



## FREQUENTLY ASKED QUESTIONS

### 1. Are there any proposals to grow funding?

Absolutely. TTD has led a regional effort called One Tahoe. It is a sustainable revenue finance strategy to implement the regional transportation plan and reduce the region's reliance on competitive funding. A regional revenue source would fund road improvements, transit, and trails throughout the Lake Tahoe Basin. More information at:

[www.tahoetransportation.org/initiatives/one-tahoe/](http://www.tahoetransportation.org/initiatives/one-tahoe/)

Additionally, TTD continues to work with both California and Nevada to build operating funding for transit.

### 2. Does scenario 2 include increased frequency on Route 50?

Scenario 2 maintains 30-minute headways on route 50, consistent with what is provided now.

### 3. How can we influence the process and help support transit?

Review and comment on the plan, share your thoughts on surveys, sign up for transit updates by emailing: [twasner@tahoetransportation.org](mailto:twasner@tahoetransportation.org)

Additionally, stay informed about the potential formation of a Joint Powers Authority (JPA) through the City of South Lake Tahoe, City Manager's Office: 530-542-6000.

### 4. Are there any plans to bring transit to Meyers?

Scenario 2 proposes microtransit to Meyers.

### 5. Is there any consideration of extending operating hours later at night?

Yes. Extending operating hours will require additional funding or a reallocation of funding. For example, a reduction in service on one route will provide funding to extend hours on another.

### 6. Can we find the surveys you mentioned online?

Only the stakeholder survey is available online. Passenger surveys will be administered over the next few weeks on routes 28, 50, and 55.

Please keep in mind that you will have an opportunity to provide comments on the draft SRTP. Please visit the project page: <https://www.tahoetransportation.org/projects/short-range-transit-plan-2/>

### 7. Will transit remain free?

TTD has secured funding to keep transit free to passengers through 2026.



**8. Will the coordination of transit and microtransit require passengers to transfer to go across town?**

Possibly. It will depend on your origin and destination. Generally, traveling outside of a microtransit zone will require you to transfer to a bus.

**9. You mentioned the potential for a paratransit service area reduction. Can you explain that?**

Any fixed route transit provider must offer a complementary paratransit service within corridors with a width of three-fourths of a mile on each side of the fixed routes, excluding commuter routes.

TTD currently has two paratransit zones, baseline and extended. TTD baseline zone extends to one mile beyond the fixed route. TTD's extended zone includes Meyers and North Upper Truckee. With reduced funding the extended zone could be eliminated. Additionally, if route 55 is reduced or eliminated, the paratransit boundaries would be adjusted to match those reductions.

More paratransit information can be found here: [www.tahoetransportation.org/paratransit/](http://www.tahoetransportation.org/paratransit/)

**10. How do you decide which routes to reduce or eliminate?**

Our primary goal is to not reduce or eliminate routes. However, there are a variety of considerations when restructuring, reducing, or eliminating a route.

The efficiency of a route, typically ridership, is a primary consideration when reducing service.

TTD acknowledges that there are equity concerns around any transit service reductions. TTD will work with the City of South Lake Tahoe, the public, and all partners to explore alternative transportation options for neighborhoods impacted by any service reductions.

**11. Who operates Lake Link? Is it TTD?**

Originally Lake-Link was a pilot program to provide an alternative to use of single occupancy vehicles (mitigation) accessing and enjoying the new Tahoe Blue Event Center. The program has since expanded to certain areas of the City of South Lake Tahoe. TTD does not operate Lake Link, which is a South Shore microtransit service. It is currently operated by South Shore Transportation Management Association through a contract with Downtowner. If a Joint Powers Authority is established, it has been suggested that they operate it.

**12. Are other transit agencies facing financial challenges? Or is this specific to TTD?**

Yes, transit agencies are experiencing financial challenges and workforce issues throughout the nation. Two-thirds of the agencies in the US predict deficits by FY 25. To help alleviate funding shortfalls in California, the California legislature passed SB 125 to distribute \$4



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billion in General Fund through the Transit and Intercity Rail Capital Program in one-time funding to:

1. provide one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified
2. assist transit operators in preventing service cuts and increasing ridership
3. prioritize the availability of transit for riders who are transit dependent
4. prioritize transit agencies representing a significant percentage of the region's ridership