

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

Meeting Agenda

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

**March 6, 2024
2:00 p.m.**

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

Committee members: Wesley Rice-Chair, Brian Bigley, Andy Chapman,
Brendan Ferry, John Friedrich, Nick Speal, Raymond Suarez

To attend the TTD Program Implementation Committee Meeting remotely, use the following:
<https://attendee.gotowebinar.com/register/7600859449173834585>

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 March 6, 2024
- C. *For Possible Action:* Approval of Minutes of January 12, 2024

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. ADJOURN AS TTD AND RECONVENE AS TTC

IV. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

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- A. *For Possible Action:* Conduct a Public Hearing and Recommend Approval of the Tahoe Regional Planning Agency's 2024 Active Transportation Plan to the Tahoe Metropolitan Planning Organization Governing Board

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V. ADJOURN AS TTC AND RECONVENE AS TTD

VI. DISCUSSION ITEMS

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- A. *Informational Only:* Informational Update on Tahoe Transportation District's Clean Transit Initiative
- B. *Informational Only:* Informational Update on Tahoe Transportation District Active Capital Improvement Program Projects

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VII. DISTRICT MANAGER REPORT

VIII. 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.

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, 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
January 12, 2024**

Committee Members in Attendance:

Wesley Rice, Chair, Douglas County
Andy Chapman, TNT-TMA
Brendan Ferry, El Dorado County (attended remotely)
John Friedrich, City of South Lake Tahoe
Nick Speal, CA Gov Appointee
Raymond Suarez, SS-TMA (attended remotely)

Committee Members Absent:

Brian Bigley, Member at Large

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Jim Marino, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
Leslie Conard, 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 2:19 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 January 12, 2024

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

C. Approval of Meeting Minutes for November 1, 2023

Motion/second by Mr. Ferry/Mr. Suarez to approve the minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

There were no public comments.

III. DISCUSSION ITEMS

A. Review and Recommend the Award of a Contract to Wood Rodgers, Inc. for Planning and Engineering Services for the State Route 28 Central Corridor Chimney Beach to Secret Harbor Parking, Transit, Trail, and Safety Improvements Project in an Amount Not to Exceed \$1,844,274 to the TTD Board of Directors

Mr. Marino reviewed this item. Mr. Ferry asked when construction would occur. Mr. Marino anticipates construction in fiscal year 2026-27 and expects the Spooner Summit mobility hub to be completed prior to construction starting. Mr. Speal asked if VMT studies will be completed. Mr. Marino stated yes. Mr. Friedrich asked if design

for EV charging will be included. Mr. Marino stated yes, dependent on the physical suitability of the locations.

Action Requested: For Possible Action

Mr. Chapman moved to recommend award of a contract to Wood Rodgers, Inc. for planning and engineering services for the State Route 28 Central Corridor Chimney Beach to Secret Harbor Parking, Transit, Trail and Safety Improvements project in an amount not to exceed \$1,844,274 to the TTD Board of Directors. Mr. Speal seconded the motion. The motion passed unanimously.

B. Review and Recommend the Award of a Contract to Wood Rodgers, Inc. for Planning and Engineering Services for the Spooner Summit Aquatic Invasive Species and Mobility Hub Project in an Amount Not to Exceed \$80,000 to the TTD Board of Directors

Mr. Marino reviewed this item. Mr. Speal commented he does not like the location for a park and ride and feels it should be at the bottom of Spooner Summit in Carson City. Mr. Ferry noted El Dorado County is partnering with TRPA to help deliver a permanent Aquatic Invasive Species station in Meyers.

Action Requested: For Possible Action

Mr. Suarez moved to recommend award of a contract Wood Rodgers, Inc. for planning and engineering services for the Spooner Summit Aquatic Invasive Species and Mobility Hub project in an amount not to exceed \$80,000 to the TTD Board of Directors. Mr. Friedrich seconded the motion. The motion passed unanimously.

C. Review and Recommend Acceptance of TTD's Revised Fiscal Year 2022-23 Annual Comprehensive Financial Report to the TTD Board of Directors and Review Responses to Questions Brought up During the Original Presentation to the Board at the December Meeting

Ms. Schmitt reviewed this item.

Action Requested: For Possible Action

Mr. Speal moved to recommend acceptance of TTD's revised fiscal year 2022-23 Annual Comprehensive Financial Report to the TTD Board of Directors. Mr. Rice seconded the motion. The motion passed unanimously.

D. Informational Update Regarding Tahoe Transportation District's Federal Transit Administration's Triennial Review and Transportation Development Act's Triennial Audit

Ms. Conard reviewed this item. Mr. Speal asked for a review of the fixed route performance indicators table. Mr. Fink reviewed those items. Mr. Speal requested an updated performance indicators table with fiscal year 22/23 data incorporated.

Action Requested: Informational Only

E. Informational Update on Tahoe Transportation District Active Capital Improvement Program Projects

Mr. Marino reviewed this item. Mr. Fink noted the District will be having an EV van for a demonstration at the college on January 23.

Action Requested: Informational Only

IV. DISTRICT MANAGER REPORT

Mr. Hasty congratulated Mr. Rice on becoming chair of the Douglas County Commission. Mr. Hasty brought up the idea of the committee acting on the Board's behalf to make the Tahoe Transportation Commission recommendations to TRPA's Governing Board on the months the Board doesn't meet.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Mr. Chapman commented they are withdrawing their support to plow the Tahoe East Shore parking lots this winter due to onerous requirements from Washoe County and/or Corridor Management team.

Mr. Suarez asked about developing a regional transit five to ten year media advertising strategy to generate revenue.

Mr. Speal shared his experience trying to take transit to the meeting today, mentioning that Route 50 stops at the Gondola and the sidewalks were not plowed, Lake Link had a 95 minute wait for a ride from the Gondola to the meeting, and thanked Mr. Friedrich for giving him a ride to the meeting.

VI. PUBLIC INTEREST COMMENTS

There were no public comments.

VII. ADJOURNMENT

The meeting adjourned at 4:15 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: February 28, 2024

To: Tahoe Transportation District Program Implementation Committee Acting as the Tahoe Transportation Commission

From: TRPA Staff

Subject: Conduct a Public Hearing and Recommend Approval of the Tahoe Regional Planning Agency's 2024 Active Transportation Plan to the Tahoe Metropolitan Planning Organization Governing Board

Action Requested:

It is requested the Program Implementation Committee (PIC) acting as the Tahoe Transportation Commission (TTC) conduct a public hearing, provide comments on the Tahoe Regional Planning Agency (TRPA) 2024 Active Transportation Plan (ATP, the plan), and recommend approval to the Tahoe Metropolitan Planning Organization (TMPO) Governing Board.

Project Description/Background:

TRPA, as the federally designated Metropolitan Planning Organization, is committed to keeping the ATP current to ensure the document supports the planning and funding needs of the region. The last update to the plan was in 2018 with the TRPA Governing Board adoption of only technical amendments. The draft 2024 ATP includes major and minor changes to new facilities, updating of best practices, and research methods that have occurred since the previous update, comprehensive data analysis, and environmental screening. Updates include Existing Conditions and Needs Analysis, Network Recommendations, Implementation Plan, and Priority Project list.

In addition, staff introduces two new ATP components: a "Bicycle Level of Traffic Stress/Pedestrian Experience Index" (BLTS/PEI) and California designated "Class IV" bicycle facilities. Class IV facilities are dedicated bicycle lanes that are physically separated from traffic by a vertical element. This could be flexposts, bollards, curbs, or a row of parked cars that separate the bicyclists from the auto travel lanes. BLST/PEI analyses are modern active transportation planning tools to help identify high-stress roadways, while proposing a standard list of stress-reducing infrastructure that are designed to encourage people to ride, roll or walk on a low(er)-stress network because they may no longer feel it is too unsafe or stressful. Not only are these analyses important for various planning purposes, they also serve to make Tahoe's local agencies more competitive in regional, state and federal grant applications by identifying needs and recommendations on how to make Tahoe's active transportation network more equitable, accessible, and interconnected. The following is synopsis of each chapter within the draft plan:

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Chapter 1: Introduction

A brief overview of the 2024 Active Transportation Plan update, highlighting key themes, plan organization, public outreach, local agency roles and responsibilities, as well as a brief explanation of Tahoe's regional land use.

Chapter 2: Existing Conditions and Needs Analysis

A fully updated needs assessment is a part of this update as well as new data, maps, figures, and tables. This chapter introduces the Bicycle Levels of Traffic Stress and Pedestrian Experience Index analyses, current challenges and solutions to safety, connectivity, implementation, and maintenance issues.

Chapter 3: Goals, Policies, & Performance Measures

A brief overview of the future of active transportation in the Tahoe Basin, and how those performance metrics support specific direction on how the TRPA, as the TMPO and its partnering agencies, organizations, and private entities can work together to improve active transportation and increase its use. This chapter is helpful for agencies to align regional goals with local project development.

Chapter 4: Network Recommendations

Each corridor map has been updated to illustrate existing conditions and highlight projects nearing implementation. Since the 2018 ATP adoption, new data analyses are available that enrich the existing and proposed infrastructure maps and project lists. This includes existing and proposed bicycle parking locations. Specifically, each corridor section now includes:

- New maps highlighting network recommendations
- A map of the existing and proposed bicycle and pedestrian infrastructure network (shared-use paths, sidewalks, bike lanes, bike routes, and bicycle parking)
- An updated map of the corridor crash analysis
- An updated priority project list

Chapter 5: Programs

An update on regional active transportation programs, such as Bike Month activities, Safe Routes to School, education, and awareness campaigns.

Chapter 6: Implementation Plan

This chapter provides a detailed outlook on how TRPA can best support implementation of our region's priority projects.

Outreach:

The current ATP update included engaging our regional partners, residents, and visitors around the region either in-person or via our Transportation Safety Survey, to understand how stakeholders feel about the current active transportation network in Tahoe and what could be better. Staff have attended various events in both the North and South Shores of Lake Tahoe including Farmer's Markets, the Family Resource Center, the Sierra Community House, multiple Bike Kitchen events, Earth Day events, among

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others. Beyond public outreach events, staff sought technical assistance and local jurisdiction collaboration with the convening of a Technical Advisory Committee (TAC) designed to gather local agency feedback and technical input on our ongoing planning process.

The TAC invitees include various representatives from:

- Caltrans
- NDOT
- El Dorado County
- Washoe County
- Douglas County
- Placer County
- City of South Lake Tahoe
- South Shore Transportation Management Association
- Achieve Tahoe
- Tahoe City Public Utility District
- North Tahoe Fire
- North Lake Tahoe Fire Protection District
- Lake Valley Fire
- Tahoe Fire
- Nevada Highway Patrol
- California Highway Patrol
- Douglas County Sheriff
- El Dorado County Sheriff
- League to Save Lake Tahoe
- California Tahoe Conservancy
- Tahoe Transportation District
- Lake Tahoe Bicycle Coalition

The draft ATP is currently released for public comment and can be found at www.trpa.gov/atp. Public comment on the draft closes at 12:00pm Friday, March 15. After incorporating all relevant comments, staff will seek adoption via resolution at the TMPO Governing Board meeting on March 27, 2024.

Contact Information:

For questions regarding this agenda item, please contact Ryan Murray at (775) 589-5244 or rmurray@trpa.gov. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line.

Attachment/Link:

- A. Draft 2024 Active Transportation Plan (found at www.trpa.gov/atp)

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MEMORANDUM

Date: February 28, 2024

To: Tahoe Transportation District (TTD) Program Implementation Committee

From: George Fink, Transportation Services Director

Subject: Informational Update on Tahoe Transportation District’s Clean Transit Initiative

Action Requested:

It is requested that Committee members receive this informational update on TTD’s Clean Transit Initiative. No action is requested.

Fiscal Analysis:

All expenditures associated with these items for the fiscal year 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-1 Improve TTD standing, networks and partnerships to lead regional, multi-modal transportation.

Background:

TTD has led the Tahoe basin in implementation of zero emission buses (ZEB) since 2016. Below is a timeline of TTD actions related to deployment and support of zero emission technology followed by a discussion of experiences operating the zero emission facilities and vehicles.

DATE	EVENT
April 2016	TRPA/TMPO recommends project selection from the Congestion Mitigation and Air Quality (CMAQ) call for projects.
February 2017	Board action to begin acquiring electric buses and implementing charging infrastructure.
September 2017	First 5339(c) Low and No-Emissions Vehicle Program (LoNo) Grant Award – Federal Transit Administration (FTA) announces grant selections for the LoNo Program. TTD receives first of four successful LoNo grants to date.

November 2017	Engage strategic partners – TTD establishes partnership with Lake Tahoe Community College (LTCC) for development of region’s first electric facility.
March 2018	Engage electric utility company – Staff commence discussions with Liberty Utilities to explore site locations and equipment possibilities.
December 2018	California Air Resources Board (CARB) adopts the Innovative Clean Transit Rule (ICT). ICT amended the existing Fleet Rule from 2000. TTD is two years ahead of the requirement.
December 2018	LTCC Mobility Hub construction – Team breaks ground on the LTCC Mobility Hub, kicking off the first phase of ZEB electric infrastructure construction.
January 2019	Liberty Utilities secures funding – Liberty receives confirmation that the PUC has approved the funding request for electrical infrastructure.
August 2019	TTD enter into contract to purchase four Phoenix Zero Emissions Utility Shuttle (ZEUS) battery electric buses (BEB’s).
December 2019	Mobility Hub Phase I Completion – Phase I of the LTCC Mobility Hub construction is complete. The site is ready to receive ZEB equipment to support BEB’s.
January 2020	Proterra meets with staff and changes the chargers, the pantograph functionality, and shares that the 35’ buses are still under development and not production-ready.
January 2021	Contracts with Proterra fully executed.
September 2021	Three Proterra buses delivered.
April 2022	Awarded Caltrans Sustainable Transportation Planning Grant of \$309,500 to prepare a Zero Emissions Bus Conversion Plan
July 2022	Romeo Power (Phoenix bus battery manufacturer) acquired by Nikola Corp.
October 2022	ALTOONA testing underway for Phoenix buses.
November 2022	Romeo Power batteries ruled not compliant with Buy America requirements following acquisition by Nikola Corp.
December 2022	TTD Board adopted CARB regulation of full transition to ZEB fleet by 2040
January 2023	TTD ends contract with Phoenix Motorcars for battery electric cutaways.
July 2023	Romeo Power liquidated by Nikola Corp.
August 2023	Proterra filed for Chapter 11 bankruptcy.
November 2023	Proterra’s assets were auctioned to three companies: Volvo, Phoenix, and CSI.
February 2024	Demo of Ram ProMaster EV. Vehicle determined not appropriate due to lack of AWD option.

Discussion:

As noted in the background, TTD has been in pursuit of introducing electric buses and learning about their application and performance in our mountainous environment for almost eight years. Moving to new power sources for public transit is not new and the effort to use cleaner fuel sources has been at play for decades. Post the turn of the last century, TTD was the authority to develop a Compressed Natural Gas (CNG) fueling station at the airport in the City of South Lake. Other than TTD’s bus fleet, the conversion of other fleets to CNG sources did not materialize at South Lake and after thirteen years of operation TTD shut down and dismantled the station to due the high costs of station operation. The balance of the CNG fleet was transferred to Placer County (an eligible recipient) for the TART service.

Electric buses introduce an entirely new set of elements and circumstance than previous clean fuel efforts. Switching to battery electric buses is a systemic change throughout the industry far beyond fuel type and combustion engine modification. Going battery electric means joining a transitioning industry from production, to parts, to supply chain, to new working models for all aspects of production and support, to in-basin infrastructure and employee training, to an evolving regulatory environment, to power grid evolution as well. TTD's experience described below reflects the state of the industry and the challenges for the country and rural regions like Tahoe in making the shift to zero emission operations starting with buses.

Staff have consistently been challenged with integrating electric vehicles. The experience with Proterra was a long, drawn-out process over multiple years marked by missed deadlines, constantly rotating Project Managers, and poor communications. Once the Mobility Hub was complete and the buses delivered, staff continued to struggle with adequate support. The COVID-19 pandemic compounded these issues with supply chain disruptions, adding stress to the already poor performance.

Proterra filed for bankruptcy in August 2023 and was liquidated in November of 2023. Parts availability was poor before bankruptcy and remains difficult with Proterra-specific parts being simply unavailable. The result is that all three TTD Proterra buses are out of service with no estimated return to service date while awaiting parts for repairs. TTD, along with the rest of Proterra's customers, are on hold.

TTD's experience with obtaining battery-electric body-on-frame buses (cutaways) was unsuccessful. The only company that was moving forward with a Federal Transit Administration (FTA) compliant vehicle was Phoenix Motorcars. Phoenix had partnered with Romeo Power for the manufacture of the batteries. During Altoona testing – an FTA required durability program – Romeo Power was acquired by Nikola Corp. Nikola altered the supply chain for Romeo Power's batteries, which resulted in non-Buy America compliant batteries. TTD could not complete the purchase without meeting Buy America because TTD was using federal funds. Staff cancelled the contract in January 2023.

Last month, TTD received a Ram ProMaster EV van to demo. The all-electric van was well-suited for transit, but not for transit at Lake Tahoe. There is no all-wheel drive (AWD) or 4x4 options available. Drop-down automatic chains are also unavailable due to the space the batteries occupy. Tahoe's terrain and cold winter temperatures quickly drained the batteries preventing the vehicle from completing a full day of service on a single charge. Due to the size of the vehicle, overhead on-route fast charging is not an option. TTD's single pedestal charger can charge the vehicle, but it takes a few hours to recharge to a point where the vehicle could complete its duty cycle for the day.

The take away with this report is that the pursuit of the zero emission solution for transit will take time and that despite facing these challenges, Staff continue to search for an electric van that can meet TTD service requirements. In the interim, TTD has invested in diesel-electric hybrid buses to help further reduce greenhouse gas emissions. Staff anticipates releasing a Request for Proposals (RFP) later this spring to determine if there are any transit ready EV vans that are ready to operate effectively at Lake Tahoe.

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: February 28, 2024

To: Tahoe Transportation District (TTD) Program Implementation Committee

From: Jim Marino, Deputy District Manager

Subject: Informational Update on Tahoe Transportation District Active Capital Improvement Program Projects

Action Requested:

It is requested that Committee members review the Project Update Table (Attachment A) regarding TTD’s Capital Improvement Program (CIP) Active 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 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 current work 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 Grant).

Each project has been funded in whole or partly with a variety of federal, state, local, and private funds. They are highlighted in this report for the purpose of providing a general overview and status of the program and to provide consistent updates to the Committee, including upcoming funding opportunities for relevant projects.

Discussion:

The Project Update Table reports the status of major active projects led by TTD. For the purposes of this report, active projects are defined as projects that have been funded in part or whole and are moving forward in phase (Planning, Design, Construction).

The table provides basic project status update information and staff encourages discussion should Committee Members have questions. The table will be updated and provided to the Committee at each meeting.

Attachment B is the updated Transit Performance Measures requested by Committee Member Speal at the last Committee meeting.

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

Attachments:

- A. Project Update Table
- B. Transit Performance Measures



TAHOE TRANSPORTATION DISTRICT

CAPITAL PROGRAM

PROJECTS UPDATE – March 2024

This document serves to provide brief project updates to the Program Implementation Committee for purposes of understanding current project status, upcoming milestones, schedule, and any issues or constraints affecting the project. This document is for informational purposes only.

SR 28 Corridor Projects - Nevada

Project: North Trailhead Parking and Water Quality Project

<i>Description</i>	The SR28 North Parking, Sidewalk, and Water Quality Improvements include environmental analysis, final design and construction of 30 plus parking spaces (depending on design) at Sweetwater Road, north of the existing Tahoe East Shore trailhead parking; a connecting pedestrian path from the new parking areas to the trailhead, four to six parking spaces at Rocky Point, two to three parking spaces for operational employee parking at the trailhead, address erosion and signage at Sunset Vista pullout, and water quality improvements within the existing NDOT Right of Way as part of the parking improvements.
<i>Status</i>	Project kick-off meeting was held at the site on December 12, 2023. Consultant is currently working on conceptual designs for roadside parking in coordination with NDOT planning staff.
<i>Upcoming Milestones</i>	Concept parking design drawings for agency review by March 2024
<i>Schedule Status</i>	On schedule
<i>Budget Status</i>	On budget and within grant appropriation
<i>Issues/Constraints</i>	<ol style="list-style-type: none"> 1) Extent of SEZ area south of Sweetwater Drive and impact on potential parking – possibly employee parking only. 2) Any parking north of current parking will require a Categorical Exemption; parking to the south falls within project EA. 3) Obtaining NDOT approval for paid parking and parallel parking in their ROW. 4) Most attractive parking area south of Lakeside Drive on west side of SR 28 requires NDOT coordination with their needs for seasonal staging. 5) Rocky Point parking will require neighborhood buy in. 6) NDOT documentation shows the northern project limits terminate at Sweetwater Drive. We are looking to changing the limits to Country Club as originally envisioned.

Project: Central Corridor – Chimney Beach to Secret Harbor

<i>Description</i>	The project includes design of transit, trail, and parking improvements at Chimney Beach (approximately 130 spaces) and Secret Harbor (approximately 120 spaces). Chimney Beach parking area may include a pedestrian actuated signalized crossing on SR 28, .9 miles of trail, a prefabricated bridge at Marlette Creek, and vista points. Transit pullouts at Thunderbird Lodge, Chimney Beach, and Secret Harbor and signage extension of the No Parking Zone from just north of the IVGID pump station to the chain control sign/pullout south of Secret Harbor are included.
<i>Status</i>	TTD awarded contract to Wood Rodgers at the February 7 Board meeting.

<i>Upcoming Milestones</i>	Kick off Meeting – March 2024
<i>Schedule Status</i>	On schedule
<i>Budget Status</i>	TBD
<i>Issues/Constraints</i>	<ol style="list-style-type: none"> 1) Ensuring close coordination with USFS on parking facility design at Chimney Beach and Secret Harbor. 2) Ensuring transit stops are integrated into design
Project:	Central Corridor – Sand Harbor to Thunderbird Cove
<i>Description</i>	The project includes design and construction of 1.75 miles of multi-use path between Sand Harbor State Park and Thunderbird Cove, vista pullouts, and safety improvements.
<i>Status</i>	Staff applied for 2024 RAISE Grant in the amount of \$25M for final design and construction in February 2024.
<i>Upcoming Milestones</i>	<p>LPA Agreement with NDOT to obligate design funding – March 2024</p> <p>RFP for design services – April 2024</p> <p>RAISE Grant Determination – July 2024</p>
<i>Schedule Status</i>	N/A
<i>Budget Status</i>	Currently, the project is funded for design. The project is not funded for final design and construction.
<i>Issues/Constraints</i>	<ol style="list-style-type: none"> 1) RAISE grant (if awarded) in the amount of \$25M may not be sufficient to fully fund the project. Updated cost estimate places the project at roughly \$46M for 1.75 miles of trail. 2) Design will need to include creative alternatives to lessen project costs. 3) Sand Harbor park connection will need to be coordinated with the State Parks Master Planning process. 4) Construction Implementation Agency will need to be determined (NDOT) 5) O&M Responsibilities will need to be determined

SR89/SR28 Corridor Projects - California

Project: SR 89/Fanny Bridge Community Revitalization Project

<i>Description</i>	The project includes replacing the signalized "wye" intersection with a single lane roundabout and replacement of the Fanny Bridge with a new, single span bridge.
<i>Status</i>	This project is being led by the Central Federal Lands Highway Division. Project bids for the project were received in December by the Federal Lands Division. Bids received were twice as much as the Engineer's Estimate (\$25M vs. \$13M). FHWA entered negotiations with low bidder in February 2024 to lower costs and secure construction activities.
<i>Upcoming Milestones</i>	Construction- summer 2024/2025 pending FHWA successful negotiations
<i>Schedule Status</i>	Delayed due to high bids and FHWA negotiations. FHWA may entertain awarding part of the contract to allow Thompson Builders to start submittals related to prefabricated bridge elements, the diversion, and the temporary sewer routing – since those are the critical schedule items to start work in 2024
<i>Budget Status</i>	TBD
<i>Issues/Constraints</i>	<ol style="list-style-type: none"> 1) FHWA negotiation with low bidder (Thompson Builders) may push the project to start in 2025 if negotiations are successful

- 2) This project has been reduced to Fanny Bridge replacement only for this negotiation. The remainder of the project (final roundabout) will need to be re-bid.
- 3) High bids received may delay and complicate delivery. Project team is evaluating solutions.

US50 Corridor Projects – Nevada/California

Project: US50/ South Shore Community Revitalization Project

<i>Description</i>	The project will make improvements to the US 50 corridor in the south Stateline area of Lake Tahoe by adding multi-use paths, sidewalks, pedestrian overcrossing, and a roundabout at US50 and Lake Parkway intersection. The primary goal is to improve mobility, while balancing transportation needs with community goals of economic vitality and environmental preservation.
<i>Status</i>	TTD project team have drafted concept plans for the corridor. The concept was shared with Harvey's/Harrah's senior staff, the City of South Lake Tahoe, NDOT and TRPA for preliminary scoping. Conceptually, NDOT is ok with center barrier design and a roundabout at Lake Parkway/50. TRPA mentioned that further design should show both the roundabout and a signalized intersection as alternatives.
<i>Upcoming Milestones</i>	Engage Caltrans – March 2024 Begin draft Parking Management Plan – April 2024 Begin formal design (preliminary linework) – April 2024 Begin planning for Environmental Document amendment – April 2024
<i>Schedule Status</i>	Delayed. TTD will request a revised and updated overall project schedule from the consultant. TTD will provide to the PIC at a future date.
<i>Budget Status</i>	On budget and contained within budget appropriation
<i>Issues/Constraints</i>	1) Design grant expiration (STPLN-6478(005) June 2024. TTD has requested an extension and will know the status by April 2024. 2) Environmental document update.

Mobility Hub Projects

Project: Incline Village Mobility Hub

<i>Description</i>	Project addresses SR28 Corridor Management Plan, Washoe County Tahoe Transportation Plan and Transit Master Plan to construct a mobility hub within the Incline Village limits. Project would provide mobility hub facilities, parking, and multi-modal appurtenances.
<i>Status</i>	This project has been stalled a bit while the TTD team focuses on developing site specific concept plans and plans for increased public outreach. Staff expects draft site feasibility report to be completed April 2024. Staff will be meeting with FTA staff in March to discuss disposition options for the OES parcel.
<i>Upcoming Milestones</i>	Draft Report – March 2024 Public Outreach Plan and Public Meetings – May 2024
<i>Schedule Status</i>	Delayed
<i>Budget Status</i>	On budget and within grant appropriation limits for conceptual site feasibility analysis. Grant expires June 2024
<i>Issues/Constraints</i>	1) Community response. 2) Limited alternatives for sites.

- 3) Risk concerns with existing OES facility.
- 4) Expiration of temporary East Shore Express (ESE) TRPA permit requiring TTD to explore other alternatives for ESE parking and operation for summer 2024.

Project: Spooner Summit AIS/ Mobility Hub

<i>Description</i>	The project includes design and construction of a transit mobility hub with 250 parking spaces and restroom(s), an aquatic invasive species inspection station, 0.5 miles of multi-use path and a pedestrian crossing from Spooner State Park to the junction of SR28 and US50 adjacent to transit mobility hub.
<i>Status</i>	TTD awarded contract to Wood Rodgers at the February 7 Board Meeting for the coordinated design services for the vertical elements of the project. TTD/TRPA/NDOT and USFS have begun design meetings. TTD is leading coordinated efforts for post construction O&M planning as well as efforts for the USFS special use permit.
<i>Upcoming Milestones</i>	Draft project concepts – April 2024 Draft O&M partnership responsibilities – June 2024 Special Use Permit submittal – June 2024
<i>Schedule Status</i>	On schedule
<i>Budget Status</i>	On budget and contained within funding appropriation
<i>Issues/Constraints</i>	<ul style="list-style-type: none"> 1) Post construction O&M agency responsibilities need to be determined as a separate parallel process. 2) USFS prefers single entity party responsible for O&M 3) Type of permit not yet determined, i.e., Grainger-Thy with USFS 4) Pedestrian crossing (SR28) from this project to Spooner State Park 5) Parking Management fee structure relating to transit users

Facilities Projects

Project: Maintenance and Administration Facility

<i>Description</i>	This project is for the acquisition, environmental, design, and construction of a new all-weather maintenance and administration facility (MAF) to service 75 buses at full capacity. The MAF is envisioned to house the buses indoors and includes an automated vehicle wash, fuel islands, electric charging infrastructure, repair bays, paint/decal bays, fabrication shop, operations center, administrative offices, dispatch center, training facilities, meeting space, and storage areas.
<i>Status</i>	This project is in the preliminary planning phase. Consultant and TTD are evaluating eight parcels for possible consideration for siting the project. The analysis is an internal analysis to determine the top two or three sites prior to engaging the public. Consultant is in the process of developing conceptual plans for each site and order of magnitude construction costs. TTD will be applying for 5339 grant funds in the amount of \$6M to begin preferred alternative analysis and design upon completion of site feasibility analysis.
<i>Upcoming Milestones</i>	Deliver draft site analysis report – April 2024 Deliver Basis of Design report and Operational Analysis – March 2024
<i>Schedule Status</i>	On schedule for site scoping and feasibility analysis.

<i>Budget Status</i>	On budget and within appropriated grant funding for site scoping and feasibility analysis phase. Project does not have established funding for design, environmental, acquisition, or construction phases.
<i>Issues/Constraints</i>	<ol style="list-style-type: none"> 1) Five-to-seven-year temporary site requirement until this project is funded and ready. Remain at current City site for the duration pending renewed lease agreement. 2) Large funding need of approximately \$100M

Technology Projects

Project: SMART Sensors and Data Aggregation Project

<i>Description</i>	This project intends to provide the planning, design, prototyping, and evaluation of a single cloud-based open source or interface for pertinent transportation and traveler related information. This information will be used by TTD and TRPA, partners, commuters, and travelers within the Tahoe Basin and adjoining areas to provide integrated infrastructure to collect vehicle data and incorporate it into a database for a variety of stakeholders. The system will provide a platform for future expansion, command, control, and configuration.
<i>Status</i>	TTD and Consultant have been coordinating with TRPA staff regarding data storage and integration to TRPA’s network for the temporary project. TTD and Consultant are currently in the process of determining sensor type and vendor opportunities. TTD and Consultant are engaging with NDOT and Caltrans regarding the use of existing State-owned structures and power to support the temporary sensor deployment.
<i>Upcoming Milestones</i>	Finalize test sensor locations and submit encroachment permit applications to DOT’s – Late March 2024. Procure test sensor equipment – April 2024 Deploy temp sensors and begin collecting data – May/June 2024
<i>Schedule Status</i>	On schedule
<i>Budget Status</i>	On budget and within grant appropriation limits
<i>Issues/Constraints</i>	<ol style="list-style-type: none"> 1) Procurement options for test sensors may be limited and time consuming. 2) Short grant timeline, project will need to stay on schedule. 3) Encroachment permit process with Caltrans may prove to be time consuming and may delay deployment on California roadways. 4) Caltrans may require separate maintenance agreement for power use 5) Data privacy issues for the DOT’s

Pending Capital Projects (Likely to be Funded)

Project: Corp Yard (1669 Shop Street) Renovations

<i>Description</i>	This project proposes to utilize two fiscal years of SB125 funds to provide much needed renovations to the existing transit maintenance and operations facility leased from the City. Renovations will be limited by budget, but may include safety upgrades, renovating the bus wash facility, installing EV charging infrastructure for bus maintenance, correcting drainage and flooding issues impacting the facilities, installation of an additional restroom, and minor renovations to administrative space. This project is dependent upon the appropriation of SB125 funds.
<i>Status</i>	Upon receipt of funding, TTD staff will develop an RFP for architectural engineering.
<i>Upcoming Milestones</i>	Anticipated appropriation of funds – February 2024 Release RFP for Architectural and Engineering – April 2024
<i>Schedule Status</i>	Pending
<i>Budget Status</i>	Requesting \$1,550,000 over two fiscal years
<i>Issues/Constraints</i>	1) Ten-year lease agreement from the City of South Lake Tahoe 2) Budget dependent scope.

Project: Purchase Micro Transit Vans

<i>Description</i>	This project proposes to utilize two fiscal years of SB125 funds for the acquisition of six gasoline vans and six electric vans to support micro transit programming. This project is dependent upon the appropriation of SB125 funds.
<i>Status</i>	Upon receipt of funding, TTD will issue RFP or select a vendor through a government piggy-back procurement for vehicle purchase.
<i>Upcoming Milestones</i>	Anticipated appropriation of funds – February 2024 Vendor selection – July/August 2024
<i>Schedule Status</i>	Pending
<i>Budget Status</i>	Requesting \$2,980,000 over two fiscal years
<i>Issues/Constraints</i>	

Project: E.V. Charging Infrastructure

<i>Description</i>	This project proposed to utilize two fiscal years of SB125 funding to support the design and construction of EV charging infrastructure to support transit and micro transit electric vehicles. Charging infrastructure may be sited at various public properties within the South Shore jurisdiction, pending agreements with local jurisdictions.
<i>Status</i>	TTD will meet with local South Shore jurisdictions to determine possible locations for the infrastructure.
<i>Upcoming Milestones</i>	Anticipated appropriation of SB125 funds – February 2024 Local agency discussions and agreements – March through August 2024
<i>Schedule Status</i>	Pending
<i>Budget Status</i>	Requesting \$1,188,816 over two fiscal years
<i>Issues/Constraints</i>	1) Local agency agreements 2) Liberty Utilities front of meter improvements to support electrical requirements.

Transit Operations Projects

Project: Update Short Range Transit Plan

<i>Description</i>	The Short-Range Transit Plan (SRTP) will guide the development of TTD’s goals, objectives, and policies for the next five years of transit service within the Lake Tahoe Region. The SRTP is developed within the context of the long-range transit plan, Linking Tahoe: Lake Tahoe Transit Master Plan (TMP), which is aimed at implementing a new vision for transit as “the vehicle for change in the Tahoe Region.”
<i>Status</i>	The SRTP is currently at midpoint. Stantec is waiting for TTD to provide further directions on how micro transit will be included. There is consensus that micro transit will replace moderately performing fixed route services, but details regarding the amount of service and the service area(s) remain undefined.
<i>Upcoming Milestones</i>	Upon a determination, the next step is to begin the public process.
<i>Schedule Status</i>	The initial contract term was for two years (March 2022 through March 2024). Stantec has been notified that TTD is exercising the single option year, extending the contract through March 2025.
<i>Budget Status</i>	On budget and within appropriated grant funding for this phase.
<i>Issues/Constraints</i>	1) The critical path is finding consensus on an approach to micro transit scope and deployment.

Parking Management Projects

Project: Park Tahoe Parking Kiosk Replacements

<i>Description</i>	This project consists of replacing the existing parking payment kiosks at the East Shore Trailhead parking lots with newer kiosks.
<i>Status</i>	TTD staff is in the process of negotiating a contract with vendor.
<i>Upcoming Milestones</i>	Contract agreement and purchase order – January 2024
<i>Schedule Status</i>	Purchase delayed due to contract negotiation. Installation is still on schedule for spring 2024.
<i>Budget Status</i>	On budget (less than \$25k)
<i>Issues/Constraints</i>	1) Contract negotiation 2) Baseplate compatibility confirmation 3) 4g-5g wi-fi capability confirmation

Capital Programming Projects

Project: Capital Programming Software Development

<i>Description</i>	This project consists of TTD developing and implementing a Capital Program software package to develop and maintain a five-year CIP program.
<i>Status</i>	Staff will be complete with final software tweaks in March 2024 and will begin creating CIP database and five-year funding and expense information.
<i>Upcoming Milestones</i>	Final software corrections/changes – March 2024 Create project, funding, expense, and O&M forecasts – March 2024 Create draft five-year CIP report – May 2024 Develop integrated CIP project pages to TTD website – July 2024
<i>Schedule Status</i>	On Schedule
<i>Budget Status</i>	On budget
<i>Issues/Constraints</i>	1) Timing with annual budget adoption 2) Verifying current project funding balances

TTD TRANSIT PERFORMANCE MEASURES

Performance Measure	Fixed-Route						
	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Operating Cost (Actual \$)	\$ 4,734,269	\$ 5,195,808	\$ 5,175,731	\$ 4,710,123	\$ 5,268,800	\$ 5,109,104	\$ 4,777,319
Annual Change		9.7%	-0.4%	-9.0%	11.9%	-3.0%	-6.5%
Fare Revenue (Actual \$)	\$ 506,765	\$ 479,480	\$ 548,224	\$ 366,795	\$ -	\$ -	\$ -
Annual Change		-5.4%	14.3%	-33.1%	-100.0%	0.0%	0.0%
Vehicle Service Hours (VSH)	43,654	40,808	29,898	28,059	26,731	23,388	17,713
Annual Change		-6.5%	-26.7%	-6.2%	-4.7%	-12.5%	-24.3%
Vehicle Service Miles (VSM)	639,926	623,622	484,583	447,570	429,850	364,834	273,661
Annual Change		-2.5%	-22.3%	-7.6%	-4.0%	-15.1%	-25.0%
Unlinked Passenger Trips (UPT)	834,928	625,492	321,883	251,230	249,932	260,617	266,018
Annual Change		-25.1%	-48.5%	-21.9%	-0.5%	4.3%	2.1%
Employees	56	67	50	53	61	48	43
Annual Change		19.6%	-25.4%	6.0%	15.1%	-21.3%	-10.4%
Performance Indicators							
Operating Cost / VSH (Actual \$)	\$ 108.45	\$ 127.32	\$ 173.11	\$ 167.86	\$ 197.10	\$ 218.45	\$ 269.71
Annual Change		17.4%	36.0%	-3.0%	17.4%	10.8%	23.5%
Operating Cost / UPT (Actual \$)	\$ 5.67	\$ 8.31	\$ 16.08	\$ 18.75	\$ 21.08	\$ 19.60	\$ 17.96
Annual Change		46.5%	93.6%	16.6%	12.4%	-7.0%	-8.4%
UPT / VSH	19.13	15.33	10.77	8.95	9.35	11.14	15.02
Annual Change		-19.9%	-29.8%	-16.8%	4.4%	19.2%	34.8%
UPT / VSM	1.30	1.00	0.66	0.56	0.58	0.71	0.97
Annual Change		-23.1%	-33.8%	-15.5%	3.6%	22.9%	36.1%
Farebox Recovery	10.70%	9.23%	10.59%	7.79%	0.00%	0.00%	0.00%
Annual Change		-13.8%	14.8%	-26.5%	-100.0%	0.0%	0.0%
VSH / Employee	779.5	609.1	598.0	529.4	438.2	487.3	411.9
Annual Change		-21.9%	-1.8%	-11.5%	-17.2%	11.2%	-15.5%
TDA Non-Required Indicators							
Operating Cost / VSM	\$ 7.40	\$ 8.33	\$ 10.68	\$ 10.52	\$ 12.26	\$ 14.00	\$ 17.46
Annual Change		12.6%	28.2%	-1.5%	16.5%	14.2%	24.7%
VSM / VSH (Average Speed)	14.66	15.28	16.21	15.95	16.08	15.60	15.45
Annual Change		4.2%	6.1%	-1.6%	0.8%	-3.0%	-1.0%
Farebox / UPT	\$ 0.61	\$ 0.77	\$ 1.70	\$ 1.46	\$ -	\$ -	\$ -
Annual Change		26.3%	122.2%	-14.3%	-100.0%	0.0%	0.0%

TTD TRANSIT PERFORMANCE MEASURES

Performance Measure	Demand Response						
	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Operating Cost (Actual \$)	\$ 811,184	\$ 845,615	\$ 740,194	\$ 603,454	\$ 583,263	\$ 1,021,918	\$ 1,369,878
Annual Change		4.2%	-12.5%	-18.5%	-3.3%	75.2%	34.0%
Fare Revenue (Actual \$)	\$ 71,283	\$ 81,623	\$ 71,201	\$ 25,879	\$ -	\$ -	\$ -
Annual Change		14.5%	-12.8%	-63.7%	-100.0%	0.0%	0.0%
Vehicle Service Hours (VSH)	7,079	7,504	6,020	4,929	4,127	4,906	5,199
Annual Change		6.0%	-19.8%	-18.1%	-16.3%	18.9%	6.0%
Vehicle Service Miles (VSM)	94,764	98,365	75,866	57,156	47,777	58,987	62,633
Annual Change		3.8%	-22.9%	-24.7%	-16.4%	23.5%	6.2%
Unlinked Passenger Trips (UPT)	18,040	18,102	16,843	12,136	7,511	8,959	11,751
Annual Change		0.3%	-7.0%	-27.9%	-38.1%	19.3%	31.2%
Employees	12	7	7	7	7	9	11
Annual Change		-41.7%	0.0%	0.0%	0.0%	28.6%	22.2%
Performance Indicators							
Operating Cost / VSH (Actual \$)	\$ 114.59	\$ 112.69	\$ 122.96	\$ 122.43	\$ 141.33	\$ 208.30	\$ 263.49
Annual Change		-1.7%	9.1%	-0.4%	15.4%	47.4%	26.5%
Operating Cost / UPT (Actual \$)	\$ 44.97	\$ 46.71	\$ 43.95	\$ 49.72	\$ 77.65	\$ 114.07	\$ 116.58
Annual Change		3.9%	-5.9%	13.1%	56.2%	46.9%	2.2%
UPT / VSH	2.55	2.41	2.80	2.46	1.82	1.83	2.26
Annual Change		-5.3%	16.0%	-12.0%	-26.1%	0.3%	23.8%
UPT / VSM	0.19	0.18	0.22	0.21	0.16	0.15	0.19
Annual Change		-3.3%	20.6%	-4.4%	-26.0%	-3.4%	23.5%
Farebox Recovery	8.8%	9.7%	9.6%	4.3%	0.0%	0.0%	0.0%
Annual Change		9.8%	-0.3%	-55.4%	-100.0%	0.0%	0.0%
VSH / Employee	589.9	1,072.0	860.0	704.1	589.6	545.1	472.6
Annual Change		81.7%	-19.8%	-18.1%	-16.3%	-7.5%	-13.3%
TDA Non-Required Indicators							
Operating Cost / VSM	\$ 8.56	\$ 8.60	\$ 9.76	\$ 10.56	\$ 12.21	\$ 17.32	\$ 21.87
Annual Change		0.4%	13.5%	8.2%	15.6%	41.9%	26.2%
VSM / VSH (Average Speed)	13.39	13.11	12.60	11.60	11.58	12.02	12.05
Annual Change		-2.1%	-3.9%	-8.0%	-0.2%	3.9%	0.2%
Farebox / UPT	\$ 3.95	\$ 4.51	\$ 4.23	\$ 2.13	\$ -	\$ -	\$ -
Annual Change		14.1%	-6.2%	-49.6%	-100.0%	0.0%	0.0%