

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

Meeting Agenda

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

**November 1, 2023
1:00 p.m.**

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

Committee members: Wesley Rice-Chair, Cody Bass, Brian Bigley, Andy Chapman, Brooke Laine, Raymond Suarez

To attend the TTD Program Implementation Committee Meeting remotely, use the following:
<https://attendee.gotowebinar.com/register/3122580472315721308>

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

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

229 West Loop 121
Belton, TX 76513

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

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

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

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum
- B. *For Possible Action:* Approval of Agenda for November 1, 2023
- C. *For Possible Action:* Approval of Minutes of September 6, 2023

II. PUBLIC INTEREST COMMENTS

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

III. DISCUSSION ITEMS

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A. <i>Informational Only:</i> Bi-Monthly Capital Program Project Updates	4
B. <i>For Possible Action:</i> Review and Update of the Short-Range Transit Plan Service Proposal for Possible Recommendation to the Board for Moving Forward for Public Review and Comment as Part of the Decision Making Process to be Completed in Early 2024	7
C. <i>For Possible Action:</i> Review Progress on Fiscal Year 2023 Committee Objectives Relevant to Board Adopted Five Year Strategic Goals as Preparation for a Facilitated Board Workshop at the December Meeting, with Possible Recommendations from the Committee	12

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, the North Tahoe Chamber of Commerce, all teleconference locations listed above, and on the TTD website: www.tahoetransportation.org.

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

Nevada Open Meeting Law Compliance

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

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Committee. Such notice was delivered to the postal service used by the Committee not later than 9 a.m. of the third working day before the

meeting for transmittal to the requester by regular mail, or if feasible for TTD and the requester has agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

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

**TAHOE TRANSPORTATION DISTRICT
PROGRAM IMPLEMENTATION COMMITTEE
MEETING MINUTES
September 6, 2023**

Committee Members in Attendance:

Wesley Rice, Chair, Douglas County
Cody Bass, City of South Lake Tahoe
Brian Bigley, Member at Large
Andy Chapman, TNT-TMA
Jeffrey Spencer, El Dorado County
Raymond Suarez, SS-TMA

Committee Members Absent:

Sherry Hao, CA Gov Appointee

Others in Attendance:

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

I. CALL TO ORDER AND GENERAL MATTERS

A. Roll Call and Determination of Quorum

The meeting of the Committee was called to order by Mr. Rice at 2:28 p.m. at the Tahoe Regional Planning Agency and via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the Committee.

B. Approval of Agenda of September 6, 2023

Mr. Hasty requested Item III.C. be moved to the start of the business items. Motion/second by Mr. Chapman/Mr. Bass to approve the revised agenda for today's meeting. The motion passed unanimously.

C. Approval of Meeting Minutes for May 3, 2023

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

II. PUBLIC INTEREST COMMENTS

Nick Speal commented he rode the bus to attend today's meeting and the experience was quite pleasant and popular.

III. DISCUSSION ITEMS

A. Information Update on Tahoe Transportation District Active Capital Improvement Program Projects

Mr. Hasty introduced Mr. Marino as TTD's new Capital Program Manager. Mr. Marino reviewed this item and gave a presentation. Mr. Bass stated there is the need for a real towing enforcement to enforce no parking areas.

Mr. Spencer arrived at 3:00 p.m.

Mr. Bass asked about adding the Emerald Bay corridor as a project. Mr. Haven reported the Forest Service has funded the National Environmental Policy Act review for that corridor.

Action Requested: Informational Only

B. Informational Update on the Short-Range Transit Plan

Mr. Fink reviewed this item. Mr. Suarez asked what it would look like to run only microtransit with no fixed route without federal funds. Mr. Chapman noted they saw the need to continue the mainline service, particularly for the commuters on the North Shore.

Nick Speal commented of the need to build something that people can rely on.

Action Requested: Informational Only

C. Recommend the TTD Board Authorize the District Manager to Finalize and Execute a Two-Year Agreement with Stantec Consulting, Inc. to Prepare a Zero Emission Fleet Conversion Plan in an Amount Not to Exceed \$189,857

Mr. Fink reviewed this item noted there was one proposer inadvertently not listed in the staff report, but it doesn't change the request. Mr. Suarez agreed that familiarity is an advantage, but it's not a good enough reason to award. Mr. Fink responded they were scored based on the criteria listed in the Request for Proposals.

Mr. Bass moved to recommend the TTD Board authorize the District Manager to finalize and execute a two-year agreement with Stantec Consulting, Inc. to prepare a Zero Emission Fleet Conversion Plan in an amount not to exceed \$189,857. Mr. Bigley seconded the motion. The motion passed unanimously.

Action Requested: For Possible Action

Mr. Bass left at 4:04 p.m.

IV. DISTRICT MANAGER REPORT

Mr. Hasty reported new buses will be arriving soon, Proterra is in bankruptcy, and staffing is doing well.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Mr. Spencer commented the feasibility of going electric with the lack of options is poor and has notified Supervisor Laine that he has to resign from the Committee as he has been appointed to the Federal Aviation Administration.

VI. PUBLIC INTEREST COMMENTS

There were no public comments.

VII. ADJOURNMENT

The meeting adjourned at 4:26 p.m.

Respectfully Submitted:

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

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



MEMORANDUM

Date: October 26, 2023
To: Tahoe Transportation District (TTD) Program Implementation Committee (PIC)
From: Jim Marino, Capital Program Manager
Subject: Bi-Monthly Capital Program Project Updates

Action Requested:

It is requested the PIC review the staff report on the bi-monthly status of certain Capital Improvement Program (CIP) Projects. No action is requested, but Staff welcomes any feedback at the contact information below.

Fiscal Analysis:

All expenditures associated with these items for the fiscal year (FY) are in the approved FY24 budget.

Work Program Impact:

All work associated with these efforts is captured under respective elements of the approved FY24 Work Program and will be included in the FY25 Work Program, with corresponding allotted staff time under respective projects. Time associated with developing project funding opportunities is captured to the extent feasible within limited General Funds. Projects align with Strategic Goal SG-3 Increase the connectivity and reliability of a regional multi-modal transit system around the Basin, which includes micro-transit and other support components; and SG-4 Effectively deliver TTD operations and implement the Regional Transportation Plan by actively seeking sustainable funding resources for capital projects, staff, operations, and planning.

Background:

TTD has a multitude of active projects within the capital program across several functional areas. Transit Hub Projects (Incline Village Mobility Hub, Spooner Mobility Hub/AIS), Corridor Projects (NV SR28, US 50), Facilities Projects (Maintenance and Administration Facility), and Intelligent Transportation Projects (SMART ITS and Hazard Mitigation Plan). Each project has been funded with a variety of Federal, State, local, and private funds.

The bi-monthly status update of specific project(s) highlighted in this report is to provide the PIC with information regarding the status of the project(s), completed or upcoming project milestones, and anticipated upcoming Committee and/or Board actions.

Discussion:

SR28 Corridor Projects – Nevada:

- North Trailhead Parking & Water Quality Project – Contract for design services with Wood Rodgers inc. was approved at the October 16 Board meeting. Project design will kick off in mid-November.
- SR28 Central Corridor Project (Chimney Beach to Secret Harbor) - A Request For Proposals (RFP) for Project Engineering and Environmental Services was released to the public on September 22, with proposals due on November 9. Upon selection of the most qualified consultant and subject to successful cost negotiation and concurrence by Nevada Department of Transportation (NDOT), staff will recommend the award of a contract at the December 6, 2023 Board Meeting.

SR89/SR28 Corridor Project – California

- Fanny Bridge – Central Federal Lands and Highway Division has received both 404 and 408 permits from the US Army Corp of Engineers. Project is scheduled for bid in early 2024.

Transit Mobility Hub Projects:

- Incline Village Mobility Hub Project – The Incline Village Mobility Committee was formally dissolved at the October 16 Board meeting, as it was felt future discussions require full Board participation. Additionally, the Board approved a revised public outreach plan for the project. Staff will develop new website information and begin outreach strategies in November. Staff anticipates the Mobility Hub site analysis to be complete by June 2024 (grant deadline).
- Spooner Summit Mobility Hub/AIS Project - Staff has set up a standing bi-weekly project meeting with the key stakeholders to maintain project schedule and identify issues/constraints. Staff will be releasing an RFP for design and engineering services in early November, pursuant to the execution of a funding agreement with TRPA. Staff expects the RFP to close mid-December. Upon selection of the most qualified consultant and subject to successful cost negotiation, staff will seek PIC recommendation at the January 2024 meeting and request award of a contract for design and engineering services at the February 2024 Board meeting.

US50 Corridor Project:

- US50 Revitalization Project – TTD has been awarded \$2.975 million in funds from the Regional Grant Program to further design development and secure right of way. TTD met with casino core staff to discuss the project and receive input regarding circulation into and around properties within the corridor. Staff and consultant Wood Rodgers Inc. are developing draft business traffic circulation concepts for the casino core to review. Additionally, staff have set up a bi-weekly standing project meeting with the design team to accelerate the project schedule.

Facilities Project:

- Maintenance and Administration Facility – Staff have set up standing bi-weekly project meeting with the design team to maintain the project schedule and identify issues/constraints. Consultant is in the process of developing very basic conceptual facility layouts on each site contemplated for analysis. The conceptual layouts provide staff with information regarding adequacy of site acreage, access, environmental, and preliminary order of magnitude (OOM) costs for the potential project. Staff estimates conceptual layouts and OOM costs to be completed by late November.

Intelligent Transportation System (ITS) Projects:

- SMART Sensor and SaaS Development (Stage 1) Project – Staff released an RFP for consultant services for the ITS/ATMS planning on September 15. Proposals were due on October 13. Selection of the most qualified consultant is anticipated to occur by October 27 and subject to successful cost negotiation, staff will request the award of a contract at the December 6, 2023 Board meeting. The SMART Grant has a constrained timeline and staff must award at the December 6, 2023 meeting.
- Hazard Mitigation Plan (HMP) – TTD has submitted the final HMP to the California Office of Emergency Services (Cal-OES) as of October 24. TTD is awaiting comment from Cal-OES regarding the plan and will then submit to Federal Emergency Management Agency (FEMA) for review and comments. Staff expects this project to be finalized and closed out by June 2024.

Additional Information:

If you have any questions or comments regarding this item, please contact Jim Marino at (775) 589-5500 x 512 or jmarino@tahoetransportation.org

MEMORANDUM

Date: October 26, 2023

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

From: TTD Staff – George Fink, Transportation Services Director

Subject: Review and Update of the Short-Range Transit Plan Service Proposal for Possible Recommendation to the Board for Moving Forward for Public Review and Comment as Part of the Decision Making Process to be Completed in Early 2024

Action Requested:

It is requested that the PIC receive and discuss an update 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 (FY) are in the approved FY24 budget.

Work Program Impact:

All work associated with this effort is 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:

Much of this background information was present in the recent Board update at its special meeting of October 16, 2023.

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 (Attachment A). 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 services. Numerous microtransit zones exist on the north shore and the Tahoe Douglas Visitors Authority's Lake Link service recently celebrated their first anniversary of its system at the south shore.

TTD has continued to host the south shore technical advisory committee meetings (SS-TAC) to foster frank discussion about transit funding, service levels, and goals. Membership includes representatives from the City of South Lake Tahoe (City), the Tahoe Regional Planning Agency (TRPA), the South Shore Transportation Management Association (SSTMA), and TTD. The SS-TAC is a parallel effort to TTD's SRTP on-going update and is meant to help address community, stakeholder, and political concerns regarding the provision of public transit. The group has consensus on the following points:

1. There are not enough resources to satisfy all the needs.
2. TTD's mission is regional transit connectivity.
3. There is an opportunity to build on the SSTMA's microtransit system.
4. Microtransit could replace Route 55 in South Lake Tahoe.
5. Microtransit could replace all paratransit service, including unincorporated El Dorado County.
6. Lake Link could adjust to meet the requirements of providing paratransit services.
7. The City of South Lake Tahoe is exploring the possibility of operating Route 50 and possibly extending microtransit city-wide.
8. All fixed routes could be federalized (use federal money and be subject to federal rules).
9. All microtransit zones could be funded using local/state sources.
10. Microtransit funding depends on continuing existing funding commitments and bringing in new funding.
11. Coordinated services and a seamless user experience are important to success.
12. Ridership is the primary consideration of the regional and microtransit route structures.

As had been discussed at the previous meetings, the draft service model is as follows:

- Route 1 (Route 50) is proposed to serve the US 50 corridor from Stateline Transit Center or Kingsbury Transit Center to the Y Transit Center. Frequency would be determined by the level of funding.
- Route 2 is proposed to re-establish service between Stateline Transit Center and Carson City via Spooner Summit.
- Route 3 (Route 22) is proposed to continue to serve Minden/Gardnerville, but would not serve Daggett Summit Village beyond Tina and Tramway.
- Route 4 (East Shore Express) is proposed to continue as a seasonal connection between Incline Village and Sand Harbor.
- Microtransit Zone 1. This zone covers from Al Tahoe, CA to Lake Village, NV.
- Microtransit Zone 2. This zone is proposed to cover western South Lake Tahoe.
- Microtransit Zone 3. This zone is proposed to cover El Dorado County/Meyers.

Services Proposed for Transition:

- Route 55 is proposed to transition to microtransit.
- Route 19X would end service between Minden/Gardnerville and Carson City, with the latter's connection to Lake Tahoe maintained via a direct connection over Spooner Summit.
- Paratransit service is proposed to transition to a component of microtransit.
- The consolidation of the existing Route 55, Route 19X, and paratransit service frees up resources for other priorities.

Financial:

Lake Tahoe's south shore receives approximately \$2.175 million in federal transit operating funds from the Lake Tahoe Urbanized Area (Lake Tahoe UZA). Placer County/TART receives approximately \$1.675 million of federal transit operating funds. Outside the Basin, rural Nevada services receives approximately \$465,000. Another \$2.548 million is allocated from California Transportation Development Act (TDA) funds (LTF/STA/SGR). California's Low Carbon Transit Operations Program (LCTOP) brings in \$278,000 every other year. The sale of Low Carbon Fuel Standard (LCFS) credits amounts to roughly \$40,000. South Tahoe Public Utility District (STPUD) contributes \$35,000 in mitigation fees. Nevada State Parks allocates \$85,000 to support the East Shore Express.

To assist in funding microtransit services, this proposal assumes \$1.24 million from the SSTMA, \$270,000 from El Dorado County, and \$862,500 from the City. Note that the majority of those funds are contingent upon Douglas County allocating funding to support microtransit. However, the City's ability to contribute and their conditions on doing so may be shifting soon, affecting both the amount available, the conditions of the allocation, and the timing of allocations. Based on staff's existing understanding of funding, the service model should be able to set aside \$300,000 annually for capital match (vehicles, facilities, amenities, property, etc.).

Regional TAC & Public Participation:

Although there is local momentum and increased collaboration on discussing how to fund and implement transportation systems sensitive to the region's needs, it is important the regional stakeholders meet and confer to discuss how this will affect services, how TTD can develop effective outreach, and confirm funding commitments. If the proposal were to go forward, moving from paratransit to microtransit is a sizable shift for Lake Tahoe's most vulnerable population. While there is a need for a transition plan for the operation, a transition plan for the passengers is also recommended. Moving passengers from the existing Route 55 to microtransit will require extensive outreach as well. Passengers in Douglas County and Carson City that typically travel between the areas will no longer have that connection provided by Route 19X. How do we reach them and what alternative options do they have? TTD's approach to engagement will focus on conversations with people through workshops and hosted online events to have discussions about their experiences, needs, desires, and challenges. These efforts will be augmented with surveys available on the SRTP website.

Since the regional TAC and the Program Implementation Committee meeting of September 6, discussion has continued. Interest in the City directly operating fixed route transit has waned. Other ideas like ending all fixed route services and focusing microtransit solely on the south shore have been articulated, but staff are focusing on meeting the wider needs of the community. With additional clarity from these discussions, the form of the sustainable system is changing from what has been previously presented.

Staff are working on shifting the proposal to replicate the north shore's success more closely. TART has integrated microtransit zones with 60-minute headways on their mainline. The symbiotic relationship has increased ridership for both services, keeping people moving within their communities while connected to other communities. TTD has championed this layered approach to mobility with the Transit Master Plan and continues to advocate for stacked transit access (intercept lots > regional bus > mobility hubs > fixed route > microtransit > micro mobility).

While the City may not directly operate fixed route service, TTD and the City are in partnering discussions on financing a fully funded second microtransit zone to the west of the mitigation microtransit zone. The City has indicated that \$500,000 may be available to fund this additional zone and TTD is discussing whether TDA funds could help bridge the funding gap. Concurrently, staff will update the latest service model and begin the public outreach process.

Staff envisions continuing to meet with the regional TAC and providing the public feedback throughout the process. The input from the TACs and public will then be analyzed to assess how the revised transit services will impact the region's goals to address congestion, greenhouse gas (GHG) emissions and reduce vehicle miles travelled (VMT).

Discussion:

The purpose of this item is to update the PIC on the outcome of the follow-up meeting Staff will be having with the City prior to the PIC meeting. Among the items for the PIC to discuss are issues or consequences of any proposed changes regarding competing questions of local versus regional; coverage versus ridership; visitors versus residents versus businesses; fixed route versus paratransit.

Staff meets with the City's staff on Friday October 27 and will be ready to provide the PIC on an update of those discussion outcomes.

Additional Information:

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

Attachment:

- A. Five Year Budget Outlook At Existing Service Levels

**Tahoe Transportation District
Transit Fund
5 Year Budget
Operations Only**

Excludes Depreciation, Amortization, Disposals, Warranties and Capital Transfers Into TO Fund from CIP Fund

	FY24	FY25	FY26	FY27	FY28
REVENUES					
FTA	5,642,289	6,408,896	6,879,813	5,304,910	3,974,243
TDA incl Prior Carryover	2,228,119	2,763,750	2,131,150	2,000,000	2,375,000
Other State Funding	0	278,372	0	278,372	0
Contributions	125,936	90,000	85,000	85,000	85,000
SRECTrade (Electrification Credits)	20,000	20,000	20,000	20,000	20,000
Other (Vouchers, Scrap, Interest)	125,000	26,500	11,500	1,500	1,500
Total Revenues	8,141,344	9,587,518	9,127,463	7,689,782	6,455,743
EXPENSES					
Personnel	4,777,548	5,316,267	5,534,273	5,810,564	6,048,424
Repairs & Maintenance	573,104	578,028	583,148	606,473	630,730
Fuel Including Taxes	286,535	297,996	309,916	322,313	335,205
Grant Match	352,474	1,138,750	375,000	375,000	375,000
Administrative Support	440,000	460,000	480,000	480,000	480,000
Other	1,711,683	1,796,477	1,845,126	1,923,299	2,005,221
Total Expenses	8,141,344	9,587,518	9,127,463	9,517,649	9,874,580
Increase / (Decrease) to Fund Balance	0	0	0	(1,827,867)	(3,418,837)

MEMORANDUM

Date: October 26, 2023

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

From: TTD Staff, Carl Hasty – District Manager

Subject: Review Progress on Fiscal Year 2023 Committee Objectives Relevant to Board Adopted Five Year Strategic Goals as Preparation for a Facilitated Board Workshop at the December Meeting, with Possible Recommendations from the Committee

Action Requested:

It is requested the PIC review and discuss with staff progress on the objectives set for fiscal year (FY) 2023 relevant to the five-year strategic goals established by the Board in 2021, in anticipation of a facilitated workshop of the Board at its December 2023 meeting.

Fiscal Analysis:

All financial expenditures associated with this item is addressed in the budget for the fiscal year.

Work Program Analysis:

All staff work associated with this item is addressed in the work program for the year.

Background:

The PIC was established by the Board at its last facilitated workshop at the special meeting in October of 2021. The PIC held its first meeting in December of that year. After meeting several times, the PIC established objectives related to three of the four five-year strategic goals adopted by the Board which were:

Strategic Goal #1 - Improve TTD's Standing, Networks, and Partnerships to Lead Regional, Multi-Modal Transportation.

- *PIC Objective* – Integrate transit service with micro-transit

Strategic Goal #3 – Fund and Operate Regional Multi-Modal Transportation Systems

- *PIC Objective* – Maintain service while seeking efficiencies
- *PIC Objective* – Work for fleet replacement
- *PIC Objective* – Make progress on Douglas County location for maintenance facility (selective site and securing land)

Strategic Goal #4 – Conduct Project Level Planning, Provide Leadership and Fundraise for New Regional Transportation System Elements.

- *PIC Objective* - Long-term zero energy sustainability

- *PIC Objective* – Secure acquisition funds to secure land and develop transportation hubs on US 50 for park and ride outside of Tahoe, commercial property site in Meyers, and at Y in City of South Lake Tahoe

Discussion:

For Strategic Goal #1, significant progress has been made to integrate a new micro-transit service with TTD's fixed route service through the Short-Range Transit Plan (SRTP) update process. The process to date has been through technical planning work, education of stakeholders, and discussions that have involved political stakeholders, such as the PIC, and technical stakeholders, such as operators and administrators. Among the next steps for the PIC is to make a recommendation to the Board to move forward into the general and broader public process for comment and input to help with final decision making.

For Strategic Goal # 3, significant progress has been made in securing funds and moving on actions to complete a salary comp and class study and increase wages for transit service staff, on securing grant funds and procuring fleet replacement, and on engaging a contractor for assessing properties for a future maintenance facility for a future decision by the Board.

All objectives have made progress except for the second objective regarding Strategic Goal #4 the securing of acquisition funds for land for three additional mobility hubs located on US 50 in Nevada outside of the Tahoe basin, the Meyers location, and the Y location. Preliminary planning work would be necessary for each generalized location to identify the concept, concept needs, and potential locations for mobility hubs in each geographic location, since the Meyers and Y locations would likely need to find private property to acquire. The Nevada US 50 potential site may lie with available public lands.

Staff did pursue one significant funding source that would have addressed the California locations, which was the Transit and Inter-City Rail Capital Program (TIRCP) grant, but the application was not successful this round. Staff will continue to pursue this source and other pertinent sources as staff time allows.

The other objective for PIC was regarding long-term sustainability and zero emission transit. Funding was secured and a contractor selected for the development of a fleet replacement plan, consistent with the Board adopted goal of meeting California climate goals for transit to the extent practicable. TTD procured and is operating the first battery electric buses in the basin, which was celebrated this past July at the mobility hub and charging station on the Lake Tahoe Community College campus. The state of the market for production and delivery of zero emission buses has yet to mature and stabilize, so more recent procurements of fleet is reflective of that situation where orders for hybrid electric and diesel buses have been made. It is anticipated that the long-term fleet replacement plan will describe the challenges and opportunities to meet the Board's goal.

For the current fiscal year, Staff recommends completing the SRTP, including a recommendation on funding for Strategic Goal #1; maintaining Strategic Goal #3's Objectives, with some updates; and update the Objectives for Strategic Goal #4 and include Objectives for ITS/ATMS and for securing funding to develop a regional parking management business plan.

Additional Information:

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