

**TAHOE TRANSPORTATION DISTRICT (TTD)
REGIONAL PARTNERSHIPS AND COMMUNICATIONS COMMITTEE**

Meeting Agenda

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

**June 7, 2023
12:00 p.m.**

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

Committee members: Andy Chapman-Chair, Jessica Diss, Alex Fong, Cindy Gustafson, Sondra Rosenberg, Jeffrey Spencer, Steve Teshara

To register for the meeting, go to:

<https://attendee.gotowebinar.com/register/7911169112306012504>

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

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

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

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

I. CALL TO ORDER AND ROLL CALL

- A. Roll Call and Determination of Quorum
- B. *For Possible Action:* Approval of Agenda for June 7, 2023
- C. *For Possible Action:* Approval of Minutes of January 23, 2023

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II. PUBLIC INTEREST COMMENTS

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

III. DISCUSSION ITEMS

Page

- A. *For Information:* Update and Discussion on Draft Roles and Responsibilities for Transportation Partnership Between TTD and the Tahoe Regional Planning Agency

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IV. DISTRICT MANAGER REPORT

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

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

VI. PUBLIC INTEREST COMMENTS

VII. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

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

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

Nevada Open Meeting Law Compliance

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

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

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

**TAHOE TRANSPORTATION DISTRICT
REGIONAL PARTNERSHIPS AND COMMUNICATIONS
COMMITTEE MEETING MINUTES
January 23, 2023**

Committee Members in Attendance:

Andy Chapman, TNT-TMA (attended remotely)
Jessica Diss, TRPA Representative (attended remotely)
Cindy Gustafson, Placer County (attended remotely)
Sondra Rosenberg, NDOT (attended remotely)

Committee Members Absent:

Alex Fong, Caltrans
Sue Novasel, El Dorado County (No longer on TTD Board)

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 Mr. Chapman at 10:02 a.m. at the Tahoe Regional Planning Agency and via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the Committee.

B. Approval of Conduct of Meeting via Teleconference Pursuant to California Government Code 54953(e)

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

C. Approval of Agenda for January 23, 2023

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

D. Approval of Minutes for November 2, 2022

Motion/second by Ms. Gustafson/Ms. Diss to approve the Committee minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

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

III. DISCUSSION ITEMS

A. Regional Transit Conference Planning Discussion and Direction

Mr. Hasty reviewed this item.

Ms. Gustafson requested to have some outside expertise speaking at the conference. Ms. Rosenberg suggested to call it a summit or workshop, not a conference. Mr. Hasty for location suggestions for the event. Mr. Chapman suggested Incline Village would be a central location. Mr. Hasty suggested the Kings Beach Event Center. Ms. Rosenberg noted once the date is set to invite FTA and FHWA division offices. Ms. Gustafson noted the need to focus on what the desired outcomes are and then get the needed parties there to achieve those outcomes. Mr. Haven affirmed TRPA's support to help plan the event and noted he and Devon Middlebrook have been assigned to help.

Public Comment:

Ann Nichols, North Tahoe Preservation Alliance, noted she feels the public is missing in this and need to get them on board.

Doug Flaherty noted a planning committee will need to be publicly noticed and suggested that everyone who attends should take public transit.

Nick Speal commented if the event is to be held on the North Shore to please provide transit from the South Shore.

Ms. Gustafson left at 10:45 a.m.

Action Requested: For Possible Action

No action was taken.

IV. DISTRICT MANAGER REPORT

Mr. Hasty reported he would be sending out a report to the Board soon and reminded the Committee the meeting laws will be changing.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Mr. Chapman noted he had heard that State Parks may have some equipment available to plow the East Shore Trail, along with funds in their budget. Ms. Hughes noted Washoe County is looking at the possibility of plowing the parking lots.

VI. PUBLIC INTEREST COMMENTS

Denise Davis seconded Mr. Chapman's request regarding the plowing.

Ann Nichols doesn't understand the financials of T connect and would like to see an explanation of the financials.

Doug Flaherty stated the East Shore Trail was a great idea in concept, however there was some work done on the bridges and there is a tremendous amount of erosion and is concerned with the amount of weight added to that, as well as the East Shore Trail is degrading the environmental issues and the trail should be moved to the other side of the highway.

VII. ADJOURNMENT

The meeting adjourned at 10:57 a.m.

Respectfully Submitted:

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

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

From: [Doug Flaherty](#)
To: [Judi Allen](#)
Subject: Re: Public Comment - Objection to Concepts discussed in Agenda Item III - 1-23-23 TTD Reg Partnership and Comm Committee
Date: Sunday, January 22, 2023 5:23:49 PM
Attachments: [intercity.png](#)
[TIRCP](#)
[intercity.png](#)

Dear Judi Allen:

Please use this corrected version with the proper date in the subject line for the Regional Partnership and Comm Committee meeting tomorrow.

Thank you.

On Sun, Jan 22, 2023 at 5:19 PM Doug Flaherty <tahoesierracleanair@gmail.com> wrote:



Dear Judi Allen:

Please distribute this to the TTD and Members of the **REGIONAL PARTNERSHIPS AND COMMUNICATIONS COMMITTEE:**

Please make this written public comment part of the record of the Tahoe Transportation District Regional Partnership and Communications Committee, on January 23, 2023 at 10 am.

Agenda Item III is not clear as to whether or not the proposed concepts discussed include additional rail services or expanded transit service lanes within the Truckee River corridor or the Lake Tahoe Basin. However, if the proposed concepts include rail construction or expanded transit service lanes along the Truckee River corridor or the Lake Tahoe Basin, TahoeCleanAir.org is opposed to these concepts for the following reasons:

As an example, Page 4 of Agenda Item III staff report states:

*Sustaining existing transit services is a short-term goal. A longer-term potential is through California's Transit and Intercity **Rail Capital Program** (TIRCP) which*

*provides an opportunity to secure the state's support in delivering a set of transit capital improvements for **Tahoe and the Resort Triangle** to establish a transit network, connecting Tahoe regionally and inter-regionally over the next ten years or so. Programs like TIRCP can be the method to deliver the physical improvement components needed for a sustained transit network that has the capacity to offer people the choice to get to, from, and around the Tahoe area without a car.*

Objections to Agenda Item III's concepts if they involve additional rail or expanded transit service lanes:

1. Any reasonable person would conclude that the concepts discussed within the staff report will simply add human capacity to the Lake Tahoe Basin.
2. These concepts will not reduce vehicle miles traveled (VMT), assist with managing congestion, reduce greenhouse gases nor improve public safety.
3. This concept will add human capacity to the Lake Tahoe Basin. There is no substantial data available to suggest that the concepts will reduce VMT or manage congestion, and in fact, there is plenty of substantial evidence to conclude that adding transportation infrastructure increases human capacity.
4. Adding human capacity **further jeopardizes the health and safety of existing residents and visitors during a wildfire.** The TRPA and TTD have failed to provide a data driven workable and reasonable Tahoe Basin **"fire evacuation route assessment"**. How will the TTD and TRPA safely evacuate those who arrived on "rail" or additional mass transit during a Wildfire? This is a recipe and a design for disaster since panicked wildfire evacuation could easily lead to significant injuries and loss of life. The concepts proposed will dramatically increase the odds that residents and visitors alike will unsuccessfully compete (during increased panic), for access to clogged evacuation routes, resulting in little or no way out of a denser Tahoe Basin. This, since the possibility of current safe and workable evacuation within the Basin is currently questionable, due to an already over capacity road system. Fire evacuations ensue panic, of which often results in immediate collisions and smoke which hamper and block access and egress along with dangerously clogged roadways from fire apparatus. This is common and it is beyond any common sense whatsoever that the TTD and TRPA continue to increase and plan to increase Tahoe's human capacity. The common **"fire evacuation plan"**, often developed through federal grant funding, usually contains a menu of evacuation routes with evacuation diagrams involving a given community or study area, as well as communications protocols, public alerting process and public safety resources, all of which are

all very important. Agencies often use this type of plan as red-herring proof of mitigation, which dangerously allows projects to proceed through public review and approval. However, the truth is, these types of **fire evacuation plans** are usually not based on any real data or in-depth evacuation route capacity assessments to help determine whether roadways will be effective routes during panicked wildfire evacuation. In order to give a common **"fire evacuation plan"** a chance of success to be truly effective, the plan must be foundation based and built on a data driven road by road **"evacuation route assessment"**, including capacity limitations and projected travel route time calculations. This is the only way to ensure "fit for purpose" public safety evacuation capacity effectiveness and work-ability.

5. "Connecting Tahoe Regionally and Inter-regionally" is already in existence. The last time I looked (5 minutes ago), the Lake Tahoe Basin hasn't had a problem "connecting" Tahoe with the rest of the world and unsafely filling the basin with increased human capacity, of which negative environmental impacts abound. Yet, these types of amateur excuses are used time and time again by TTD and the TRPA to pursue unlimited government grants that are far from "Lake Saving Projects". The TTD, TRPA and their "partners", are a gigantic grant vacuum cleaners, having never met a grant that was not branded another "Lake Saving Project".
6. The Lake Tahoe Basin is in an environmental free fall and out of equilibrium and harmony per the Bi-State Compact. Still, TTD and TRPA want to add more public and private projects, more human capacity, along with more height, more density, and more coverage.
7. Implementing the "physical improvement concepts" of **"rail"** or expanded transit lanes, and any associated infrastructure, will most certainly have such a far reaching negative environmental impact on Lake Tahoe and Truckee River waters, the Truckee River Corridor and the Basin itself, that CEQA requirements would stand in the way of this extreme set of concepts. And, since the US Forest Service was named in the staff report, there most assuredly will be an extensive EIS required under the National Environmental Quality Act (NEPA), of which will conclude that it will be impossible to mitigate the far reaching negative impacts on the environment resulting from these concepts.
8. Staff and the TTD Board have failed to define the arbitrary and capricious label of a "short term goal" and now offers the arbitrary and capricious label of "longer term potential" despite the fact that the TTD has offered no substantial data driven evidence that the concepts desired including the possibility of **"rail"** and expanded transit lanes are needed and will not harm the environment or impact public safety.

And Finally,

Currently 84,092.19 acres of Lake Tahoe waters and 30+ miles of the Truckee River are listed under the Clean Water Act Section 303(d) as “**impaired**” waters, and Lake Tahoe water is designated as an **Outstanding National Resource Water**. 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.

One can only conclude from the recent Tahoe Summit UC Davis TERC report that the Lake Tahoe Basin is out of “Equilibrium” and “Harmony” as required by the Bi-State Compact and is in an environmental free fall. This, since the TRPA and its government “partners”, i.e., Washoe, Placer and Douglas County's, have **failed** to adequately monitor and consider **Lake Tahoe Basin wide cumulative impacts** since the inception of the bi-state compact (50 years ago) and as importantly, since the adoption of the 2012 Regional Plan.

This, by failing to identify and analyze the **cumulative impact** from all projects recently approved and planned throughout the entire Lake Tahoe Basin. This includes the failure to analyze Basin wide **cumulative impacts** to our drinking water, including **cumulative impacts** from carbon deposits, increased sediment, algae and chemicals, micro plastics, phosphorus and nitrogen, increased recreation, overcapacity, increased height, density and coverage and the impacts affecting safe wildfire evacuation.

Cumulative impacts result from the tyranny of incremental impact of small decisions when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts result from individually minor but collectively significant actions taking place over a period of time.

Additionally, any reasonable person reading the recent UC Davis State of the Lake Report in its entirety would clearly be of the opinion that Lake Tahoe waters (of which represent a primary drinking water source) are significantly threatened by alarming sediment, algae growth, plastic deposits, and swirling trash heaps, and that these issues present a significant impact on the “particularly sensitive environment” of Lake Tahoe waters.

The concepts discussed in Agenda Item III if additional rail or additional transit lanes are constructed, can only result in increased incremental cumulative human capacity, adverse cumulative impacts and decreased public safety.

The TTD and TRPA should halt approving all major and controversial projects, public and private, including concepts involving increased human capacity, until a Basin wide EIS is conducted, considering all environmental impacts on the Basin since 2012 and taking into account all current and planned public and private projects.

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. For complete information regarding our organizational purpose please refer to “TahoeCleanAir.org Organizational Purpose at the end of this written public comment. 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: [Aaron](#)
To: [Judi Allen](#)
Subject: Re: comment on TTD meeting Jan 23rd
Date: Monday, January 23, 2023 9:34:34 AM

Dear Judi,

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

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

Dear REGIONAL PARTNERSHIPS AND COMMUNICATIONS COMMITTEE,

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

Sincerely,

Aaron Vanderpool

806 Oriole Way

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

Hello Aaron,

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

Judi

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

Subject: comment on TTD meeting Jan 23rd

Dear Judi Allen,

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

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

Sincerely,

Aaron Vanderpool

806 Oriole Way

MEMORANDUM

Date: June 7, 2023

To: Tahoe Transportation District (TTD) Regional Partnerships and Communication Committee (RPCC)

From: TTD Staff, Carl Hasty – District Manager

Subject: Update and Discussion on Draft Roles and Responsibilities for Transportation Partnership Between TTD and the Tahoe Regional Planning Agency

Action Requested:

It is requested the Committee hear the update and discuss the draft roles and responsibilities for TTD in the partnership on transportation between TTD and the Tahoe Regional Planning Agency (TRPA)

Fiscal Analysis:

It is not anticipated that this work will require budget beyond staff time support, which is accounted for in the budget.

Work Program Analysis:

The staff time to support the Committee for this work is in the work program.

Background:

The Committee has discussed the need to address and define the roles and responsibilities between TTD and TRPA several times. The discussion at the March 2022 meeting on the strategic goals and objectives noted the need to address the issue. In October of 2022, Staff and the Committee reviewed materials and a graphic broadly relating the roles of TRPA in its capacity, including as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA in California) to that of other transportation related organizations like TTD. The minutes of the meeting record the direction from that discussion, which included:

Mr. Chapman noted the need to have continued conversations regarding developing the organizational fundamental funding mechanisms needed for the District. Mr. Haven suggested having regular reports to the EIPPO committee or a quarterly check-in on the TRPA Board for on-going communication. Ms. Diss volunteered to give the quarterly report to the TRPA Board. Staff was given direction to meet with Mr. Haven, then the two of them to meet with the chairs of TTD and TRPA, and determine a course to move forward.

Since that October meeting, Staff have continued to address the task and have been working closely with TRPA staff. Work on the Short-Range Transit Plan (SRTP) and the grant application for the Transit Intercity Rail Capital Program (TIRCP), and the many years of experience on the Nevada State Route (SR) 28 Corridor Management Plan implementation have helped to articulate a draft set of role statements for TTD. The draft roles (Attachment A) have been vetted by the Chairs of TTD and TRPA, by Chair Chapman of the RPCC, and by TRPA and TTD transportation staff.

Discussion:

This item is for discussion on the draft roles and the illustrative examples used to develop them. Staff have three current examples of work that are pertinent to defining TTD role statements and illustrating the concepts. The basic role concept is the focus on implementation of transportation projects and services.

The first illustration is the map for the TIRCP grants application (Attachment B). Here, TTD utilized its Compact authority and mission to address a significant cross-jurisdictional and inter-regional systemic solution to develop and construct transit mobility infrastructure necessary to establish a connected regional and inter-regional network. The application's improvements represent a significant network component articulated in both the Regional Transportation Program (RTP) and the Bi-State Consultation 10-Year List. TTD reached out and worked with many partners to make a joint application and to demonstrate their support for the work. This type of application and advocacy pursuit is jurisdictionally difficult for other transportation agencies to approach and TTD's authority provides the umbrella capability to work together on such a scale for implementation.

The second illustration is the SRTP proposal that is the aspirational product of the work with the South Shore-Technical Advisory Committee and the Program Implementation Committee in the update process responding to several circumstances that have appeared since the last SRTP of 2017. They are the introduction of micro-transit to the south shore and the City of South Lake Tahoe's (CSLT) interest to explore the possibility of operating fixed route and expanded micro-transit within the City. An SRTP draft proposal is illustrated in the attached map (Attachment C). The map illustrates inter-regional community transit connectivity that integrates transit options and opportunities for three primary user groups: residents, visitors, and workers. The focus is on implementation, the use of TTD's operating authority, the concept of creating a seamless to the user transit network regardless of operator. So, what does that proposal mean for TTD? It means developing a role that establishes some oversight standards. If CSLT takes on transit operations, there will be federal and state funding requirements that have to be followed. With CSLT being new to operating transit, the Tahoe region cannot afford to lose the trust and faith of the Federal Transit Administration (FTA).

The third example of TTD's role is illustrated with the corridor map for Nevada SR 28, an area of focus since 2009 for TTD. The Corridor Connection approach, developed from TTD's experience, organizes the region's highways into six segments. Each corridor segment has cross-jurisdictional transportation solutions that require vision, scope, collaboration, coordination, and persistence, to name a few, in order to implement, and then, operate multi-modal transportation solutions. TTD's authority is suited to that cross-jurisdictional approach. Corridor solutions, in many ways, are forever solutions in terms of time, attention, and resources as the emphasis shifts from capital improvements to operations and maintenance. TTD has found that a "corridor champion" is needed to have the dedicated focus and role to play coordinator, liaison, implementer, broker, etc. for added capacity and as a resource for land managers, landowners, and other agencies and organizations in the corridor.

Staff will present the illustrations to explain the draft roles for the Committee's consideration and feedback.

Additional Information:

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

Attachments:

- A. Draft Roles of TTD
- B. TIRCP Application Summary and Map
- C. SRTP Transit Service Alternative Proposal Map
- D. Nevada SR 28 Corridor Management Plan Map

5-31-23

TTD's Role is Regional Transportation Implementation, Partner Coordination, and Local Support

Implementation – General

- TTD uses its regional authority under the Compact (Article IX) to develop, organize, and maintain the cooperative effort to implement and operate a multi-modal transportation and transit network for the Tahoe region and its inter-regional community connections.

Transit

- TTD uses its authority to establish a connected inter-regional transit partnership program for Tahoe with standards and goals for seamless transit service between modes and between operators.
- TTD uses its authority to focus on regional and inter-regional transit connections and assist local transit service implementation for a seamless inter-regional network.
- TTD uses its authority to establish an umbrella partnership program and protocols for regional parking management to optimize public and private parking availability to the motorist to support transit and multi-modal use through wayfinding, real time information, and revenue.
- TTD coordinates with Trans-Sierra transportation partners and transit providers to establish park and rides and mobility hubs to support connected inter-regional transit and access multi-modal transportation options.

Corridor Connection Implementation

- As a bi-state regional transportation implementation agency, TTD will monitor and coordinate corridor management partner activities to achieve transportation service goals established by Corridor Management Plans (CMPs).

TTD established the corridor connection approach in 2017 recognizing that multi-modal transportation solutions can differ by corridor segment, and that most corridors require multi-agency cooperation in developing comprehensive solutions and in managing the corridor to achieve safety, congestion management, parking, enforcement, vehicle miles traveled reductions, access, emergency management, and multi-modal operation goals and practices. Such goals go beyond one-time capital improvements and require perpetual alignment and interaction amongst partners to create best practices and sustained commitment.

Capital Project Implementation

- TTD will focus on adding capacity to deliver cross-jurisdictional multi-modal and transit capital improvements that support regional and inter-regional transportation network goals.

Trans-Sierra Partnership

- TTD will focus on partnerships and coordination with Trans-Sierra transportation entities adjacent to the Tahoe Region to facilitate additional transportation connections.

Legislative

- TTD works with transportation partners to effectively represent Tahoe and Trans-Sierra transportation entities and needs for state capitol and federal support.



Tahoe Transportation
DISTRICT

Connecting our communities

Project Narrative – Tahoe’s Transit Intercity Rail Capital Program (TIRCP) Grant Application Summary

Submitted to California State Transportation Agency (CalSTA) February 10, 2023. Expected notification of award April 2023

PROJECT TITLE: Transforming Tahoe and the Trans-Sierra: Inter-Regional Electrified Rapid Transit Fleet, Facilities and Corridor Improvements Program of Projects

LEAD APPLICANT: Tahoe Transportation District (TTD)

CO-APPLICANTS: Placer County and Town of Truckee

Project Priority

This application consists of a program of project elements needed to establish a transit mode of travel that does not exist--an inter-regional network of transit system improvements that integrate to connect Northern California to Truckee, North Lake Tahoe, and South Lake Tahoe.

No other projects in the Trans-Sierra and Tahoe region have been awarded TIRCP funds. The Town of Truckee is submitting a separate fleet request based on immediate need highlighted by the success of their 2022/23 Microtransit Pilot Project for this Cycle TIRCP. Titled “Keep Truckee Moving,” it was prepared in consideration and coordination with this request.

TTD has prioritized these initial project requests based on the most transformative inter-regional investments and alignment with the TIRCP program. The projects are prioritized below in descending order:

1. Lake Tahoe High-Speed Passenger Ferry and Facilities (HSPF)
2. Transit Priority Lanes on SR 267 and SR 89 (TPLs)
3. TTD Maintenance and Administration Facility (MAF)
4. TART and TTD Fleet Electrification and charging infrastructure (FLEETS)
5. Resort Triangle, South Lake, and El Dorado Mobility Hubs Master Planning (MHUBs)
6. Truckee Maintenance and Storage Facility (MSF)
7. I-80 Rail to Motor Coach Service Planning (RMCS)

Project Purpose and Need

The greater Trans-Sierra and Truckee / Lake Tahoe Region of the Interstate 80 (I-80) and US Highway 50 (US 50) Corridors is a recreation haven and mecca for millions of urbanite residents and out of state visitors who seek to enjoy the natural amenities and the mountain experience that millions of acres of public land have to offer. Recreation travel and tourism to recreation destinations in the Sierra is fundamental to the economies of the mountain communities yet with continuous population growth in the drive up markets the traffic volumes related to those destinations present a tremendous challenge

to the communities, the travelers, and the local, regional, state, and federal agencies who must contend with an urban demand utilizing a largely rural transportation network.

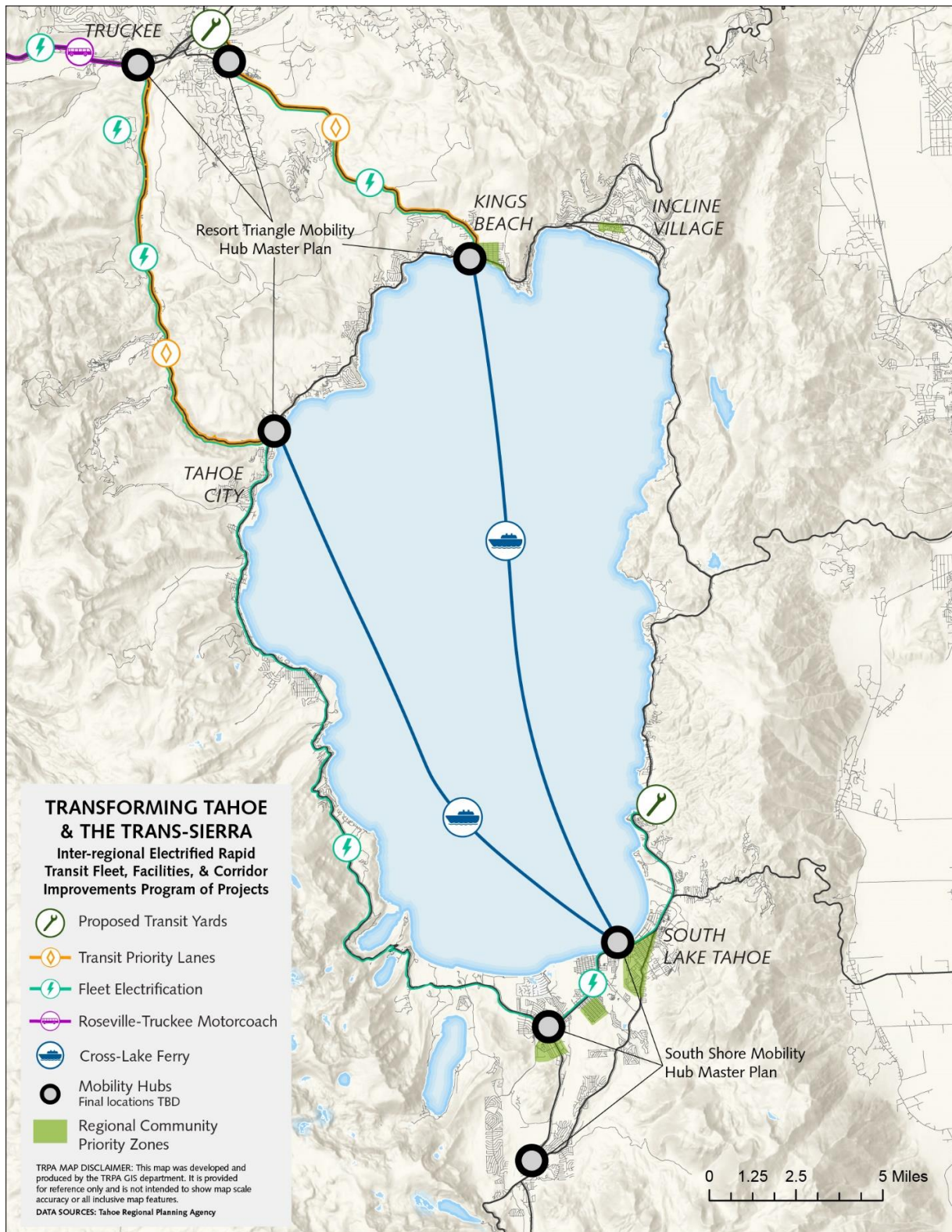
Tahoe and the Trans-Sierra need a systemic transformation that provides a well-connected and operating inter-regional multi-modal system to improve safety, reduce auto trips, alleviate congestion, and reduce VMT and GHGs. The application to the TIRCP addresses a systemic program approach to achieve such a network. This programmatic network solution will transform travel options in the trans-Sierra region to a significant effect, putting in place choices that now do not exist, but have been desired for decades.

Project TIRCP Funding Request Over Four Years

Project	FY24	FY25	FY26	FY27	Total
1) HSPF	\$1.5M	\$1.5M	\$1.5M	\$0.5M	\$5M
2) TPLs	\$3M	\$3M	\$2.5M	\$2.5M	\$11M
3) MAF	\$1.5M	\$2.5M	\$2.5M	\$0M	\$6.5M
4) FLEETS	\$4.46M	\$4.46M	\$4.46M	\$4.46M	\$17.862M
5) MHUBs	\$0	\$0.5M	\$0.5M	\$0	\$1M
6) MSF	\$2M	\$2M	\$1.96M	\$0	\$5.96M
7) RMCS	\$0	\$0.333M	\$0.333M	\$0.334M	\$1M
Grand Totals	\$12.46M	\$14.293M	\$13.753	\$7.794M	\$48.322M

Total Program Costs

Project	TIRCP Amount	Match	Subtotals	TIRCP %
1) HSPF	\$5M	\$0.583M	\$5.583M	90%
2) TPLs	\$11M	\$2.75M	\$13.75M	80%
3) MAF	\$6.5M	\$5.32M	\$11.82M	55%
4) FLEETS	\$17.862M	\$5.575M	\$23.422M	76%
5) MHUBs	\$1M	\$0.02M	\$1M	100%
6) MSF	\$5.96M	\$39M	\$45M	13%
7) RMCS	\$1M	\$0	\$1M	100%
Program Total	\$48.322M	\$53.403M	\$101.575M	47.57%



Letters of Support were received from the following organizations:

California Fourth Senate District, Senator Alverado-Gil

California First Senate District, Senator Dahle

California First Assembly District, Assemblywoman Dahle

California Natural Resources Agency, Secretary Wade Crowfoot

California Tahoe Conservancy, Jason Vasques, Executive Director

California Energy Commission, Patty Monahan, Commissioner

Tahoe Regional Planning Agency, Julie Regan, Executive Director

Nevada County Board of Supervisors

Nevada County District 5 Supervisor Hardy Bullock

Truckee Tahoe Airport District, Robb Etnyre, General Manager

Nevada County Transportation Commission, Mike Woodman, Executive Director

Placer County Transportation Planning Agency, Matt Click, Executive Director

Placer County Public Works, Ken Grehm, Director

North Tahoe Business Association, Alyssa Reilly, Executive Director

Sierra Business Council, Steven Frisch, President

Northstar Resort, Amy Ohran, VP and GM

Town of Truckee, Alfred Knotts, Transportation Program Manager

Citizen's Climate Lobby, Deirdre Henderson, Group Leader

100% Renewable Truckee, Matt Tucker

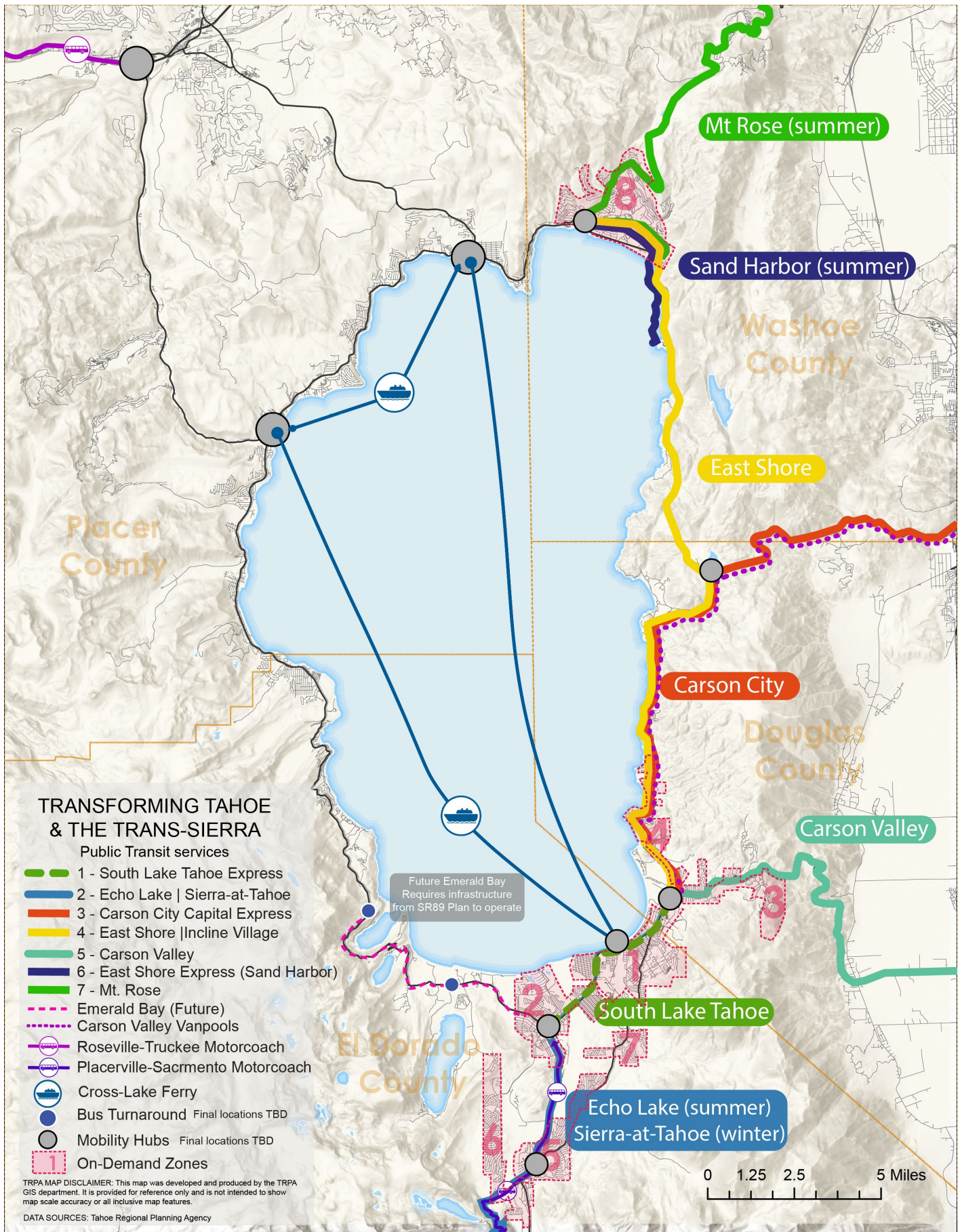
Visit Truckee Tahoe, Colleen Dalton, CEO

Glenshire Devonshire Residents Association, Lori Kelley, Manager

North Tahoe Community Alliance, Tony Karwowski, President/CEO

South Shore Transportation Management Association, Steve Teshara, Chair

Truckee North Tahoe Transportation Management Association, Sara Van Siclen, Executive Director



Aspirational Service Scenario for TTD SRTP plus the Transit Intercity Rail Capital Program Application Map

