FTA	NDOT -			CalOES	Contrib /Other	Match
			TRPA Prop 1B	Caltrans - US 50 & ZEB	STBG & INFRA			
Jul-22	1,461	1,304	0	0	0	0	2	155
Aug-22	85,417	50,990	2,880	18,661	12,760	0	10	116
Sep-22	37,538	20,285	0	13,198	0	3,896	12	146
Oct-22	40,458	30,540	1,063	5,772	2,963	0	13	108
Nov-22	1,248,222	1,237,190	0	5,210	2,201	2,851	13	757
Dec-22	16,041	5,877	0	8,676	0	0	36	1,453
Jan-23	31,091	77	0	14,691	0	15,600	247	476
Feb-23	38,805	0	0	12,511	25,353	0	220	721
Mar-23	232,945	150,985	2,712	30,090	912	4,530	228	43,488

Cash Out Source	Total	Net Payroll	PR Liabilities	ICAP	AP	Net
Aug-22	23,417	3,690	2,965	564	16,199	62,000
Sep-22	41,009	4,023	3,085	555	33,346	(3,472)
Oct-22	14,886	5,479	3,834	823	4,750	25,572
Nov-22	1,271,933	6,266	4,111	910	1,260,646	(23,711)
Dec-22	60,720	10,398	6,328	1,474	42,519	(44,679)
Jan-23	15,515	8,097	6,199	1,344	(125)	15,576
Feb-23	33,256	5,839	4,577	941	21,900	5,550
Mar-23	420,920	6,257	4,412	737	409,514	(187,975)

Tahoe Transportation District
Enterprise Funds Cash Flow
July 1, 2022 through March 31, 2023

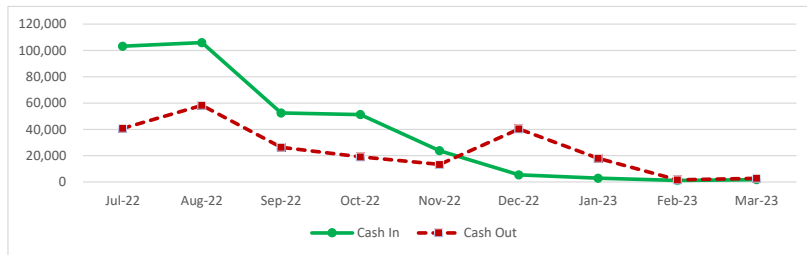
TRANSIT OPERATIONS FUND



Cash In Source	Total	FTA 5307	NDOT 5311	TDA incl SGR	Pass Thru	Farebox Contri- butions	Misc Receipts	Interest	Sale of Fixed Asset
Jul-22	246,760	200,749	0	0	10,570	35,000	174	43	224
Aug-22	1,190,365	546,891	364,834	0	0	278,372	0	268	0
Sep-22	445,389	306,053	0	139,017	0	0	0	319	0
Oct-22	293,442	222,925	56,625	0	13,590	0	0	302	0
Nov-22	385,242	199,977	56,235	0	42,606	85,000	0	274	1,150
Dec-22	271,367	188,959	79,476	0	0	0	0	754	2,178
Jan-23	240,818	140,613	90,105	0	0	0	5,126	4,975	0
Feb-23	189,296	87,410	91,410	0	6,040	0	0	4,436	0
Mar-23	2,441,403	322,459	101,399	1,688,506	13,590	300,000	9,924	5,525	0

Cash Out Source	Total	Net Payroll	PR Liabilities	ICAP	AP	Match	Net
Jul-22	771,837	272,780	194,889	24,066	280,103	(1)	(525,077)
Aug-22	542,878	175,534	143,562	32,621	191,141	20	647,487
Sep-22	527,498	165,035	136,199	30,929	195,315	20	(82,109)
Oct-22	525,944	158,822	131,267	29,838	206,006	11	(232,502)
Nov-22	487,041	170,668	141,562	32,573	141,517	720	(101,799)
Dec-22	657,176	248,803	192,600	44,753	169,606	1,414	(385,809)
Jan-23	518,724	163,441	148,171	32,768	173,968	377	(277,906)
Feb-23	454,637	157,939	135,614	29,779	130,672	634	(265,342)
Mar-23	467,929	164,355	120,788	29,518	146,144	7,124	1,973,474

PARKING SYSTEMS FUND



Cash In Source	Total	Parking Meter Rev	Non-Comp Revenue	Contri- butions	Misc Receipts	Interest
Jul-22	103,220	97,790	5,427	0	0	4
Aug-22	105,978	100,233	5,740	0	0	5
Sep-22	52,457	46,426	6,026	0	0	5
Oct-22	51,256	45,441	5,810	0	0	5
Nov-22	23,715	17,375	6,335	0	0	5
Dec-22	5,349	324	4,842	0	0	184
Jan-23	2,831	8	1,583	0	0	1,240
Feb-23	1,106	0	0	0	0	1,106
Mar-23	1,773	0	903	0	0	870

Cash Out Source	Total	Net Payroll	PR Liabilities	Vendor Payments	Admin Fees	Net
Jul-22	40,789	13,069	6,480	10,868	10,372	62,431
Aug-22	58,244	9,348	4,641	33,678	10,578	47,734
Sep-22	26,376	11,182	5,843	4,077	5,274	26,081
Oct-22	19,079	7,684	4,019	2,090	5,286	32,177
Nov-22	13,315	5,461	2,722	2,890	2,241	10,400
Dec-22	40,305	4,739	2,465	32,881	220	(34,956)
Jan-23	17,995	1,191	1,095	15,611	98	(15,163)
Feb-23	1,580	667	583	309	21	(474)
Mar-23	2,795	1,235	1,251	281	28	(1,021)

Grant Status Report		June 2023									
Funder	Work Program	Grant Name	Project	\$\$ Requested	Min Match %	Match \$\$	Match From	Submitted	Award Date	Awarded?	Status
FHWA	3.1 - US50	2021 Accelerated Innovation Deployment (AID) Demonstration Program	US50 SSCRCP Wayfinding, Parking & Transit Integration	\$ 1,000,000	25%	\$ 250,000	Toll credits/ gas tax	Yes-9/2021	Unknown	Pending	Pending Decision
FTA	4.7 - Transit Operations	Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA)	5310 ADA Operations	\$ 9,053	0%	\$ -	Transportation Development Credits	Yes	Unknown	Yes	Executed Grant Agreement May 2023
FTA	4.7 - Transit Operations	FY21 - Section 5310	ADA Operations	\$ 63,357	25%	\$ 15,839	Transportation Development Credits	Yes	n/a	Yes	Pending grant agreement
FHWA	3.18.5 - Communication & Technology Infrastructure	SMART - Strengthening Mobility & Revolutionizing Transportation Program	Intelligent Sensor Integration on Rural Multi-Modal System with an Urban Recreation Travel Demand, Lake Tahoe Basin, NV and CA	\$ 1,489,000	0%	\$ -	N/A	Yes-11/2022	Mar-23	Yes	Awarded - pending grant agreement
TMPO	3.11 - Maintenance and Admin Facility	2023 Regional Grant Program	Maintenance & Admin Facility Design Phase	\$ 2,375,000	5%	\$ 125,000	TDA	Yes-12/2022	Unknown	Pending	Pending Decision
TMPO	3.1 - SSCRCP	2023 Regional Grant Program	US-50 - Revised Design Phase	\$ 9,471,014	5% (NV) & 11.47% (CA)	\$ 461,656	Various	Yes-12/2022	Unknown	Pending	Submitted additional details 01/2023
TMPO	4.7 - Transit Operations	2023 Regional Grant Program	Free to User Transit Program	\$ 1,000,000	11.47%	\$ 129,561	Transportation Development Credits	Yes-12/2022	23-Apr	Yes	Awarded - pending grant agreement
FHWA	3.3	2023 RAISE	SR28 Corridor	\$ 27,820,000	0%	\$ 2,820,000	State	Yes-02/2023	Jun-23	Pending	Pending Decision
CALSTA	Multiple	FY23 TIRCP - Transit and Intercity Rail Capital Program	Ferry, SR89, 267 Transit Lanes, Mobility Hub Master Plans, Fleet electrification for TTD & TART, Maintenance Facilities for TTD and Truckee	\$ 101,575,000	0%	\$ 53,403,000	Various	Yes-02/2023	Apr-23	Pending	Not Awarded
FTA	3.11 - Maintenance and Admin Facility	Areas of Persistent Poverty Program	TTD Maintenance and Administrative Facility Replacement Planning	\$ 944,445	10%	\$ 94,445	Transportation Development Credits	Yes-03/2023	Unknown	Pending	Pending Decision
NDOT	4.7 - Transit Operations	NDOT FY 24-26 5311	Operations/ Preventative Maintenance	\$ 3,307,283	Admin 20%, Ops 40.62%	\$ 1,223,757.00	TDA	Yes - 04/2023	Sep-23	Pending	Pending Decision
NDOT	4.3 - Capital Equipment	NDOT FY 24-26 5339	Capital Vehicles and Equipment	\$ 2,886,600	15%	\$ 530,400.00	TDA	Yes - 04/2023	Sep-23	Pending	Pending Decision
FTA	4.3 - Capital Equipment	FY2023 5339(b) Low No	Capital Vehicles and Equipment	\$ 4,000,000	15%	\$ 705,884.00	Transportation Development	Yes - 04/2023	Unknown	Pending	Pending Decision



MEMORANDUM

Date: June 1, 2023
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff – Joanie Schmitt, CFO
Subject: Authorize the Renewal of the District’s Line of Credit with Nevada State Bank for One Million Dollars for Purposes of Cash Flow Management for District Operations

Action Requested:

Staff is requesting the Board approve and authorize the Chair of the Board and District Manager to execute the extension/renewal of the Line of Credit (LOC) agreement with Nevada State Bank (NSB) for the fiscal year 2024. The LOC is currently established at \$1,000,000 and the existing agreement ends on June 30, 2023.

Fiscal Analysis:

The LOC serves as a mechanism to support cash flow while waiting for grant reimbursements. The fees and interest incurred from the LOC are included in the general fund budget.

The loan renewal fees for FY24 are budgeted at \$500. The new agreement is expected to have the same terms as TTD’s current agreement, Wall Street Journal (WSJ) Prime (8.25% as of May 19, 2023) plus 2% with a floor of 6%.

Background:

In 2012, the District entered into a Loan Agreement with NSB to establish a \$500,000 LOC. The loan agreement has been renewed annually for the past nine years. In December 2017, the District entered into a new agreement with NSB where the LOC was increased to \$1,000,000. That agreement expired on June 30, 2018, and has been renewed each fiscal year since. Staff is requesting another one-year renewal, which will run from July 1, 2023 through June 30, 2024. Currently, there is a zero balance on the LOC.

Discussion:

The renewal documentation has not yet been received as of the packet distribution, but is expected to be delivered after the Board meeting. Like the current agreement, the new agreement requires no guarantees or collateral and is contingent upon a loan sweep of accounts arrangement, which is a form of automatic repayment.

Staff recommends approval.

Additional Information:

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



MEMORANDUM

Date: June 1, 2023
 To: Tahoe Transportation District (TTD) Board of Directors
 From: TTD Staff – Carl Hasty, District Manager / Joanie Schmitt, CFO
 Subject: Approval of Salary Table Changes for Non-Represented Staff and Salary Adjustments for Represented Staff Effective July 1, 2023

Action Requested:

It is requested the Board approve the salary table changes for non-represented staff and the salary adjustments for represented staff effective July 1, 2023.

Fiscal Analysis:

Staff has completed the fiscal analysis (Attachment A) comparing the current salary table for non-represented employees with the proposed modified salary table and has forecasted the personnel costs for FY24 through FY26 by fund. The modified salary table is based on the consultant's (Koff and Associates) recommendations, where each grade increases by 2.5%. The steps were modified from Koff and Associates recommendation of six steps at 5% increases to eight steps at 4% increases. The table below recaps the costs with and without a Deputy District Manager and compares personnel costs between the current salary table and the modified salary table.

Non-Represented	FY24	FY25	FY26
Without Deputy			
Current	\$2,914,706	\$3,043,187	\$3,131,807
Modified	<u>\$3,004,143</u>	<u>\$3,143,606</u>	<u>\$3,279,875</u>
Difference	\$89,437	\$100,419	\$148,068
With Deputy			
Current	\$3,111,136	\$3,248,560	\$3,346,178
Modified	<u>\$3,206,057</u>	<u>\$3,354,995</u>	<u>\$3,501,309</u>
Difference	\$94,921	\$106,435	\$155,131

The study's recommendation for staff salaries was to target the median range based on the comparative market group. For represented staff, the median market rates had been met with the \$4 per hour increase that was implemented on January 1, 2022 and brought most positions to current market standards. However, staff recognizes the challenges of the Tahoe market and after discussion with the Board at the April meeting, is recommending additional increases to these positions, which is labeled as the 3-2-6 Plan:

- Bus Operators with a Certified Driver's License (CDL) - \$3 per hour,
- Dispatchers, Maintenance Technicians, and Facilities Technicians - \$2 per hour
- Parts Clerks - \$6 per hour.

This will raise those salaries above the median target and realign the positions most out of sync with the market.

The following table compares the represented staff with the current Collective Bargaining Agreement (CBA) where employees are eligible for up to a 4% increase and modified by the increases outlined above at the current service levels.

Represented	FY24	FY25	FY26
Current per CBA	\$2,630,937	\$2,725,782	\$2,833,197
Modified	<u>\$2,842,074</u>	<u>\$2,946,362</u>	<u>\$3,063,776</u>
Difference	\$211,137	\$220,580	\$230,579

The total personnel costs with the modified changes, including a Deputy District Manager, total \$6,048,131 for FY24, \$6,301,357 for FY25, and \$6,565,085 for FY26. The fund totals using the modified salary table, including a Deputy, and the represented employees with the 3-2-6 Plan for FY24 and budgeting 4% annual increases per the current CBA for FY 25 and FY 26 are summarized below and based on employee hours remaining the same for each year.

Fund	FY24	FY25	FY26
General	\$496,568	\$519,717	\$542,684
CIP	\$433,886	\$454,780	\$470,544
Transit Operations	\$5,004,195	\$5,208,385	\$5,428,407
Parking Systems	<u>\$113,482</u>	<u>\$118,475</u>	<u>\$123,450</u>
Total	\$6,048,131	6,301,357	\$6,565,085

With the proposed changes, increases to the General Fund balance is projected for FY24 and FY25. The increase to the Fund is a result of the successful partnerships with the local members of the Board who were able to provide contributions and to reach the strategic goal of being able to afford a Deputy District Manager with dedicated funding source for the General Fund.

Additional General Fund revenue may be realized from the budget request making its way through the final steps of the Nevada legislature. Staff expect to have verification of the Nevada State Budget request for the next two years with annual appropriations of \$330,000 and \$346,500 respectively by the time of the Board meeting. These funds are not included in the attached three-year fiscal analysis.

The three-year budgets with the different scenarios for FY24 through FY26 for both the General Fund and the Transit Operations Fund are provided in Attachment A.

Background:

The Board approved a salary comparability study for the entire organization with Koff and Associates and work began in July of 2022 and wrapped up in January of this year. The findings were summarized and discussed with the Board in closed session at the April 2023 meeting.

Discussion:

The proposed salary table for non-represented and the salary adjustments (3-2-6 Plan) for represented employees reflect a combination of the recommendations from Koff and Associates and an evolution of thought based on discussion with the Board in closed session and shaped by financial capability. The result, Staff believes, is another significant step in financial competitiveness in the labor market for both represented and non-represented staff. The proposal includes the addition of a Deputy District Manager for the agency, thanks to local government contributions to the General

Fund, with likely additional revenue from the State of Nevada through the state budget process for the next biennium.

Staff recommends approval.

Additional Information:

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

Attachment:

- A. Compensation Analysis

Current Salary Table

		4.00%	3.85%	3.80%	3.50%	3.50%	3.25%	3.30%	
Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8
1		27,249	28,339	29,430	30,548	31,617	32,724	33,788	34,903
2	Transit Info Officer, Parking Attendant, Transit Data Technician	29,430	30,607	31,785	32,993	34,148	35,343	36,492	37,696
3		31,785	33,056	34,329	35,634	36,881	38,172	39,413	40,714
4	Clerical Office Assistant, Parking Ambassador	34,329	35,702	37,077	38,486	39,833	41,227	42,567	43,972
5		37,077	38,560	40,045	41,567	43,022	44,528	45,975	47,492
6		40,045	41,647	43,250	44,894	46,465	48,091	49,654	51,293
7	Operations Specialist	43,250	44,980	46,712	48,487	50,184	51,940	53,628	55,398
8		46,712	48,580	50,450	52,367	54,200	56,097	57,920	59,831
9	Procurement/Contract Analyst, Payroll Specialist, Asst Transit Planner Analyst	50,450	52,468	54,488	56,559	58,539	60,588	62,557	64,621
10	Maintenance Supervisor, Project Coordinator, Road Supervisor	54,488	56,668	58,850	61,086	63,224	65,437	67,564	69,794
11	Transit Accountant, Mobility Manager, Safety, Security, & Training Coordinator, Payroll Accountant	58,850	61,204	63,560	65,975	68,284	70,674	72,971	75,379
12	Transit Planner/Analyst, Sr. Road Supervisor, Exec Asst/Clerk of Board, Ops Supv (Exempt), Fleet & Facilities Supv (Exempt)	63,560	66,102	68,647	71,256	73,750	76,331	78,812	81,413
13	Controller, Sr. Planner, Public Information Officer	68,647	71,393	74,142	76,959	79,653	82,441	85,120	87,929
14	Fleet & Facilities Mgr, Capital Program Specialist	74,142	77,108	80,077	83,120	86,029	89,040	91,934	94,968
15	HR/Risk Manager, Transit Ops Manager	80,077	83,280	86,486	89,772	92,914	96,166	99,291	102,568
16	Chief Financial Officer, Transportation Project Manager	86,486	89,945	93,408	96,958	100,352	103,864	107,240	110,779
17	Capital Program Manager, Engineer 1	93,408	97,144	100,884	104,718	108,383	112,176	115,822	119,644
18	Legal Counsel, Transit System Program Manager	100,884	104,919	108,958	113,098	117,056	121,153	125,090	129,218
19	Senior Engineer	108,958	113,316	117,679	122,151	126,426	130,851	135,104	139,562
20		117,679	122,386	127,098	131,928	136,545	141,324	145,917	150,732
21	Asst District Manager/Deputy	127,098	132,182	137,271	142,487	147,474	152,636	157,597	162,798
22		137,271	142,762	148,258	153,892	159,278	164,853	170,211	175,828
23		148,258	154,188	160,124	166,209	172,026	178,047	183,834	189,901

Modified Salary Table

Grade	Position	4%	4%	4%	4%	4%	4%	4%	
		Annually							
		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8
1-18		NA	NA	NA	NA	NA	NA	NA	NA
19	Parking Attendant, Parking Ambassador, Transit Data Tech	37,674	39,181	40,748	42,378	44,073	45,836	47,669	49,576
20	Clerical Office Assistant	38,616	40,160	41,766	43,437	45,174	46,981	48,860	50,814
21		39,581	41,164	42,811	44,523	46,304	48,156	50,082	52,085
22		40,571	42,193	43,881	45,636	47,461	49,359	51,333	53,386
23		41,585	43,248	44,978	46,777	48,648	50,594	52,618	54,723
24		42,625	44,330	46,103	47,947	49,865	51,860	53,934	56,091
25		43,690	45,438	47,256	49,146	51,112	53,156	55,282	57,493
26		44,782	46,574	48,437	50,374	52,389	54,485	56,664	58,931
27	Customer Services Representative	45,902	47,738	49,648	51,634	53,699	55,847	58,081	60,404
28		47,050	48,931	50,888	52,924	55,041	57,243	59,533	61,914
29		48,226	50,155	52,161	54,247	56,417	58,674	61,021	63,462
30		49,431	51,409	53,465	55,604	57,828	60,141	62,547	65,049
31	Fiscal Specialist	50,667	52,694	54,802	56,994	59,274	61,645	64,111	66,675
32		51,934	54,011	56,171	58,418	60,755	63,185	65,712	68,340
33		53,232	55,361	57,575	59,878	62,273	64,764	67,355	70,049
34	Payroll Specialist	54,563	56,746	59,016	61,377	63,832	66,385	69,040	71,802
35		55,927	58,164	60,491	62,911	65,427	68,044	70,766	73,597
36		57,325	59,618	62,003	64,483	67,062	69,744	72,534	75,435
37		58,758	61,109	63,553	66,095	68,739	71,489	74,349	77,323
38	Transit Supervisor (formerly titled Road Supervisors)	60,227	62,636	65,141	67,747	70,457	73,275	76,206	79,254
39		61,733	64,202	66,770	69,441	72,219	75,108	78,112	81,236
40		63,276	65,807	68,439	71,177	74,024	76,985	80,064	83,267
41		64,858	67,453	70,151	72,957	75,875	78,910	82,066	85,349
42		66,480	69,139	71,905	74,781	77,772	80,883	84,118	87,483
43	Fleet & Facilities Specialist	68,142	70,867	73,702	76,650	79,716	82,905	86,221	89,670
44	Executive Assistant/Clerk to the Board	69,845	72,639	75,545	78,567	81,710	84,978	88,377	91,912
45	Operations Supervisor Fleet & Facilities Supervisor	71,591	74,455	77,433	80,530	83,751	87,101	90,585	94,208
46		73,381	76,316	79,369	82,544	85,846	89,280	92,851	96,565
47	Public Information Officer	75,216	78,224	81,353	84,607	87,991	91,511	95,171	98,978
48		77,096	80,180	83,387	86,722	90,191	93,799	97,551	101,453
49		79,023	82,184	85,471	88,890	92,446	96,144	99,990	103,990
50		80,999	84,239	87,609	91,113	94,758	98,548	102,490	106,590
51		83,024	86,345	89,799	93,391	97,127	101,012	105,052	109,254
52	Transportation Planner	85,100	88,504	92,044	95,726	99,555	103,537	107,678	111,985
53		87,227	90,716	94,345	98,119	102,044	106,126	110,371	114,786
54		89,408	92,984	96,703	100,571	104,594	108,778	113,129	117,654
55	Finance Manager	91,643	95,309	99,121	103,086	107,209	111,497	115,957	120,595
56		93,934	97,691	101,599	105,663	109,890	114,286	118,857	123,611
57	Operations General Manager	96,282	100,134	104,139	108,305	112,637	117,142	121,828	126,701
58	Capital Program Manager	98,690	102,637	106,742	111,012	115,452	120,070	124,873	129,868
59	Human Resources/Risk Manager	101,157	105,203	109,411	113,787	118,338	123,072	127,995	133,115
60		103,686	107,833	112,146	116,632	121,297	126,149	131,195	136,443
61		106,278	110,529	114,950	119,548	124,330	129,303	134,475	139,854
62		108,935	113,292	117,824	122,537	127,438	132,536	137,837	143,350
63		111,658	116,124	120,769	125,600	130,624	135,849	141,283	146,934
64		114,450	119,028	123,789	128,741	133,891	139,247	144,817	150,610
65	Chief Financial Officer	117,311	122,003	126,883	131,958	137,236	142,725	148,434	154,371
66	Transportation Services Director, Senior Engineer	120,244	125,053	130,055	135,257	140,667	146,294	152,146	158,232
67		123,250	128,180	133,307	138,639	144,185	149,952	155,950	162,188
68	District Deputy Manager	126,331	131,384	136,639	142,105	147,789	153,701	159,849	166,243
69		129,489	134,669	140,056	145,658	151,484	157,543	163,845	170,399
70	District Manager	132,726	138,035	143,556	149,298	155,270	161,481	167,940	174,658

Tahoe Transportation District
 Three Year Projection by Fund
 Fund Allocation based on projected FY24 hours

FULLY LOADED PERSONNEL COSTS, INCLUDING TAXES, WORKERS COMP, & FRINGE BENEFITS

	FY24					FY25					FY26				
	Total	General	CIP	TO	PS	Total	General	CIP	TO	PS	Total	General	CIP	TO	PS
Represented															
Current CBA	2,630,937	0	0	2,630,937	0	2,725,782	0	0	2,725,782	0	2,833,197	0	0	2,833,197	0
3-2-6 Plan	2,842,074	0	0	2,842,074	0	2,946,362	0	0	2,946,362	0	3,063,776	0	0	3,063,776	0
Represented difference between 3-2-6 Plan and Current CBA	211,137	0	0	211,137	0	220,580	0	0	220,580	0	230,579	0	0	230,579	0
Non-Rep w/o Deputy															
Current Salary Table	2,914,706	413,043	344,832	2,044,794	112,037	3,043,187	428,655	361,781	2,138,200	114,551	3,131,807	442,105	371,942	2,200,934	116,826
Modified Proposed Table	3,004,143	421,660	351,173	2,117,828	113,482	3,143,606	441,301	368,181	2,215,649	118,475	3,279,875	460,551	379,824	2,316,050	123,450
Non-Rep difference between modified salary table and current salary table	89,437	8,617	6,341	73,034	1,445	100,419	12,646	6,400	77,449	3,924	148,068	18,446	7,882	115,116	6,624
Deputy (only)															
Current Salary Table	196,430	71,867	81,122	43,441	0	205,373	75,139	84,815	45,419	0	214,371	78,431	88,531	47,409	0
Modified Proposed Table	201,914	74,908	82,713	44,293	0	211,389	78,416	86,599	46,374	0	221,434	82,133	90,720	48,581	0
Non-Rep difference between modified salary table and current salary table	5,484	3,041	1,591	852	0	6,016	3,277	1,784	955	0	7,063	3,702	2,189	1,172	0
Combined Total															
Current Salary Table	5,742,073	484,910	425,954	4,719,172	112,037	5,974,342	503,794	446,596	4,909,401	114,551	6,179,375	520,536	460,473	5,081,540	116,826
Modified Proposed Table	6,048,131	496,568	433,886	5,004,195	113,482	6,301,357	519,717	454,780	5,208,385	118,475	6,565,085	542,684	470,544	5,428,407	123,450
Difference between 3-2-6 plan for represented staff, along with modified salary table for non-represented staff, including Deputy and current salary table	306,058	11,658	7,932	285,023	1,445	327,015	15,923	8,184	298,984	3,924	385,710	22,148	10,071	346,867	6,624

Tahoe Transportation District
 General Fund
 Three Year Budgets

Revenues	Modified - with Deputy			Modified - without Deputy			Current - with Deputy			Current - without Deputy		
	FY24	FY25	FY26	FY24	FY25	FY26	FY24	FY25	FY26	FY24	FY25	FY26
Administrative Fees	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500
RCMF	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Contributions												
LOCAL												
Douglas County	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Washoe County	52,600	37,500	37,500	37,500	37,500	37,500	52,600	37,500	37,500	37,500	37,500	37,500
Placer County	52,500	52,500	52,500	52,500	52,500	52,500	52,500	52,500	52,500	52,500	52,500	52,500
Carson City	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
EDC	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
CSLT												
Vail												
STPUD	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000
Interest	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200	7,200
Total Revenues	379,800	364,700	364,700	364,700	364,700	364,700	379,800	364,700	364,700	364,700	364,700	364,700
Expenses												
Personnel	496,568	519,717	542,684	421,660	441,301	460,551	484,910	503,794	520,536	413,043	428,655	442,105
Rent	53,940	56,637	59,469	53,940	56,637	59,469	53,940	56,637	59,469	53,940	56,637	59,469
Professional Services	110,100	102,125	109,784	95,000	102,125	109,784	110,100	102,125	109,784	95,000	102,125	109,784
Transit Ops Mgmt - N. Shore	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Misc (Contingency)	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Other	102,250	109,919	118,163	102,250	109,919	118,163	102,250	109,919	118,163	102,250	109,919	118,163
Admin Support	(466,296)	(486,100)	(506,100)	(466,296)	(486,100)	(506,100)	(466,296)	(486,100)	(506,100)	(466,296)	(486,100)	(506,100)
Transfers	6,089	3,000	3,000	6,089	3,000	3,000	6,089	3,000	3,000	6,089	3,000	3,000
Total Expenses	347,651	350,298	372,000	257,643	271,882	289,867	335,993	334,375	349,852	249,026	259,236	271,421
Increase / (Decrease) to Fund Balance	32,149	14,402	(7,300)	107,057	92,818	74,833	43,807	30,325	14,848	115,674	105,464	93,279
PENDING REVENUE												
State of Nevada	330,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000
Potential Increase / (Decrease) to Fund Balance	362,149	344,402	322,700	437,057	422,818	404,833	373,807	360,325	344,848	445,674	435,464	423,279

ASSUMPTIONS

Same hours in General Fund as budgeted for FY24

**Tahoe Transportation District
Transit Operations Fund
Three Year Budgets**

Transit Operations	Modified - with Deputy			Modified - without Deputy			Current - with Deputy			Current - without Deputy		
	FY24	FY25	FY26	FY24	FY25	FY26	FY24	FY25	FY26	FY24	FY25	FY26
Revenues												
FTA 5307	5,460,558	5,295,494	5,658,225	5,423,352	5,256,540	5,734,385	5,217,050	5,040,120	5,735,959	5,180,559	5,001,968	5,696,135
FTA 5311 (NDOT)	1,221,708	1,288,603	1,362,429	1,214,621	1,281,183	1,354,656	1,180,193	1,244,993	1,312,129	1,173,243	1,237,726	1,304,544
FTA 5310	98,544	54,304		98,544	54,304		98,544	54,304		98,544	54,304	
TDA	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TDA - PRIOR YEAR ENCUMBRANCE	783,546	1,138,750	315,000	783,546	1,138,750	315,000	783,546	1,138,750	315,000	783,546	1,138,750	315,000
LCTOP	0	250,000		0	250,000		0	250,000		0	250,000	
Other Revenue												
El Dorado County	120,000	0	0	120,000	0	0	120,000	0	0	120,000	0	0
NV State Parks	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000
Interest/Scrap	35,000	35,000	15,000	35,000	35,000	15,000	35,000	35,000	15,000	35,000	35,000	15,000
Farebox	0	0	0	0	0	0	0	0	0	0	0	0
Electrification Credits	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Total Revenues	9,824,356	10,167,151	9,455,654	9,780,063	10,120,777	9,524,041	9,539,333	9,868,167	9,483,088	9,495,892	9,822,748	9,435,679
Expenses												
Personnel	5,004,195	5,208,385	5,428,407	4,959,902	5,162,011	5,379,826	4,719,172	4,909,401	5,081,540	4,675,731	4,863,982	5,034,131
Represented	2,842,074	2,946,362	3,063,776	2,842,074	2,946,362	3,063,776	2,630,937	2,725,782	2,833,197	2,630,937	2,725,782	2,833,197
Non-Represented	2,162,121	2,262,023	2,364,631	2,117,828	2,215,649	2,316,050	2,088,235	2,183,619	2,248,343	2,044,794	2,138,200	2,200,934
Fuel (diesel & electric)	475,000	507,500	540,563	475,000	507,500	540,563	475,000	507,500	540,563	475,000	507,500	540,563
Repairs & Maintenance	1,245,590	1,146,385	1,231,894	1,245,590	1,146,385	1,231,894	1,245,590	1,146,385	1,231,894	1,245,590	1,146,385	1,231,894
Insurance	369,204	396,894	426,661	369,204	396,894	426,661	369,204	396,894	426,661	369,204	396,894	426,661
Professional Services	378,950	406,501	436,049	378,950	406,501	436,049	378,950	406,501	436,049	378,950	406,501	436,049
Subscriptions Software	174,060	187,985	203,024	174,060	187,985	203,024	174,060	187,985	203,024	174,060	187,985	203,024
Miscellaneous	50,000	53,750	57,781	50,000	53,750	57,781	50,000	53,750	57,781	50,000	53,750	57,781
Administrative Support	440,000	460,000	480,000	440,000	460,000	480,000	440,000	460,000	480,000	440,000	460,000	480,000
Transfers - Grant Match	352,474	1,138,750	315,000	352,474	1,138,750	315,000	352,474	1,138,750	315,000	352,474	1,138,750	315,000
Other	614,883	661,001	710,576	614,883	661,001	710,576	614,883	661,001	710,576	614,883	661,001	710,576
Total Expenses	9,104,356	10,167,151	9,829,955	9,060,063	10,120,777	9,781,374	8,819,333	9,868,167	9,483,088	8,775,892	9,822,748	9,435,679
Increase / (Decrease) - prior to Depreciation, Warranties, Disposals and Transfers	720,000	0	(374,301)	720,000	0	(257,333)	720,000	0	0	720,000	0	0

ASSUMPTIONS

Present service levels (including staffing)



MEMORANDUM

Date: June 1, 2023

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff – Carl Hasty, District Manager

Subject: Review, Discussion, and Approval of the Fiscal Year 2024 Proposed Budget and Work Program

Action Requested:

It is requested the Board hear the item, discuss the Fiscal Year 2024 (FY24) proposed budgets based on the work program and approve both.

Fiscal Analysis:

The fiscal analysis for the salary comparability item is the basis for the proposed budget for personnel. The balance of the proposed budget addresses operational revenues and expenditures related to transit operations, capital projects, parking management, and general fund.

The FY24 proposed budget (Attachment B) includes the Deputy District Manager (DDM) and totals \$16,535,748 in expenses and \$18,457,899 in expected revenue.

The following is a recap of FY24 Increase / (Decrease) by Fund

General	\$32,149
CIP (Reimb Grant Program)	\$2,520
Transit Operations	\$1,874,044
Parking System	\$13,438
Government Fund Account	(\$5,000)
<i>(Reconciling Item to the Governmental Accounts)</i>	

The 3-2-6 Plan for represented staff, detailed in the earlier Comp/Class staff report, exceeds what is typically budgeted at a 4% increase per the maximum allowed under the Collective Bargaining Agreement (CBA). This year's budget does not include the 4% increase in addition to the salary adjustments made through the 3-2-6 Plan for the fiscal year.

The Parking Systems Budget was developed with the SR 28 Corridor Management Team (CMT). The CMT has recommended approval of the budget to TTD's Board of Directors. Expenses are projected to total \$515,562 for both the Point of Sale (POS) and Non-compliance programs. Estimated costs to be incurred under POS include operations and maintenance of the parking lots and trail.

Work Program Analysis:

The work program (Attachment B) personnel and hours have been adjusted in the FY24 budget at 60 full-time (36 represented) and 16 part-time (8 represented) employees for a total of 76 at 131,090 work hours for the fiscal year.

The initial appropriation of hours is budgeted as follows and is subject to change if additional funding is received.

Work Element 1	2,691
Work Element 2	4,431
Work Element 3	4,198
Work Element 4	115,923
Work Element 5	672
<u>Work Element 6</u>	<u>3,175</u>
Total Hours for FY24:	131,090

Background:

Annually, TTD's budget is developed and adopted by the Board. The budget is based on the anticipated work program with projected hours, anticipated professional services and contracts, operational projections, and anticipated revenues. The budget is developed in accordance with TTD's financial policies, summarized as follows:

Budgeting Policy:

- TTD shall maintain a structurally balanced budget, where revenues equal or exceed expenditures.
- TTD shall prepare an annual budget that is presented to the Board for adoption 60 days prior to the beginning of the fiscal year.
- Budgets will be prepared in accordance with generally accepted accounting principles, using the modified accrual basis of accounting for the governmental funds and full accrual basis of accounting for the proprietary fund(s).
- The level of budgetary control (the level at which expenditures cannot legally exceed the appropriated amount) is established at the fund level.
- The Chief Financial Officer (CFO) shall submit regular operating reports to TTD's Finance Committee, comparing actual revenues and expenditures with budgeted revenues and expenditures.
- Board approval is required for budget revisions that affect the total appropriations of each fund.
- Appropriations lapse at the end of the fiscal year, unless they are re-appropriated through the formal budget process.

Discussion:

The transit service plan is budgeted twenty full-time operators, which is five less than previous full service. The proposed increases from the 3-2-6 Plan, as well as the continuation of hiring bonus incentives should positively influence recruitment and retention. TTD will continue to recruit non-CDL operators and provide training. TTD is positioned as well as it can be at this time.

On the capital project side, the work program focuses mostly on the NV Bikeway to Bikeway, Central Corridor, and North Demonstration Projects on the SR 28 corridor, and in particular, corridor parking; Regional Revenue development; the facility site assessments for Incline Village and Warrior Way in Douglas County; US 50 Community Revitalization Project; completing the Hazard Mitigation Plan; and transit capital purchases. Staff would like to note that additional resources and project work may develop for the SR 28 corridor, namely funds to partner with Washoe County and Placer County for the Crystal Bay trail segment and for coordination activities for implementation of corridor improvements along the Nevada section into Placer County. If these develop, a future budget amendment may be necessary for the fiscal year. All eligible costs incurred, including personnel, will be reimbursed from Federal grants and local match.

The status for the General Fund is beginning to change so that it can operate as a true compartmentalized fund thanks to Board support and advocacy. Costs that can be directly charged to the other programs will continue, as well as the 10 percent reimbursement for indirect costs allocation plan (ICAP) within the transit operations and capital improvement programs. Several years ago, then Chair Gustafson suggested that local agencies sitting on TTD's Board should find ways to make contributions to the General Fund. In FY22, Washoe County contributed \$15,100, which was dedicated to hiring a DDM. The Board discussed and approved targets in FY23 for FY24. For FY24, Washoe County budgeted \$37,500, Placer County budgeted \$52,500, and Carson City committed to contributing \$5,000, along with receiving the annual \$50,000 contribution from Douglas County. Staff applied to El Dorado County for \$30,000 as part of the County's transit occupancy tax request for Tahoe transit. These funds make it possible to include the Deputy position, a Board goal, in this fiscal year's budget. In addition, under Chair Hill, the Board worked to include a request for TTD General Fund revenue in the Nevada state budget as part of the Tahoe Regional Planning Agency budget package. That request has successfully worked through the committee process and awaits floor votes as part of the larger state budget process. Inclusion in the Nevada state budget will mean \$330,000 for TTD in FY24 and \$346,500 in FY25.

Upon a recommendation of adoption from the Finance and Personnel Committee, Staff is requesting adoption of the FY24 budget and work program

Additional Information:

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

Attachments:

- A. Proposed FY24 Work Program Outline
- B. Proposed FY24 Budget, including a DDM

FISCAL YEAR 2024 (FY 24) WORK ELEMENTS

WORK ELEMENT 1: TTD ADMINISTRATION AND OUTREACH

TASKS

- 1.1 – Board Relations, Policy Meetings, Community Relations
- 1.2 – Work Program and Budget Development and Management
- 1.3 – Report/Coordinate with TMPO, State DOTs, FTA, FHWA, Local/Regional Transportation Organizations

WORK ELEMENT 2: PROGRAM MANAGEMENT FOR PROJECTS AND SERVICES

TASKS

- 2.2 – Capital Improvement Program Development and Management
- 2.5 – Fiscal Administration and Controls, Risk Management, Record Keeping
- 2.7 – Human Resources

WORK ELEMENT 3: TTD PROJECT DEVELOPMENT AND IMPLEMENTATION

TASKS

- 3.1 – US 50/South Shore Community Revitalization Project
- 3.3 – Nevada Stateline to Stateline Bikeway Project
 - 3.3.2 – North Demo – Phase II (North Lot Parking)
 - 3.3.3 – Central Corridor - Phase III
 - 3.3.3A – Chimney Beach to Secret Harbor
- 3.4 – SR 89 Fanny Bridge Community Revitalization Project
- 3.6.2 – Zero Emissions Fleet Plan
- 3.11 – Transit Corp Yard Facility Project
- 3.17 – Mobility Hubs
 - 3.17.1 – Incline Village Mobility Hub Project
- 3.18 – Transportation Resiliency Infrastructure
 - 3.18.2 – Hazard Mitigation Plan

WORK ELEMENT 4: TTD TRANSIT SERVICE AND ASSET MANAGEMENT

TASKS

- 4.3 – Manage TTD Assets and Procurement Process
- 4.7 – Transit System Administration

WORK ELEMENT 5: CAPACITY DEVELOPMENT FOR PROJECTS AND TRANSIT SERVICE

TASKS

- 5.1 – State and Local Revenue Development for Transportation Program
 - 5.1.2 – State and Local Revenue Development
- 5.2 – Legislative/ Association Coordination/ Development/ Outreach
- 5.5 – Communication Network Infrastructure and Public Safety Support
 - 5.5.3 – Broadband

WORK ELEMENT 6: TTD PARKING SYSTEMS/FACILITIES OPERATIONS

TASKS

- 6.1 – Park Tahoe
 - 6.1.1 – Parking Systems
 - 6.1.2 – Non-Compliance

** numbering gaps due to completed or inactive projects being removed from list

Tahoe Transportation District
 Proposed FY24 Budget (Including Deputy)
 By Fund Type

	TOTAL	GENERAL	CIP	TO	Parking System (PS)	GFA
Revenues						
Federal Grants	\$ 14,937,549	\$ -	\$ 8,156,739	\$ 6,780,810	\$ -	\$ -
State / Local	2,524,850		319,850	2,205,000		
Contributions	254,100	225,100	29,000			
General Revenues	100,000	100,000				
Charges for Services	582,500	47,500		20,000	515,000	
Special Items	58,900	7,200	2,700	35,000	14,000	
TOTAL REVENUES	\$ 18,457,899	\$ 379,800	\$ 8,508,289	\$ 9,040,810	\$ 529,000	\$ -
Expenses						
Personnel	\$ 6,058,131	\$ 496,568	\$ 433,886	\$ 5,014,195	\$ 113,482	\$ 5,000
Admin Support (ICAP)		(466,296)	26,296	440,000		
Contracts	5,924,391		5,656,896		267,495	
Fuel	475,000			475,000		
Other Operating	3,398,366	310,790	130,304	2,822,687	134,585	
Depreciation & Disposal of Fixed Assets and Warranties	639,360			639,360		
Capital Outlay	40,000			40,000		
Taxes and Interest	500	500				
TOTAL EXPENSES	\$ 16,535,748	\$ 341,562	\$ 6,247,382	\$ 9,431,242	\$ 515,562	\$ 5,000
Other Funding Sources						
In (Revenues)	\$ (2,975,513)	\$ -	\$ (358,563)	\$ (2,616,950)	\$ -	\$ -
Out (Expenses)	2,975,513	6,089	2,616,950	352,474		
TOTAL OTHER FUNDING SOURCES	\$ -	\$ 6,089	\$ 2,258,387	\$ (2,264,476)	\$ -	\$ -
Increase / (Decrease) to Fund Balance	\$ 1,922,151	\$ 32,149	\$ 2,520	\$ 1,874,044	\$ 13,438	\$ (5,000)

Tahoe Transportation District
 Proposed FY24 Budget (Including Deputy)
 Personnel Costs

FY 24 Budget	General Fund	Stateline to Stateline Bikeway (Parking Lots)							CIP Total
		US 50	Rec Travel	Facility Plan	Zero Emission Fleet Plan	Hazard Mitigation Plan	Intelligent Sensor Integration		
PERSONNEL									
Salaries & Wages	\$ 325,333	\$ 105,172	\$ 37,411	\$ 60,510	\$ 24,484	\$ 19,926	\$ 9,556	\$ 27,098	\$ 284,157
Admin/Vac/Sick	48,680	15,715	5,590	9,041	3,658	2,977	1,428	4,049	42,458
Medicare	5,424	1,753	624	1,009	408	332	159	452	4,737
SUTA	1,532	497	175	287	115	94	46	127	1,341
ETT	5	2	1	1	0	0	0	0	4
Nationwide - SSRP	28,027	9,056	3,221	5,210	2,108	1,716	823	2,333	24,467
FICA	1,468	476	170	274	111	90	43	123	1,287
Nationwide - Retirement	14,015	4,528	1,611	2,606	1,054	858	411	1,167	12,235
Health Insurance	54,506	17,686	6,292	10,176	4,118	3,351	1,608	4,559	47,790
Dental Insurance	3,317	1,077	382	620	251	204	98	277	2,909
Life/STD Insurance	921	299	106	171	70	57	27	77	807
Vision Care Insurance	657	213	76	123	50	40	19	55	576
Workers Compensation	12,683	4,115	1,464	2,367	958	780	374	1,060	11,118
EE Compensated Absences	5,000								
Total Personnel	\$ 501,568	\$ 160,589	\$ 57,123	\$ 92,395	\$ 37,385	\$ 30,425	\$ 14,592	\$ 41,377	\$ 433,886

Baseline Assumptions

FY 24 Budget	TO	Parking Systems	TOTAL
PERSONNEL			
Salaries & Wages	\$ 3,224,919	\$ 79,833	\$ 3,914,242
Admin/Vac/Sick	481,886	11,929	584,953
Medicare	53,746	1,329	65,236
SUTA	13,649	745	17,267
ETT	382	0	391
Nationwide - SSRP	117,409	3,397	173,300
FICA	138,830	3,056	144,641
Nationwide - Retirement	79,447	1,699	107,396
Health Insurance	518,272	6,636	627,204
Dental Insurance	15,687	404	22,317
Life/STD Insurance	4,365	112	6,205
Vision Care Insurance	3,092	80	4,405
Workers Compensation	352,511	4,262	380,574
EE Compensated Absences	10,000		15,000
Total Personnel	\$ 5,014,195	\$ 113,482	\$ 6,063,131

Represented Employees:
 \$3/hour increase to Bus Operators (20 FT, 8 X-Board)
 \$2/hour increase to Dispatchers (5 FT), Maintenance Technicians (5 FT) and Facility Technicians (4 FT)
 \$6/hour increase to Parts Technician (2)

Non-Represented Employees are budgeted using the Modified Salary Table with the Deputy District Manager (24 FT, 7 PT)

Renewal of part-time Civil Engineer, 1040 Hours, \$100/hour, no fringe benefits
 Wage outside Salary Table - Same terms as FY23 (1 PT)

Represented Employees health insurance calculated six months at current rates and six months with 6% increase

Non-Represented Employees health insurance calculated five months at current rates and seven months with a 18% increase

Pilot Incentive Program of \$800 + Taxes/Retirement/Workers Compensation for all employees, excluding upper Management

Tahoe Transportation District
Proposed FY24 Budget Including Deputy
General Fund

Notes

Revenues

State

Nevada \$ - Pending - Possible \$330K

Contributions

\$ 225,100
Douglas County 50,000
Washoe County 52,600 Includes \$15,100 for Deputy
Placer County 52,500
El Dorado County 30,000
Carson City 5,000
CSLT 0
Vail 0
STPUD 35,000

General Revenues

Rental Car Mitigation Fees 100,000

Charges for Services

Administrative Fees 47,500 PS 10% revenues

Special Items

Interest Revenue 7,200 Interest on savings

Total Revenues

\$ 379,800

Expenses

Personnel \$ 496,568

Admin Support Fees (466,296) Transit Ops \$440,000, CIP \$26,296

Other Operating Expenses

Professional Services 48,290 Infinity (IT) \$4,500, Trillium \$1,500, Wildcreek (financial software) \$18,500, High Sierra (copiers) \$1,140, background checks \$1,000, Axiom (timekeeping) \$3,600, NV work comp \$800, misc \$2,150, placement fee (Deputy) \$15,100
Legal 25,000
Audit 36,810
Facility Rent 53,940 TRPA (incl. utilities) \$44,988, copier \$4,425, storage unit \$2,076, meeting rooms \$2,451
Telephone 16,260
Supplies 21,132 TRPA \$16,632, HR supplies \$1,000, other \$3,500
Insurance 31,490 Caltip ERMA \$24,000, Crime \$1,130, Cyber \$6,360

JS/ja

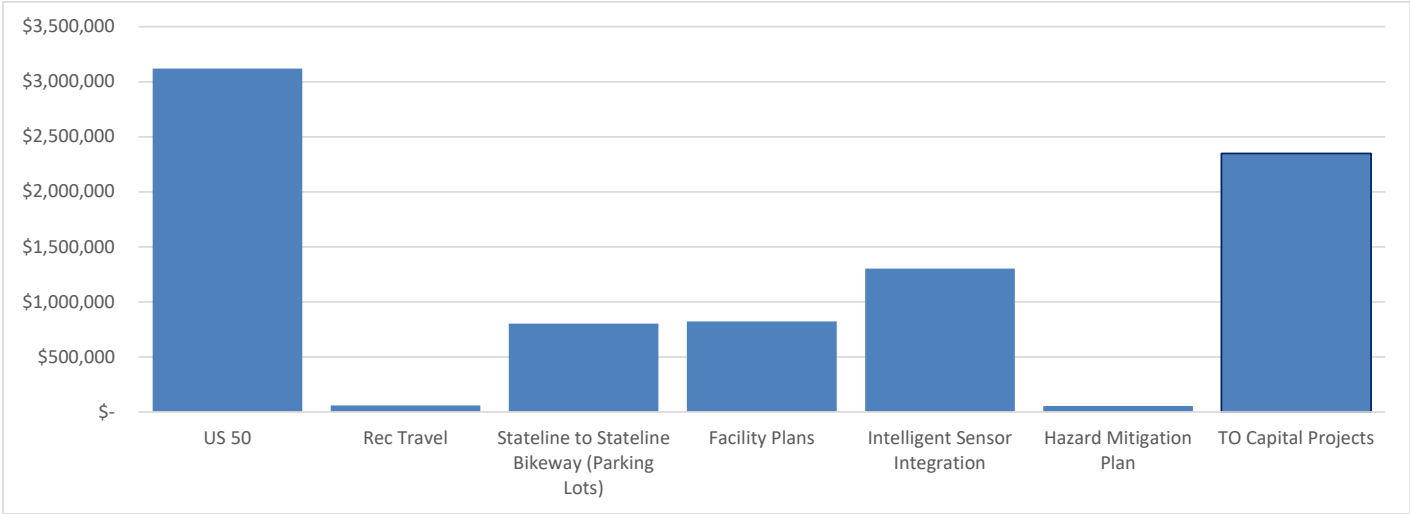
Tahoe Transportation District
 Proposed FY24 Budget Including Deputy
 General Fund

Notes

Other Expenses Continued		
Advertising & Public Relations	1,500	
Reproduction & Printing	750	
Postage	500	
Dues, Subscriptions & Publications	15,754	
Transit Management - No Shore	20,000	
Training	3,500	
Travel	8,314	Includes airfare \$2,814, Per Diem \$3,500, auto \$2,000
Bank Fees	800	
Events	1,500	
Repairs & Maintenance	250	
Miscellaneous Expenses	25,000	Board Members mandatory NV Workers Comp \$3,000, contingency \$22,000
Total Other Operating	\$ 310,790	
Taxes and Interest		
Interest	500	LOC Interest
Total Taxes and Interest	\$ 500	
Total Expenses	\$ 341,562	
Other Funding Sources - Revenues		
Revenues		
Capital (In) Out	\$ -	
Transfers (In) Out	6,089	Match for NDOT Rec Travel and CalOES grants
Total Other Financing Sources	\$ 6,089	
Total Expenses and Other Funding Sources	\$ 347,651	
Increase /(Decrease) to Fund Balance	\$ 32,149	

Tahoe Transportation District
 Proposed FY24 Budget (Including Deputy)
 Capital Improvement Program (Fund Mapped by Project)

Funding Source	Total	US 50	Rec Travel	Stateline to Stateline Bikeway (Parking Lots)	Facility Plans	Intelligent Sensor Integration	Hazard Mitigation Plan	TO Capital Projects
Revenues								
Capital Grant & Contributions								
Surface Transportation Block Grant	\$ 3,298,907	\$ 2,396,595	\$ 59,998	\$ 318,670	\$ 523,644			
Highway Infrastructure Program (HIP)	470,655	470,655						
Infrastructure	1,330,071			28,375		1,301,696		
California Sustainable Transportation Planning	278,343				278,343			
CAL Office of Emergency Services	42,671						42,671	
Congestion Mitigation and Air Quality Contributions/Grant Match	252,500	252,500						
Transportation Alternatives Program	29,000			16,733			12,267	
Transportation Alternatives Program	413,643			413,643				
Washoe County	21,771			21,771				
Douglas County	19,736				19,736			
FTA 5339	2,348,292							2,348,292
Interest on Advances	2,700			2,100	600			
Total Capital Grants & Contributions	\$ 8,508,289	\$ 3,119,750	\$ 59,998	\$ 801,292	\$ 822,323	\$ 1,301,696	\$ 54,938	\$ 2,348,292
	100.00%	36.67%	0.71%	9.42%	9.66%	15.30%	0.65%	27.60%



Tahoe Transportation District
 Proposed FY24 Budget (Including Deputy)
 Capital Improvement Program (Fund Mapped by Project)

	Total	US 50	Rec Travel	Stateline to Stateline Bikeway (Parking Lots)	Facility Plans	Intelligent Sensor Integration	Hazard Mitigation Plan	TO Capital Projects
Expenses								
Operating								
Personnel	\$ 433,886	\$ 160,589	\$ 57,123	\$ 92,395	\$ 67,810	\$ 41,377	\$ 14,592	\$ -
Contract Services	5,656,896	2,923,155		684,000	760,481	1,258,250	31,010	
Reproduction & Printing	4,800	4,800						
Rent Meeting Room	2,000	500		500	1,000			
Supplies	2,100	500		600	1,000			
Advertising / Outreach	3,900	1,500		900	1,500			
Subscript / Publications / Dues	265	100	165					
Professional Services	62,109						12,267	49,842
Legal Services	41,000	18,000	3,000	15,000	5,000			
Postage	1,500	1,500						
Training	10,000							10,000
Travel - Per Diem	900							900
Travel - Auto	1,550	600		100	250			600
Bank Fees	180			120	60			
Admin Support (ICAP)	26,296	8,506	2,868	5,697	7,156	2,069		
Total Operating Expenses	\$ 6,247,382	\$ 3,119,750	\$ 63,156	\$ 799,312	\$ 844,257	\$ 1,301,696	\$ 57,869	\$ 61,342
Capital Outlay								
Over \$5000	\$ 2,576,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,576,950
Under \$5000	40,000							40,000
Reimb Capital Expenses	(2,616,950)							(2,616,950)
Total Capital Outlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Financing Sources (Rev) Exp								
Transfer (In) Out	\$ (358,563)	\$ -	\$ (3,158)		\$ (22,474)	\$ -	\$ (2,931)	\$ (330,000)
Capital Outlay (In) Out	2,616,950							2,616,950
Total Other Financing Sources	\$ 2,258,387	\$ -	\$ (3,158)	\$ -	\$ (22,474)	\$ -	\$ (2,931)	\$ 2,286,950
Total Expenses, Outlay and Other Financing Sources	\$ 8,505,769	\$ 3,119,750	\$ 59,998	\$ 799,312	\$ 821,783	\$ 1,301,696	\$ 54,938	\$ 2,348,292
Increase / (Decrease) to Fund Balance	\$ 2,520	\$ -	\$ -	\$ 1,980	\$ 540	\$ -	\$ -	\$ -

Tahoe Transportation District
 Proposed FY24 Budget Including Deputy
 Transit Capital Purchases and Transfers

Transit Capital Purchases	Funding Source Detail	Transfer to TO	Transit Capital Purchases	Funding Source Detail	Transfer to TO
Four (4) Gillig Bus Purchases		2,400,000			
FTA 5339 UZA FY19	C8.9.3	118,509	Equipment - FTA 5339 UZA FY20		
FTA 5339 UZA FY21	C8.9.5	81,491	* Misc Equipment	C8.9.4	15,000
NDOT 5339	C12B	1,020,000	Synchromatics	C8.9.4	39,842
NDOT 5339	C12A	850,000	Equipment - FTA 5339C FY 18		
** TDA Restricted Match		330,000	Level 2 Electrical Upgrades (Shop Street)	C8.2	50,000
			Battery Electric Bus Training	C8.2	10,000
Bus Inspections - FTA 5339 UZA FY21		1,500			
Travel Per Diem	C8.9.5	900	Equipment - FTA 5339 UZA FY21		
Travel Auto	C8.9.5	600	* Bear Boxes (Qty 12)	C8.9.5	25,000
Skid Steer Purchase		100,000			
FTA 5339 UZA FY19	C8.9.3	49,460			
FTA 5339 UZA FY20	C8.9.4	50,540			
Two (2) Transit Shelters		36,950			
FTA 5339 UZA FY18	C8.9.2	16,572			
FTA 5339 UZA FY19	C8.9.3	15,221			
FTA 5339 UZA FY20	C8.9.4	2,811			
FTA 5339 UZA FY21	C8.9.5	2,346			
Total CIP for Transit and Transfer		\$ 2,678,292			\$ 2,616,950

*	Transfer to Expense Under \$5K	\$ 40,000
	Transfer to Fixed Assets	\$ 2,576,950

** Transfers from Transit Ops Restricted (TDA Grant Match)	\$ 330,000
--	------------

TOTAL BY GRANT		
FTA 5339 UZA FY18	C8.9.2	16,572
FTA 5339 UZA FY19	C8.9.3	183,190
FTA 5339 UZA FY20	C8.9.4	108,193
FTA 5339 UZA FY21	C8.9.5	110,337
FTA 5339C FY18	C8.2	60,000
NDOT 5339	C12A	850,000
NDOT 5339	C12B	1,020,000
TDA Restricted Match		330,000
TOTAL		2,678,292

Tahoe Transportation District
 Proposed FY24 Budget (Including Deputy)
 Transit Operations Fund

	Operations	
Revenues		
Federal Grants		
FTA 5311	\$ 1,221,708	Rural - Operations, Administrative (Admin), Preventive Maintenance (PM) Expenses
FTA 5307 Coronavirus Aid, Relief and Economic Security	218,525	Urban - PM Expenses
FTA 5307 American Rescue Plan	603,409	Urban - Operations & Admin, PM Expenses
FTA 5307 Originally from Congestion Mitigation Air Quality	1,500,000	Urban - Operations & Admin Expenses
FTA 5307 (FY20 and FY21)	3,138,624	Urban - Operations & Admin Expenses
FTA 5310	<u>98,544</u>	Urban - Americans Disability Act
Total Federal Grants	\$ 6,780,810	
State/ Local Funding		
NV State Parks	\$ 85,000	SR28 Summer Service
El Dorado County	120,000	Balance of FY23 allocation
TDA - LTF	1,314,067	FY24 final estimates expected in October 2023 - \$129,622 future grant match
TDA - STA	590,378	FY24 final estimates expected in October 2023 - future grant match
TDA - STA - SGR	<u>95,555</u>	Final estimates expected in October 2023 - PM
Total State Funding	\$ 2,205,000	
Charges for Services		
Farebox Revenue	\$ -	FY 24 zero fares
Electrification Credits	20,000	Electrification credit applied to Farebox Recovery
Pass Sales		
Total Charges for Services	\$ 20,000	
Special Items		
Sale of Fixed Asset	\$ 1,500	
Interest Revenue	<u>33,500</u>	
Total Special Items	\$ 35,000	
TOTAL REVENUES	\$ 9,040,810	
Operating Expenses		
Personnel	\$ 5,014,195	Includes Deputy
Admin Support (ICAP)	\$ 440,000	
Fuel - Diesel	\$ 375,000	
Utility - Electrification	<u>100,000</u>	LTCC Charger
Total Fuel/Utility	\$ 475,000	

Tahoe Transportation District
Proposed FY24 Budget (Including Deputy)
Transit Operations Fund

	Operations	
Other Operating Expenses, excl Depreciation		
Repair and Maintenance	\$ 1,245,590	See TO Supplemental Schedule for Detail
Insurance	369,204	
Professional Services	378,950	See TO Supplemental Schedule for Detail
		Shop St \$36,000, CSLT transit centers \$123,456, copier \$3,850, old Incline Elementary School fence \$13,500, new Elementary School parking lot rental \$6,075, meeting room \$533
Facility Rent	181,553	
Facility Utilities	102,600	
Telephone	37,920	
Sales Tax on Fuel	1,000	
Reproduction & Printing	5,325	
Supplies	61,200	Includes \$7,500 for computer equipment
Uniforms	10,650	
Postage	1,600	
Advertising & Public Relations	75,000	
License & Permits	1,200	
Dues, Subscriptions and Publications	22,020	
Subscriptions - Software	174,060	See TO Supplemental Schedule for Detail
Legal Services	36,210	
Travel and Training	56,080	
Bank Fees	7,200	
Events	5,325	
Miscellaneous Expenses	<u>50,000</u>	\$5,000 misc expenses, \$45,000 contingency
Total Other Operating Prior to Depreciation and Warranty	\$ 2,822,687	
Depreciation and Disposal of Capital Assets	\$ 588,000	
Warranties	\$ 51,360	Proterra buses and charging equipment
Capital Outlay		
Equipment under \$5000	\$ 40,000	
Other Funding Sources - Revenues		
Transfers (In) Out	\$ 352,474	FY 22 TDA match: NDOT 5339 \$330,000, Zero Emission Fleet and Facility Plan \$14,650, Incline Mobility Hub Plan \$7,824
Capital (In) Out	<u>\$ (2,616,950)</u>	See CIP Transit Ops Detail
	\$ (2,264,476)	
Total Expenses, Outlay and Other Funding Sources	\$ 7,166,766	
Increase / (Decrease) to Fund Balance	\$ 1,874,044	

Tahoe Transportation District
 Proposed FY24 Budget (Including Deputy)
 Transit Operations Supplemental Schedule

		Operations
Professional Services		
Short Range Transit Plan	90,000	
Misc - Contingency	69,500	
IT Support	65,000	
Transit Mgmt Information System Software Training	43,750	
Snow Removal	20,000	
Uniform Services	15,600	
Radio Support	10,000	
Drug Testing	6,800	
Fire Alarm Monitoring	6,000	
Lift Repairs	6,000	
Background Checks	6,000	
Timekeeping Support	5,700	
Overhead Doors - Shop Street	5,000	
ESE Restrooms	4,000	
Website Support	3,500	
Copier Repair	3,000	
Bio Hazard Material Pick Up	3,000	
Financial Software Support	3,000	
Pressure Washer Up-Keep	2,800	
ESE Fence Rental Installation	2,500	
Employee Pull Notices	2,000	
Snowblower Repairs	1,500	
DMV Physicals	1,300	
AED Annual Service	1,000	
AC Repairs at Shop Street	1,000	
Printing Design	500	
Carpet Cleaning at Shop Street	500	
Total Professional Services	\$ 378,950	
Software Subscriptions		
Transit Mgmt Information System Software, incl training	\$ 40,000	
AVL Software	38,000	
Run-Cutting and Bid Development Software Support	35,000	
Synchromatics Software	30,000	
Non-Rev Vehicle Maint Tracking Software	11,000	
Urban Solar Software - Bus Stop Lighting	10,260	
Paratransit Software	6,800	
Website Support	3,000	
Total Software Subscriptions	\$ 174,060	
Repairs & Maintenance		
Maintenance Work Orders		360,000
Outside Contractor		392,400
Off-site Tire Service		30,000
Fluids & Oils		53,750
Consumables		50,000
Delivery		6,000
Core Taxes		60
Other		15,000
Equipment Rental		116,880
Equipment under \$5K		15,000
Passenger Amenities		21,500
Write Off		5,000
Write Off from Inventory Sales		185,000
Parts Auction Revenue		(5,000)
Total Repairs & Maintenance		\$ 1,245,590
Cost per Mile		
Total Operating Expenses (Excl Deprec/Warranties)		8,791,882
Less		
NV State Parks		(85,000)
Electrification Credit Farebox Replacement		(20,000)
Net Expense		<u>8,686,882</u>
Total Revenue Miles		382,731
Total Cost per Rev Mile		\$ 22.70

Tahoe Transportation District
Proposed FY24 Budget (Including Deputy)
Parking Management Systems

	Parking Systems Total	Parking Systems Operations	Parking Systems Non Compliance
Revenues			
Contributions	\$ -		
Charges for Services			
Parking Revenue	\$ 470,000	\$ 470,000	\$ -
Non - Compliance Revenue	45,000		45,000
Total Charges for Services	\$ 515,000	\$ 470,000	\$ 45,000
Special Items			
Interest Revenue	\$ 14,000	\$ 14,000	\$ -
TOTAL REVENUES	\$ 529,000	\$ 484,000	\$ 45,000
Expenses			
Personnel	\$ 113,482	\$ 58,432	\$ 55,050
Contracts	267,495	267,495	
Other Operating			
Professional Services	38,110	33,110	5,000
Legal Services	2,000	1,000	1,000
Telephone	1,500	750	750
Equipment under \$5K (4 Meters)	14,200	14,200	
Supplies	2,000	750	1,250
License & Permits	200	100	100
Subscriptions	175	75	100
Repairs & Maintenance	4,700	4,700	
Admin Fees	51,500	47,000	4,500
Travel - Auto	200	100	100
Bank Fees / CC Fees	20,000	20,000	
Misc Fees	0	0	
Total Other Operating Expenses Prior to Depreciation	\$ 134,585	\$ 121,785	\$ 12,800
Depreciation and Disposals	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 515,562	\$ 447,712	\$ 67,850
Increase /(Decrease) to Fund Balance	\$ 13,438	\$ 36,288	\$ (22,850)

Tahoe Transportation District
 Proposed FY24 Budget (Including Deputy)
 Governmental Fund Assets

	GFA Total
Revenues	\$ -
Expenses	
EE Compensated Absences	\$ 5,000
Depreciation	<u>0</u>
Total Expenses	<u>\$ 5,000</u>
Increase / (Decrease) to Fund Balance	\$ (5,000)

Tahoe Transportation District
 Proposed FY24 Budget
 (Including Deputy)
 By Work Element

WE	Total	General	CIP	Transit Ops	PS	Hours
1	\$ 217,314	\$ 217,314				2,691
2	\$ 155,491	75,836		79,655		4,431
3	\$ 6,161,256	4,277	6,122,884	34,095		4,198
4	\$ 9,411,415	32,581	61,342	9,317,492		115,923
5	\$ 74,710	11,554	63,156			672
6	\$ 515,562				515,562	3,175
Total	\$ 16,535,748	\$ 341,562	\$ 6,247,382	\$ 9,431,242	\$ 515,562	131,090

Represented EE's - 36 Full-time	73,288
Represented EE's - 0 Part-time/8 X-Board	2,898
Non-Represented EE's - 24 Full-time	50,486
Non-Represented EE's - 8 Part-time	4,418
Total Employee Hours	131,090

<u>Total Employees</u>	
Full-time	60
Part-time and X-Board	16
Total	76



MEMORANDUM

Date: June 1, 2023
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff – George Fink, Transit System Program Manager
Subject: Presentation and Discussion on the Short-Range Transit Plan Update

Action Requested:

It is requested the Board receive and discuss an information item on the Short-Range Transit Plan (SRTP) and provide feedback to Staff.

Fiscal Analysis:

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

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: Fund and operate regional multi-modal transportation systems.

Background:

The purpose of this item is to update the Board, encourage discussion, and receive feedback on how to balance competing questions of local versus regional; coverage versus ridership; visitors versus residents versus businesses; fixed route versus demand response and so on.

It is a gross understatement to say a lot has changed since the current SRTP was adopted in 2017. Since that time, the cumulative rate of inflation has risen 23.8%. Home values and rents have shot upwards. Visitation has increased. New technologies have launched and new regulations have been adopted. The pandemic reshaped visitation patterns, worker commutes, and an exodus from the workforce.

TTD's transit system was granted a reprieve from the fiscal realities that were building up during the pre-pandemic years by multiple injections of pandemic support funds. Those funds are nearly exhausted and the new SRTP update is the vehicle to reset transit on a sustainable course. Core challenges beyond funding remain. The maintenance facility is small and obsolete. A shortage of labor and an acute shortage of CDL holders continues to complicate service delivery. Persistent supply chain issues delay new buses and parts orders. And finally, a lack of local funding prevents the region from being competitive in any grant programs.

Yet, we still have some resources, and this effort will help bring the Board, stakeholders, and the community together to bring the future of transit into focus.

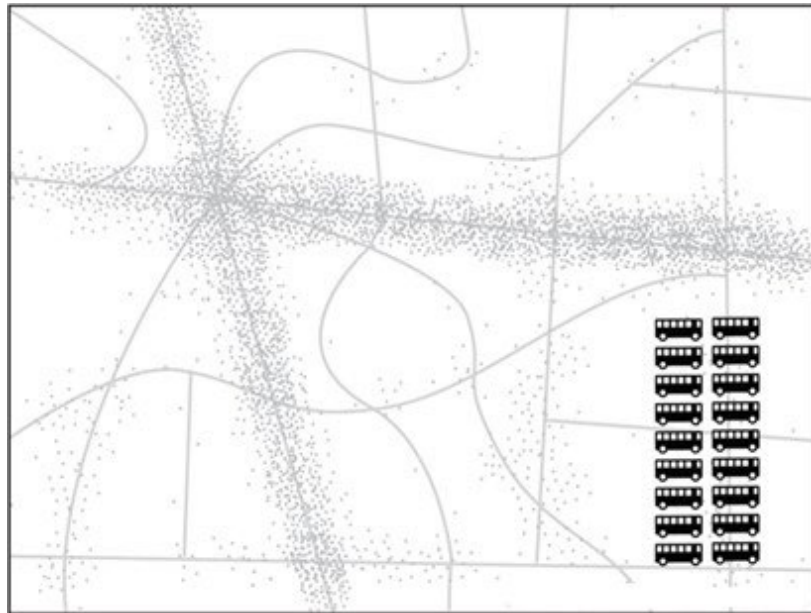
Staff have hosted seven South Shore Technical Advisory Committee (SS-TAC) meetings and presented an update to the Program Implementation Committee (PIC) in early May. The SS-TAC and PIC have been briefed on the types, amounts, and restrictions on the region's available funding sources, as well as the efforts to address the integration of South Shore's micro-transit service (Lake Link) introduced due to the mitigation requirement for the Tahoe Blue Center, the desire to expand micro-transit service, the desire to consider the City of South Lake Tahoe operating transit service within the City, and the desire to maintain inter-regional connectivity between communities. Service delivery models have been discussed, as well as more granular details about levels of service. It is now time to begin exchanging communications with others. The first step is bringing the Board up to speed on some industry jargon. There are tough choices ahead and these conversations will need a shared vocabulary to occur in an informed manner. The next step will be involving regional partners outside of the south shore in a TAC setting to gather more information on transit needs and how those can be addressed – in essence, what function will transit serve; what are the goals of operating a transit system. Once that is refined, Staff will again check in with the Board before kicking off the public participation process with Stantec.

The most basic question one can ask of the transit program is are we succeeding? The answer is not basic, but nuanced: it depends, what are we trying to do? TTD's SRTP consultant, Stantec, has identified three pillar groups to serve: residents, visitors, workers and businesses. The needs of the residents and visitors occasionally overlap, but both the resident and visitor needs can be complementary to business and worker needs. Transit needs to understand how to be useful to these groups to be successful. How can transit resources and assets be used to serve the groups' needs?

Below, we will discuss how we serve (coverage versus ridership), where we serve (local versus regional), who we serve (pillar groups), and what we use to serve them (modes).

Imagine there is a fictional town. The dots scattered around the map are people and jobs. The 18 buses are the resources the town has available to operate transit.

Before you can plan transit routes you must first decide: What is the purpose of your transit system?

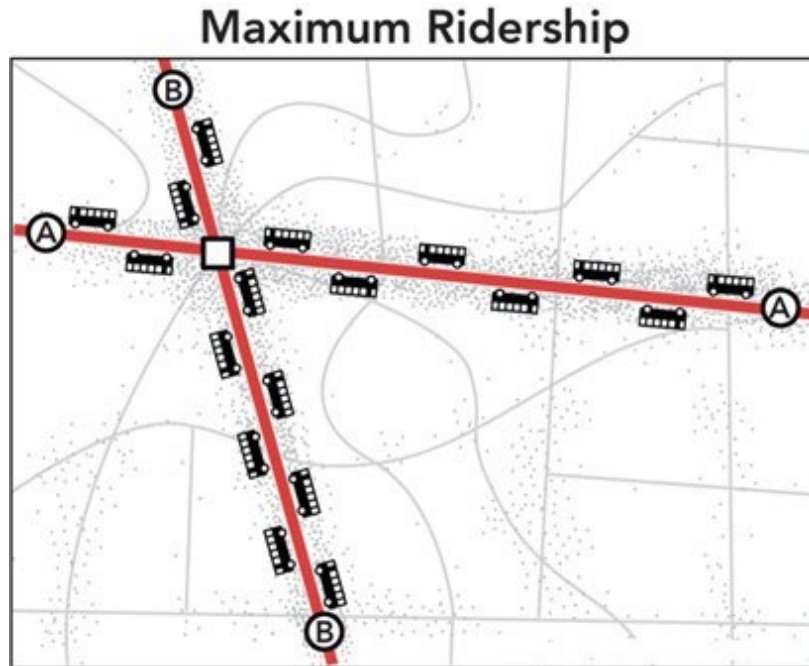


Designing for Ridership

If the Board direction is pursuing a ridership goal, transit would be focused on the streets where there are large numbers of people, where walking to transit stops is easy, and where the straight routes feel direct and fast to customers. Because service is concentrated into fewer routes, frequency is high and a bus is always coming soon.

This would result in a network like the one inset right.

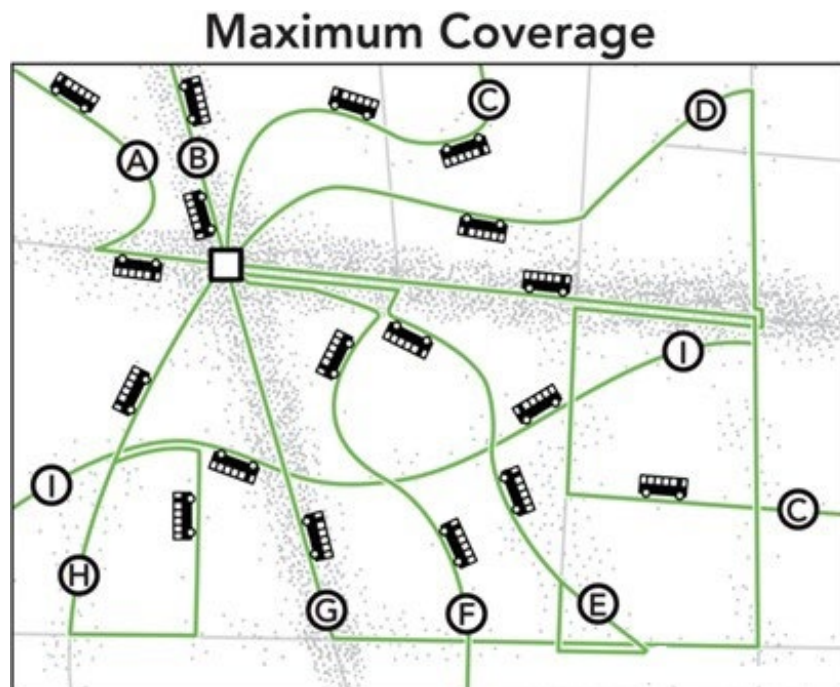
All 18 buses are focused on the busiest areas. Waits for service are short but walks to the service are longer for people in less densely populated areas. Frequency and ridership are high, but some places have no service.



Designing for Coverage

A network designed for ridership would not serve all regional needs. In the map above, someone who lived in the southeast part of town would not like this network at all. That person is likely to want a network designed for coverage, not ridership.

In a network designed for coverage, the District would spread out services, so that there would be a bus stop near everyone. Unfortunately, spreading it out also means spreading it thin. The resources would be divided among so many routes that it wouldn't be possible to offer much service on any of them. As a result, all routes would be infrequent, even those on main roads. Infrequent service is less useful, and that would negatively affect ridership.



The 18 buses are spread around so that there is a route on every street. Everyone lives near a stop, but every route is infrequent, so waits for service are long. Few people can wait so long, so ridership is lower.

In these two scenarios, the District is using the same number of buses. These two networks cost the same amount to operate, but they deliver very different outcomes.

Both Goals are Important

Ridership-oriented networks serve several popular goals for transit, including:

- Higher ridership
- Reducing environmental impact through lower Vehicle Miles Travelled (VMT) by replacing automobile trips
- Achieving lower cost per passenger by defraying costs among more riders
- Potentially reducing congestion

TYPICAL PERFORMANCE MEASURES

Service Efficiency

- Cost per Vehicle Service Hour
- Cost per Vehicle Service Mile

Service Effectiveness

- Cost per Passenger Mile
- Cost per Passenger Trip
- Passengers per Vehicle Service Hour
- Passengers per Vehicle Service Mile

(National Transit Database)

Conversely, coverage-oriented networks serve a different set of goals, including:

- Linking up Tahoe with regional employee bases
- Connecting community transit systems together
- Providing lifeline access to critical services out of the basin
- Providing more access for more people
- Providing a measure of equity with the District serving the basin and beyond rather than favoring any one entity

Ridership and coverage goals are both laudable, but **they lead in opposite directions!** With finite resources, if the District is directed to do more of one, it must do less of the other. The result is often a contradictory goal to achieve both without clear direction on how to allocate resources. One possible solution is to develop consensus on a *Service Allocation Policy*, which takes the form of a percentage split of resources between the different goals. For example, an agency might decide to allocate 60 percent of its service towards the Ridership Goal and 40 percent towards the Coverage Goal. The answer will depend on the Board's values and public input.

In contemplating which transit model is more useful, it is helpful to explore the question more deeply by considering how each model interacts with the three pillar groups.

- 1) Resident. Services to move residents from home to their destinations. While higher frequencies provide speedy and flexible service to some residents in a ridership model, those not on the route(s) will have no service. Using a coverage model will serve more residents, but it will be slower and less convenient.
- 2) Visitor. Services that cater to visitors and serve the destinations they want to visit. A ridership model applied to visitor needs could be as simple as operating ski shuttles. High demand, high frequency, short routes. However, if the visitor is not a skier, the system is largely useless to them. A coverage model would provide access to more visitors to more places, but would not have the concentration of a ski resort to support high levels of ridership.

- 3) **Workers and Business.** Services to patrons and employees of the business community. This pillar group merges the needs of the residents and visitors. Residents are seeking a way to work, whereas visitors and residents both seek access to the services those businesses provide. Again, a few businesses could see high levels of service under a ridership model with others too far from the routes to benefit from transit service.

In considering how to serve the pillar groups, we must remember that the underlying goal is to have a useful system focused on features that attract people to try transit. Ultimately, for whatever their needs are, the transit system must offer some value for the use of their time. As the District only operates buses, the transit system is part of the traffic and congestion that habitually plagues Lake Tahoe. Given the restraints of Tahoe's built environment, transit is not going to exceed the travel times of private automobiles. But there are opportunities for transit to add value in other ways.

What modes fit our model?

Fixed Route

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations.

Deviated Fixed Route Service

Transit service that operates along a fixed alignment or path at generally fixed times, but may deviate from the route alignment to collect or drop off passengers who have requested the deviation.

Demand Response

A transit mode comprised of vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations.

Microtransit

Since the last SRTP, technology companies have sprung up seeking to inject potential efficiency into older on-demand services. Microtransit removes the scheduler and the phone call and facilitates the passenger booking their trip through an application on their smartphone in real time. The algorithm slots them in and provides an ETA for the van and an estimated time of arrival. No human interaction required and the app gathers all the requisite data for later analysis like ridership, origin/destination, wait time, trip time, etc.

Paratransit

Types of passenger transportation which are more flexible than conventional fixed-route transit, but more structured than the use of private automobiles. Paratransit typically includes demand response transportation services and shared-ride taxis that can accommodate ambulatory passengers. Most often, paratransit refers to wheelchair-accessible, demand response service. Paratransit is required as a complement to any Fixed Route service.

As one could surmise from the differing models of service delivery, each have varying effectiveness. TTD's and Lake Link's passengers per service hour are included in the table below:

Route/Service	Passengers per Service Hour
Lake Link (Microtransit)	8.9
Route 50 (Fixed Route)	24.5
Route 55 (Fixed Route)	11.0
Routes 19/22 (Fixed Route)	5.0
East Shore Express	39.3
Paratransit	1.7

Today, different service modes are deployed to meet different ridership needs. The high demand on the US 50 corridor is served by a fixed route. The more neighborhood-friendly Route 55 reflects the ability to get closer to residents and visitors, but is not as convenient moving them to businesses. Routes 19 and 22 are commuter lines linking Carson Valley to the south shore. Low passengers per hour reflect the infrequent service and long distances travelled. The East Shore Express provides an unambiguous example highlighting the effectiveness of visitor-focused transportation. Paratransit is indicative of low ridership and demand responsive inefficiencies. Lake Link exhibits the usefulness of demand response for short trips within a fixed area.

Funding

Understanding the needs of the public, defining how transit can be molded to fill those needs, and the limitations on resources will pave the way to consensus on cost sharing. Above all, the transit system must be a seamless and unified experience for the rider. Whether there are two or twenty entities operating the system, or parts of the system, the passengers should always be oblivious to the operator. Yet, transit funding entities will be acutely aware of the operator.

There are vastly different rules for local, state, and federal sources of funding. Depending on the operator and the service mode, it may make sense to compartmentalize the funding of certain services to one or another funding source. Local funds (Transient Occupancy Tax or TOT) have very few regulatory requirements attached. California's Transportation Development Act (TDA) that is comprised of State Transit Assistance and Local Transportation Fund dollars requires performance measures, public processes, and includes penalties for non-compliance. The pinnacle of regulation are federal funds administered by the Federal Transit Administration (FTA). There are multiple laws and regulations to follow. FTA conducts triennial reviews of recipient management practices and program compliance. There are 23 subject areas and FTA produces a handy 657-page Contractors Manual to assist recipients with compliance. The federalization of programs should be compartmentalized to the least number to help keep the administrative cost of compliance contained. A federalized program means prescriptive rules that take precedence over local policies and procedures. These rules range from contracting to procurement, from DBE to financial management, and from drug testing to ADA.

Both the SS-TAC and the PIC have received briefings on funding sources available to the District and those being used to fund the Lake Link mitigation microtransit service.

Discussion:

TTD's programmed services for FY24 are fully funded. However, that is based on the availability of one-time pandemic support funds. These funds are expected to be exhausted by FY26, resulting in a need to modify the transit system to fit available funding or increase 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 Lake Link nearing the first anniversary of its system.

As part of the SRTP, TTD and Stantec has designed 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. Additional system options were developed to begin addressing 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 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.

Staff proposed two options to the PIC for discussion: 1) a regional emphasis; and 2) a compromise that traded service to the Carson Valley and other regional destinations to allocate additional funding to microtransit and capital needs. Neither option was fully funded. The consensus was to continue developing a regional emphasis within budget, while funding microtransit. The modified regional option is detailed below.

Modified Regional Option Emphasis

In this scenario, four 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: Carson City 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 3: Minden/Gardnerville Express.** This is the existing TTD Route 22 linking the south shore with Kingsbury and Minden/Gardnerville.
- **Route 4: 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.
- **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.

The 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. TTD would likely operate Zone 5 as federal funds will likely be required, as well as all remaining routes.

Operations Expense	(\$7,702,800)
Operations Revenue	\$7,702,800

Surplus (Deficit) Operations	\$0
Capital Matching Expense	(\$750,000)
Capital Matching Revenue	\$302,461

Surplus (Deficit) Capital	(\$429,539)

In this modified option, all services are fully funded and 40% of typical capital matching needs are satisfied as well.

The service approach is an integrated regional model that accommodates the use of microtransit to reach into neighborhoods and uses zoned areas and express routes to transfer those riders to their final destinations. It also recognizes the City of South Lake Tahoe’s desire to operate public transit within the City, with designated Route 1 serving US50 and microtransit zone 2 serving the City west of zone 1’s mitigation service boundary. Service to Carson City re-establishes the critical link between employees and employers and Route 3 maintains access to shopping, medical, and other appointments for South Lake Tahoe and Douglas County

residents. Microtransit zone 5 will bring a new level of service to Meyers that is more flexible than the prior lightly used fixed route. All microtransit zones will serve as the paratransit system combining the relatively small paratransit ridership with anticipated robust demand for microtransit.

While imperfect due to minimal operating funds, the Modified Regional Emphasis option does address all three groups. Visitors are served by the East Shore Express and microtransit options. Residents are served by microtransit options linked to express service to lower ride times. And, businesses are served by a full suite of commuter routes and easy and free access to transit options for locals. In short, it is an affordable balance of local and regional options.

Feedback

Is the Modified Regional Emphasis option the right balance? Should there be different services funded? Should more funding be assigned to transit? There are many facets to public transit planning and provision at Lake Tahoe. The discussion here will help guide Staff and Stantec as we move into another TAC with regional participation, recommendations for Board consideration, and ultimately public input. The concepts discussed here will help forge direction for the next five years.

In the short term, major change is inevitable. At the end of the planning process, should the decision be for the City to become an operator of transit service, more work will be required to develop a transition plan and draft funding and operating agreements that define what the responsible parties are doing, why they are doing it, who is responsible for what, and how it will meet the goals of the community and the implement the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Staff expects to return to the TTD Board for a decision on the SRTP service direction later this calendar year after compiling additional public, stakeholder, and regional input.

Additional Information:

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



MEMORANDUM

Date: June 1, 2023

To: Tahoe Transportation District (TTD) Board of Directors

From: Alexis Hill, Board Chair
Brian Bigley, Board Vice Chair

Subject: Presentation of District Manager’s Evaluation, Discussion and Possible Action on Evaluators’ Recommendation

Action Requested:

Following the presentation and discussion, it is requested the Board consider the findings and recommendations presented as an outcome of the District Manager’s Performance Evaluation process.

Fiscal Analysis:

The District Manager position is located on Grade 70 in the modified salary table and is budgeted at step 5 amounting to \$155,270 (gross prior to taxes and fringe benefits). Total compensation for FY24 is anticipated at \$216,756 and budgeted as follows: \$97,749 to the General Fund, \$51,271 to the CIP Fund and \$67,736 to the Transit Operations Fund.

Background:

Carl Hasty serves the Board as District Manager based on an Agreement for Services (“Agreement”). In Fiscal Year 2013, the Board and Carl agreed on an annual evaluation process. Previously, the process had been conducted every two years. Currently, the District Manager’s salary is \$148,806.

Consistent with Section 7 of the Agreement for Services, the District Manager evaluation process includes the following steps:

- a. The TTD Chair and one other Board Member (the “Evaluators”) shall meet to review the District Manager’s performance during the prior year and evaluate whether his performance meets, exceeds, or falls below expectations for each of the duties in Agreement Section 6, and the objectives established by the Manager and Board in the prior evaluation.
- b. The District Manager shall prepare a self-evaluation for each of the duties and objectives described in “a” above.
- c. The Evaluators shall meet and confer with the District Manager regarding their initial determination and the District Manager’s self-evaluation, and identify any areas of disagreement.
- d. The Evaluators shall finalize a written determination as to whether the District Manager’s performance meets, exceeds, or falls below expectations for each of the duties identified in Section 6 of the Agreement and the objectives established in the prior evaluation.

- e. The Evaluators shall present their written determination to the TTD Board as an agenda item at a District Board meeting. The District Manager shall have the opportunity to address the Board at that meeting.
- f. Following discussions, the TTD Board shall vote as to whether the District Manager's overall performance meets, exceeds, or falls below expectations, and whether the District Manager shall receive a salary increase.

Discussion:

Brian Bigley and I prepared the Carl's Performance Review (Attachment A) that summarizes the feedback we have received from the Board members. Carl's self-evaluation is included as Attachment B. We then met with Carl and discussed the results, as well as approaches for addressing areas of desired improvement. We will be meeting with Carl to review and implement a development plan in accordance with the review assessment.

Attachments:

- A. 2021-2023 Performance Review Prepared by Evaluators
- B. District Manager's Self-Evaluation

Performance Evaluation

**Carl Hasty, District Manager
Tahoe Transportation District**

Period: July 1, 2019 through March 31, 2021

Evaluator: Alexis Hill, Chair and Brian Bigley, Vice-Chair

Evaluation Standards

The following standards have been adopted by the Board to be used to evaluate the District Manager on performance objectives established the prior year and on the other duties listed in Section 6 of the Agreement for Services between the Board and the District Manager.

A. Exceeds Expectations = 3 points

- Employee demonstrates substantial knowledge and ability in performance of job duties.
- Clearly and consistently exceeds expectations.
- Requires a minimum of direction or supervision.
- Demonstrates willingness to assume additional responsibilities.
- Makes significant contributions beyond normal job responsibilities.
- May teach others and is a role model.
- Employee continually demonstrates excellent ethical and innovative leadership skills.
- Fosters positive communication and relationships at multiple levels.

B. Meets Expectations = 2 points

- Employee demonstrates knowledge and ability to meet performance expectations.
- At times, this employee may require more supervision, revision or adjustment to meet expectations, but will seek out appropriate assistance when needed.
- Assignments are completed accurately and in a timely manner although occasional assistance may be required.

C. Does Not Meet Expectations = 1 point

- The employee's performance or behavior needs improvement and/or is inconsistent or unacceptable.
- Employee has limited grasp of basic job requirements despite repeated coaching and/or retraining.
- Shows little or no initiative or urgency to perform.

Professional, Organizational & Leadership Duties and Standards

1. Leadership – Rating: Meets Expectations

- Creates a climate of trust and mutual respect, increasing the potential for employees to be productive and to feel welcome, valued, and motivated. Choose an item.
- Exhibits ethical leadership and models the conduct that is expected from those he leads. Choose an item.
- Performs duties with honesty, accountability, fairness and professionalism. Choose an item.
- Inspires confidence, establishes credibility with the board, staff and others. Choose an item.
- Exhibits a variety of interpersonal skills inclusive of effective communication skills, facilitation of teamwork, employing conflict resolutions skills, engendering confidence in leadership by subordinates, listening and feedback skills, addressing emotional behavior, and empowering staff and related human interaction abilities. Choose an item.
- Maintains and effectively exhibits a positive attitude in their work and creates a culture of excellence throughout his work group by sharing positive feedback and constructive criticism, when necessary, to both individuals and the work team. Choose an item.
- Manages and oversees the daily oversight of the TTD staff. Choose an item.
- Plans, organizes, creates and implements TTD administrative processes, tools, and administrative capabilities. Choose an item.

Comments:

Here's some general themes we read when reviewing the comments:

"I appreciate Carl's consistent willingness to participate in open dialog about any subject. He conducts himself professionally, ethically, with honesty. I believe there is mutual respect and I feel the transit district's employees value his leadership and are sufficiently motivated by Carl. He does a good job overseeing and managing daily activities of staff. Moving forward, I would like to see Carl strengthen his leadership influence on improved regional governance."

"In many areas listed above Carl meets expectations. I believe more communication and interaction with Board members is critical to effective leadership of the organization."

"Carl exemplifies positivity and shows he loves his job though his actions and words. I have worked with him many years and found him to be trustworthy and a great partner."

"Carl is always available to talk and work with others. He manages to state positive and even-keeled when faced with negativity. He works hard to find solutions and implement them."

"He's a mentor when I'm faced with challenges of managing staff and how I can adjust so that when staff approaches me, I can listen attentively, evaluate suggestions and let them take more "lead projects while offering support."

2. Vision, Mission & Strategy – Rating: Meets Expectations

- Articulates a compelling vision or picture of the future, pertaining to his work group and how that vision is consistent with the values and mission of TTD. Choose an item.
- Possesses broad knowledge and perspective and is future-oriented. Choose an item.
- Demonstrates the capacity to maintain the work group's direction and consistency in meeting their defined strategic objectives. Choose an item.
- Plans and implements construction projects and transit services. Choose an item.
- Develops and implements strategic legislative, funding, partnership and organizational actions relevant to TTD mission statement. Choose an item.

Comments:

Here's some general themes we read when reviewing the comments:

“Carl most definitely works to move the vision, mission and strategy of TTD forward, in spite of resistance from certain circles.”

“Carl is very flexible and does not back away from challenges. He communicates TTD's story very well while not sugar coating when TTD falls short. He works within budget constraints while seeking permanent funding for the General Fund and pursuing other funding opportunities including working with many different legislative bodies.”

3. Decision-Making & Critical Thinking – Rating: Meets Expectations

- Recognizes issues, problems, or opportunities, and determines whether action is needed to advance the decision-making process. Choose an item.
- Demonstrates the ability to maneuver through complex political situations effectively. Choose an item.
- Possesses the ability to skillfully negotiate in difficult situations with both internal and external groups; can be direct as well as diplomatic. Choose an item.
- Possesses ability to envision enhancements to a particular support service or program activity. Choose an item.
- Demonstrates the ability to lead and explore alternatives to the status quo. Choose an item.
- Looks toward the broadest possible view of an issue/challenge; thinks globally. Choose an item.

Comments:

Here's some general themes we read when reviewing the comments:

“Carl has the ability to skillfully negotiate difficult situations internally and possesses the ability to explore alternatives to the status quo. However, discontinuity exists and there is a need for a balanced approach to service levels and sources and uses of funds between competing service areas. Notably, it is generally understood that current funding shortfalls exist and demand for service exceeds available funding which Carl should not be held responsible for. It is however important that Carl and his staff focus on consistent dialog with the board and stakeholders to ensure sources and uses of funds are balanced and more importantly to reach consensus on the pursuit of competitive grants and various approaches to local funding options.”

“Carl continually demonstrates that he embraces change. He researches and finds solutions. He handles diversity of opinions very well with a thoughtful respectful demeanour.”

4. **Resilience & Change Management – Rating: Meets Expectations**

- Develops necessary policies, objectives, budgets, funding sources, and other items. Choose an item.
- Encourages positive change in support service or program functions and exhibits the ability to change constructively, positively, and effectively by communicating the reason/need for change, involving others in the process, and following up on the impact of change. Choose an item.
- Responds quickly to change and easily considers new approaches. Choose an item.
- Anticipates reactions and objections to change, and plans how to overcome them. Choose an item.
- Takes the steps necessary to understand changes in internal and external environments. Choose an item.
- Researches and identifies “best practices” and implements accordingly. Choose an item.
- Supports new systems and procedures. Choose an item.

Comments:

Here’s some general themes we read when reviewing the comments:

“Carl this is an area of strength for you. You understand your job and recognize the need for changes to stay relevant and productive. You seek advice from others to bring new ideas to the table. You listen well during Board discussions to clean ideas and way forward. You implement Board actions quickly.”

“Carl takes a measured and considered approach best practices and new systems. Rather than rushing to adopt what’s new, he seeks to fully vet ideas and processes before adoption to increase successful deployment.”

5. **Resource Management – Rating: Meets Expectations**

- Demonstrates the ability to manage and leverage financial resources, information technology, building facilities, and external resources in support of the District’s mission and objectives. Choose an item.
- Demonstrates the ability to estimate, justify, and manage appropriate funding levels to support the mission. Choose an item.
- Ensures that self and staff are trained and competent in utilizing existing and new information technology. Choose an item.
- Understands and utilizes internal and external resources to achieve objectives. Choose an item.
- Maintains responsive and effective transit system within operating budget. Choose an item.

Comments:

Here’s some general themes we read when reviewing the comments:

“Carl demonstrates his ability to meet the expectations outlined above however Tahoe economic challenges (staffing, housing, supply chain delays) adversely contribute in being able to maintain an effective transit system. Carl’s leadership in this area is consulting with other organizations and seeing where TTD could improve on its recruitment, retention, and maintenance challenges.”

6. Financial Management – Rating: Meets Expectations

- Keeps the board informed using generally accepted financial and accounting reports. Choose an item.
- Demonstrates broad understanding or principles of financial management. Choose an item.
- Prepares, justifies and administers District budgets. Choose an item.
- Monitors expenditures in support of programs and policies. Choose an item.
- Uses creative approaches to maximize or leverage the use of financial resources. Choose an item.
- Ensures the fiscal responsibility and management of their respective work group by meeting all cost center budgets and performance/unit delivery standards. Choose an item.

Comments:

Here’s some general themes we read when reviewing the comments:

“With the support of a solid financial staff, this is one area that Carl has excelled in.”

7. Collaboration & Public Image – Rating: Does Not Meet Expectations

- Builds relationships with primary local, state, federal and private sector partners. Choose an item.
- Leverages expertise and contacts to solve problems, gain knowledge or develop new business. Choose an item.
- Considers impact on external partners and stakeholders when planning program development or expansions. Choose an item.
- Promotes effective public education by making materials available regarding the TTD’s mission and actions. Choose an item.
- Works and coordinates jointly with various groups and individuals in order to insure the necessary collaboration to complete TTD projects. Choose an item.

Comments:

Here’s some general themes we read when reviewing the comments:

“Carl does work consistently with a significant number of stakeholder groups, However, there is room for improvement coordinating and communicating with stakeholder groups on the South Shore including local area businesses through the existing business chambers, CEO roundtables, social services roundtables and engaging with city council briefings at least annually if not more often.”

“This is an area you could continue to improve. While meeting expectations, I am hopeful bringing the marketing in house will improve this area of the job.”

“The lack of a Deputy and other positions does not seem to make it easy for Carl to carve out enough time to handle these tasks as well as he is certainly capable of.”

“For Carl to be successful in promoting TTD’s public image, he must have Board support. Carl does as much as he can as staff but to exceed expectations, he will need the Board to build relationships (including with each other), support his efforts to reach out to stakeholders, speak in a unified voice and support TTD’s mission.”

May 2021 through May 2023 Performance Objectives

Please see 'Carl Hasty Self Evaluation' document for his report on Outcomes of these Objectives.

1. Work with the Board on self-development areas and develop a staff succession plan.

Rating: Meets Expectations

2. Develop a funding strategy for additional District staffing, including reorganizing existing staff roles and duties to free-up resources.

Rating: Meets Expectations

3. Update the Short-Range Transit Plan in the next fiscal year.

Rating: Meets Expectations

4. Develop a financing/transition plan for the US 50/South Shore Revitalization project.

Rating: Meets Expectations

5. Complete agreed upon tasks for the sustainable regional revenue effort.

Rating: Meets Expectations

Overall Assessment

Carl's overall performance during this period meets expectations or an overall average of score of 2.18 points.

The last two years have been opportunities for TTD to plan and collaborate, align resources and capacities on the Bistate priority list of transportation work. Carl has responded to the south shore transit concerns and has pivoted the Short-Range Transit Plan to look at opportunities with the City of South Lake Tahoe. TTD and TRPA have greatly improved their relationship on transportation planning, collaboration, and implementation, which has allowed for TTD to receive funding from the state of Nevada for general operating for the first time. TTD will also receive coordinated local government contributions this next fiscal year because of the articulated need for more staff support in the form of a deputy. Carl has made progress on the Incline Village Mobility hub community outreach and potential site analysis. Carl has pivoted the US 50 project to focus on objectives of the project that the City of South Lake Tahoe approved and continues to work with stakeholders to reimagine the Main Street project. Carl has involved NDOT and the Forest Service on the Nevada SR 28 corridor plan, including Spooner and the expansion of the Chimney and Secret lots. Carl has championed the completion of the stalled Fanny Bridge project and the team will be looking at replacement of the bridge and roundabout at the Tahoe City Y in 2025. Carl has been working with Placer County and the Town of Truckee to illustrate to California Tahoe's transportation needs and potential for connection and investments in rail. Carl obtained a new and coveted SMART federal grant that will install technology around the Lake to understand travel patterns beyond traditional traffic counts. TTD has also invested in the basin's first electric buses and electric charging infrastructure.

Carl scored the best on leadership, vision, resource development, and financial management. He is a strong leader for his staff and for transit and well as corridor management planning and execution for the Tahoe region. Carl has done a great job of changing the TTD Board schedule and adding TTD committees to vet plans, projects before they go to the full TTD Board. This has led to more productive Board conversations and a more engaged Board and staff.

There are also important areas that the Board has identified for improvement, including decision-making and critical thinking, and collaboration and public image which require improved, proactive and consistent two-way communication with the Board, other agencies, organizations, and the public. TTD hasn't had a reliable source of general funding for operations, so the District has been spread thin with projects that can maintain staffing levels through grants. The Board recognizes that additional resources and additional staffing are needed to meet the Board's expectations and some of that funding will be actualized in FY 2023/2024. Many Board members believe that hiring a PIO and Deputy for the organization will assist with these concerns, but there are some Board members that have serious concerns about TTD's ability to run a dependable transit system. Carl needs to continue to engage with Board members and stakeholders to articulate TTD's role in the basin and alternatives, if they will allow TTD to better serve the community. The new performance objectives outline this workplan for the next year below.

New Year Performance Objectives

The future performance objectives are intended to assist the employee to develop, enhance, or maintain his/her leadership skills and position accomplishment. Performance objectives serve to establish a common focus of effort between the employee and his/her supervisor over the course of the next evaluating period. The employee shall complete this section, with review by his annual Evaluators and the District Board of Directors.

Future Objective #1: Collaborate on the redefining of South Shore transit and any necessary transition as outlined by the Short-Range Transit Plan (including incorporating microtransit), with collaboration with the City of South Lake Tahoe City Council and the TTD Board.

Future Objective #2: Direct the effective operating, staffing, and recruitment plan for the execution of the South Shore transit.

Future Objective #3: Deliver the approved US 50/South Shore Revitalization Plan.

Future Objective #4: Lead the SR 28 Corridor (including completion of the East Shore Trail) collaboration with planning, funding and estimated completion date goals.

Future Objective #5: Support the Incline Village mobility hub community engagement, location and (potential) property acquisition and funding for building the Incline Village mobility hub.

Future Objective #6: Develop with the TTD Board a TTD engagement, outreach and communications strategy with the new TTD public information officer.

Future Objective #7: Continue to collaborate in the Tahoe City project and the TIRCP.

Future Objective #8: Support and convene as necessary the participation in the Sacramento/Reno train discussions and TTD connections.

Future Objective #9: Collaborate with TRPA on sustainable regional revenue effort, including Santini/Burton Tahoe federal funding and other agreed upon funding efforts. Support and initiate TTD outreach to local governments, the States of California and Nevada, and the federal government to support sustainable regional revenue efforts.

Carl Hasty self-evaluation of performance for the last two years – May 2021 through May 2023

New Year Performance Objectives

The future performance objectives are intended to assist the employee to develop, enhance, or maintain his/her leadership skills and position accomplishment. Performance objectives serve to establish a common focus of effort between the employee and his/her supervisor over the course of the next evaluating period. The employee shall complete this section, with review by his annual Evaluators and the District Board of Directors.

Future Objective #1: Work with the Board on self-development areas and develop a staff succession plan.

I brought to the Board a staff succession plan in February 2021 for discussion and articulated what I thought would need to be in place to provide financial stability to the organization and the ability to fund a deputy, which is critical to a succession plan for stability should my position be vacated without back filling.

I worked with the Board to hire a facilitator, Caelan McGee, for what turned out to be four strategic planning sessions, whose outcome was the adoption of four five-year strategic goals, two additional committees for a total of four committees, and a shift in the monthly calendared Board meetings and time to every other month on the first Wednesday at 3 pm, with the goal of having two of the committees meeting the alternate months. Those planning sessions were educational and facilitated a fuller understanding of the District's operations and financial position, its opportunities, and limitations. The outcome of the entire body of work has led to the most proactive Board in the District's history and greater communication with Board members and me.

Future Objective #2: Develop a funding strategy for additional District staffing, including reorganizing existing staff roles and duties to free-up resources.

At the succession plan discussion of February 2021, I presented to the Board that the District should pursue budget support in the two states, preferably for \$6 million annually, with the absolute minimum of \$1 million for general fund. The \$1 million target was established and pursued, with Board members help, through the Nevada budget process, using the vehicle of the TRPA biennium budget submittal. The strategy was to follow the traditional 1/3 2/3 split between Nevada and California. The Nevada option has made its way through committees and is awaiting floor votes as part of the larger budget for the state. The California budget option was unable to be pursued this fiscal year through the same approach given California's deficit situation. In addition, the Board has responded with most of the local government membership providing contributions to TTD's general fund for FY 23 and 24.

Future Objective #3: Update the Short-Range Transit Plan in the next fiscal year.

The RFP was brought to the Board in June of 2021 and the consultant contract was awarded in January 2022. The SRTP update work was slowed in 2022 in order to align with the new TTD committee structure and to be used as a framework for integrating the new Lake Link micro-transit mitigation service. Transit system alternatives have been developed and are being presented to the Program Implementation Committee and full Board after being developed with the help of a Technical Advisory Committee.

Future Objective #4: Develop a financing/transition plan for the US 50/South Shore Revitalization project.

The project has been reimagined after the final assessment of the City's various recommendations of modification of the approved alignment were completed and discontinued. The reimagined concept is a major reduction in project improvements with the realignment of US 50 being removed from the project. The focus has shifted to the remaining elements, which include parking management, a roundabout intersection at Lake Parkway on the Nevada side, pedestrian and lane improvements through the core on the Nevada side, the bike and pedestrian bridge to the bi-state park, bike trail connection from the commercial core to the trail at Nevada Beach, sidewalk connection between Lake Parkway and Kingsbury Grade on the mountain side of US 50 and undergrounding of the power line, and improvements to Stateline Ave on the California side.

A project meeting discussion was conducted with STAR in January of 2023 and staff are awaiting a follow-up design meeting with Caesar's Entertainment in conjunction with their masterplan efforts. The purchase of Hard Rock may lead to additional consultations.

Future Objective #5: Complete agreed upon tasks for the sustainable regional revenue effort.

The sustainable regional revenue effort became the 7-7-7 solution with the Bi-State Consultation on Transportation. I participated and represented TTD, working closely with TRPA and transportation partners. The ten-year list was updated and approved, a report to the Nevada Legislative Oversight Committee was prepared and presented to the Committee, leading to work session items that included bond money recommendations for transportation, the budget request for TTD, an increased budget request for State Parks transit support for East Shore Express, and a resolution of support for the transportation priorities identified in the ten-year list.

Future Objective #6: Other

Since the actual review period spans two years, other objectives and needs occurred that required TTD response or support. Among those are:

FY 22

Board Retreats, Committee Creation, and Meeting Changes-

In June of 2021 the Board approved facilitated retreat with Caelan McGee which led to a series of workshops through October of that year that led to establishment of four five-year strategic goals and an update of the mission statement. It also led to a revamp of Board operation expanding the committees from one to four and changing the meeting times, duration, and frequency.

Supporting the facilitation process required detailed development of information by staff to assist the education of the Board and understanding of TTD operations.

Post Committee establishment staff had to shift support for meetings, minutes, scheduling, agenda development, goal establishment for each committee, and periodic reports to the Board to keep them up to date.

Caldor Fire

September of 2021 brought the fire where the City reached out to TTD to assist with the evacuation and repopulation of residents. It required staff to mobilize, re-locate operations, and adapt to provide service for the community and be part of the emergency response team.

Transit Salary Comparability Change

In December of 2021, staff brought to the Board a \$4 dollar/hour pay increase request to assist in recruitment competitiveness for transit staff ahead of the salary comp and class study outcome. The Board supported the change.

General

The last half of FY 22 included completing the committee goal process, amending the Board operating policies to reflect the work and goals, engaging the public in Incline Village to add public members to the mobility committee in anticipation of the mobility hub site assessment process, working with the Board to establish funding targets for contributions to TTD general fund, securing a fleet conversion planning grant, and getting underway with implementing the new committee and board meeting schedule.

FY 23

My focus for this fiscal year with the work program has been oriented on continuing project support work for Tahoe City, SR 28, Incline Mobility Hub, US 50 SSCR, completing the salary comp and class study and translating that into proposals to the Board along with the budget for FY 24, funding pursuit through the Nevada legislative cycle, initiating the maintenance facility site selection process, acquisition of the basin's first electric buses, engaging the Short Range Transit Plan update process to integrate micro-transit and address south shore interests in operating transit, adapting transit operations, developing TTD roles and improving the working relationship with TRPA, engaging Board members more often and/or Board update memos, strategic planning and advocacy, and new project partnerships among others.