

Appendix E: Coordinated Human Services Transportation Plan

CHAPTER 1: PLANNING CONTEXT

As the federally designated metropolitan planning organization (MPO) for the Lake Tahoe Region, the Tahoe Regional Planning Agency (TRPA) plans transportation system improvements and distributes state, regional, and federal transportation funding for programs and projects. TRPA has a multifaceted role in supporting public transit in Lake Tahoe, including administering and allocating state and federal transit funding, collecting transit ridership data, conducting on-board passenger surveys and Unmet Transit Need surveys, and assisting with transit short-term and long-term transit planning.

Two operators currently provide local and regional public fixed route and paratransit service in the Tahoe Region. The Tahoe Transportation District (TTD) operates on the South and East shores. Tahoe Truckee Area Regional Transit (TART), jointly operated by Placer County and the Town of Truckee, provides services on the North and West Shores, and Incline Village. Two free, on-demand microtransit services were launched in 2022, Lake Link and Tart Connect. The South Shore Transportation Management Association (SSTMA) operates Lake Link on the South Shore and Placer County operates TART Connect through a contracted service on the North Shore. In October 2024, the City of South Lake Tahoe and El Dorado County established the South Tahoe Transit Joint Powers Authority (JPA). The JPA will take steps to become a new public transit operator and may have a role in providing transportation for the transit-dependent populations identified in this plan.

Introduction

The Lake Tahoe Region Coordinated Human Services Transportation Plan (CHSTP) identifies the transportation needs of individuals with disabilities, seniors, and people with low income, and provides strategies to meet those needs and prioritize transportation services and projects for funding and implementation. Projects included in the CHSTP were developed by TRPA with input from public transit operators, the TTD and TART. The CHSTP was developed through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and general members of the public. Projects that receive federal or regional funds will also be included in the federal transportation improvement program (FTIP) and statewide transportation improvement program (STIP) as applicable.

Relation to Federal Transit Administration (FTA) 5310 Program

Federal Transit Administration (FTA) Section 49 U.S.C. 5310 requires preparation of a locally developed, coordinated public transit human services transportation plan (coordinated plan) for all FTA human service transportation programs, as further outlined in FTA Circular 9.070.1G. The goal of the 5310 program is to improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding the mobility options available.¹

¹ Caltrans, 2023.

FTA Section 49 U.S.C. 5310 provides formula funding to states for the purpose of assisting private nonprofit groups and public operators in meeting the transportation needs of older adults and people with disabilities when the existing public transportation services are insufficient, unavailable in certain areas, or inappropriate to meeting specialized needs. Title 49 U.S.C. 5310, as amended by MAP-21 and continuing under the FAST Act, requires a recipient of the FTA Section 5310 funds to certify that projects selected for funding under this program are included in a locally developed, coordinated human services transportation plan that was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, nonprofit transportation and human service providers; and other members of the public.²

Formula funds for urbanized areas are apportioned to the MPO area through the FTA as authorized under the Fixing America's Surface Transportation (FAST) Act. After receiving an urbanized area (UZA) designation under the FAST Act, the Lake Tahoe Region receives formula 5310 funding. The Tahoe Transportation District serves as the Designated Recipient for 5310 funds. TRPA as the MPO initiates the split letter for 5307, 5339, and 5310 funding, in coordination with the El Dorado County Transportation Commission and Placer County Transportation Planning Agency. Total 5310 funding allocated to the Tahoe Region is around \$60,000 per year and distribution alternates yearly between transit agencies. An example of the apportionments from Fiscal Years (FY) 2023 and 2024 is included in Exhibit 1.

Eligible Projects

To comply with FTA Circular 9070.1G guidance, the CHSTP identifies specific transportation needs that are eligible for funding through the Federal Transit Administration (FTA) Section 5310 program. Section 5310 funds are designated to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding mobility options available. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act. The FTA mandates that at least 55 percent of funding is used for Traditional Projects, and no more than 45 percent of funding be used for Expanded Projects, including capital and operating expenses. The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100-percent federal share.

Traditional Section 5310 projects include funding for:

- Accessible buses and vans
- Wheelchair lifts, ramps, and securement devices
- Radio and communication equipment
- Transit-related information technology systems including scheduling, routing, and one-call systems
- Transit-related intelligent transportation systems (ITS)
- Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation

Nontraditional Section 5310 projects include funding for:

² NDOT, 2020.

- Travel training (trip planning assistance for ADA eligible passengers)
- Volunteer driver programs
- Enhancing paratransit beyond minimum requirements of the ADA
- Construction of ADA-accessible paths to bus stops, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improving signage and/or wayfinding technology
- Incremental cost of providing same day service or door-to-door service
- Purchasing vehicles to support new accessible transportation such as taxis, ride sharing, or vanpooling programs
- Mobility management programs such as administering specialized transportation programs and coordinating with other providers and social services representatives

Non-Eligible Expenses include:

- Fixed route equipment such as, but not limited to fare boxes, destination signs, stop request system, transfer cutters
- Preventative maintenance
- Vehicle rehabilitation, manufacture, or overhaul
- Transit shelters or other facility improvements
- Computer hardware and software equipment used for support of public transit services
- Acquisition of transportation services under a contract, lease, or other arrangement
- Cell phones and service agreements
- Indirect costs³

Required Elements of the CHSTP

Requirements of the CHSTP, per FTA guidelines, include:

1. An assessment of available services that identifies current transportation providers (public, private, and nonprofit);
2. An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
3. Developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.⁴

Relation to metropolitan planning organization (MPO) and State Planning Processes

The 5310 program is the funding program most connected to this plan, as participation in a locally developed CHSTP is an eligibility requirement to receive funding. However, this plan is essential for

³ Caltrans, 2023.

⁴ FTA Circular, 2014.

identifying transportation resources and gaps in service, regardless of funding type. Per FTA, the coordinated plan should be integrated into the metropolitan and statewide transportation planning processes and documents to demonstrate local policy support and federal fund eligibility.

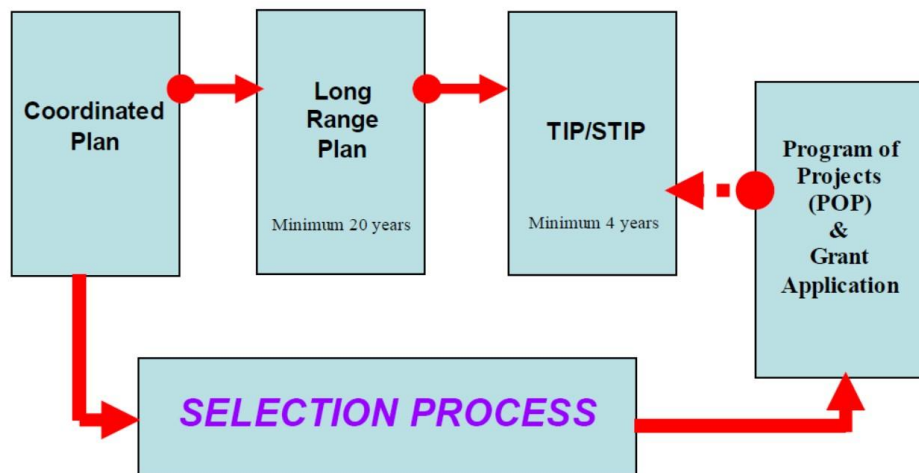


Figure 1: Relationship between the coordinated plan and the metropolitan and statewide planning processes. Source: FTA.

Regional Transportation Plan

FTA recommends that, at minimum, the coordinated plan should follow the update cycles for the metropolitan transportation plans (MTPs). This coordinated plan update directly precedes TRPA’s Regional Transportation Plan update. The CHSTP is one of the key supporting plans that directly informs the Regional Transportation Plan, including the policies and projects.

Regional Transportation Plan Policy Highlight:

Policy 4.4: Provide specialized and subsidized public transportation services and programs for individuals with disabilities that are consistent with Coordinated Human Services Transportation plans.

Previous Planning Work

FTA supports communities building on existing assessments, plans, and action items. The CHSTP builds directly on the work of TRPA’s [previous planning work](#). This study sought to identify the needs, concerns, and vulnerabilities of all those living, working, and visiting the Tahoe Basin and to ensure transportation programs, policies, and activities do not disproportionately and adversely affect identified priority communities. The CHSTP incorporates demographic analyses, public outreach, and utilize best practice engagement policies from this previous planning work.

CHAPTER 2: REVIEW OF STAKEHOLDER PLANS

The Lake Tahoe Region is comprised of two states and five different counties. The full-time residential population is steady at around 55,000, divided between Douglas County, Washoe County, Placer County, and El Dorado County. Due to the complex makeup of boundaries in the Tahoe Region, there are several jurisdictions that have a common interest in human services transportation in Lake Tahoe. The following section is a review of Lake Tahoe transportation stakeholders and their related transit plans:

California Department of Transportation (Caltrans)

The Caltrans Division of Rail and Mass Transportation (DRMT) is the designated recipient for the rural portions of FTA Section 5310 funding and is responsible for certifying human services projects in rural plans. The Tahoe Region's 2014 coordinated plan was certified by Caltrans prior to receiving an urbanized area designation.

Caltrans produced their latest Mobility Action Plan Implementation Study in 2010 and identified a list of priorities for the state to address human services transportation needs. Priorities included:

- Improved transit service span across all modes,
- Additional funding for fixed route and paratransit services,
- Enhanced mobility management programs to improve coordination,
- Expanded volunteer driver programs,
- Vehicle fleet replacement,
- Continued participation with Social Services Transportation Advisory Councils (SSTAC),
- Increased ADA demand-responsive services,
- Expansion of Consolidated Transportation Service Agencies (CSTAs), and
- Using regulated accessible taxis as an additional mobility option for riders.

Caltrans has not updated the Mobility Action Plan since 2010, but produced a State Management Plan in 2020, which was further amended in 2023. This plan outlines Caltrans' policies and procedures for the management of FTA funds, including 5311, 5310, and 5339. Caltrans administers the Section 5310 program, including certifying that projects are included in a locally developed, coordinated public transit human service transportation plan.

Nevada Department of Transportation (NDOT)

NDOT annually awards Section 5311 rural grant funding to TTD. With this funding, TTD provides vital commuter services, connections to Douglas County transit systems in Carson City and Minden, and essential transportation to medical services that aren't accessible in Tahoe.

In its 2019 coordinated plan, NDOT identified transportation unmet needs and gaps in service for Douglas County and Washoe County. Needs for Douglas County included more robust transportation options to medical services, access to dialysis appointments or employers in Gardnerville and Lake Tahoe, expanded demand response service on the Nevada side of Lake Tahoe, access to family support services in Gardnerville, and efficient connections between Lake Tahoe and Carson City. Needs for Washoe County included access to public transportation services, volunteer transportation service, and improved access to shopping areas, groceries, and pharmacies. Statewide, NDOT outlined strategies to sustain existing services and enhance statewide coordinated transportation framework, enhance medical service options in unserved communities, increase match of rural transportation, create a coordinated volunteer driver

program, expand regional intercity connectivity, expand transportation services to unserved communities, and improve transportation information. NDOT's CHSTP outlined plans to establish a statewide coordinating council with participation from MPOs and designated regional mobility managers. NDOT also highlighted a need to expand medical service options, increase public transportation in Douglas County, and develop vanpool and shuttle services through volunteer driver programs. The needs identified for Douglas and Washoe County are still relevant as of 2025.

NDOT also produced a State Management Plan in 2024 that outlines the states' objectives, policies, procedures, and administrative requirements for 5311, 5310, and 5339 programs. This plan documents that projects selected for 5310 funds are derived from locally developed, coordinated public transit-human services transportation plans.

El Dorado County

El Dorado County's jurisdiction spans from the Southwest section of Lake Tahoe to El Dorado Hills and Cameron Park in the greater Sacramento Region. El Dorado County Transportation Commission produced a 2019 Short and Long Range Transit Plan. This plan focuses on the Western slope of the county and services and transportation needs in the Lake Tahoe Region were not included. However, the plan describes a goal of continuing to coordinate and partner with other regional transit services in matters of regional fares, financing, and service planning, including the Tahoe Transportation District in the eastern portion of the county. The plan also identifies service to South Lake Tahoe as a key study issue that needs to be evaluated. Since the plan was adopted in 2019, El Dorado Transit began providing daily trips between Sacramento and South Lake Tahoe. Although the service is only offered once per day, it offers a lifeline link between South Lake Tahoe and critical services offered in Sacramento.

City of South Lake Tahoe

The City of South Lake Tahoe, with Via Mobility, LLC., developed a Comprehensive Transit Analysis of Current Mobility Services in the South Shore. This report included an assessment of current services and gaps, demographic analysis, and recommendations to improve the transportation network. The report included a demographic analysis of seniors, low-income households, and people with disabilities living within the city.

The City of South Lake Tahoe, with Bureau Veritas, also developed an ADA Title II Self-Evaluation and Transition Plan. The ADA Transition Plan shares the Coordinated Human Services Plan's goal of enhancing the mobility of people with disabilities. The City's pedestrian facilities and the public right-of-way were evaluated for ADA compliance, including 19.52 miles of sidewalk/trails, 532 curb ramps, 25 transit stops, and 33 signalized intersections. The 25 transit stops are managed by the Tahoe Transportation District, but the City surveyed the stops due to their location on City sidewalk and plans to work with TTD to bring the stops into compliance. Building an accessible path to a bus stop including curb-cuts, sidewalks, and accessible pedestrian signals are all eligible nontraditional projects for 5310 funding.

Washoe County

Washoe County developed the Tahoe Transportation Plan in 2023 identify actionable solutions to address the unique mobility challenges faced by Washoe County residents, businesses, and visitors in the Lake Tahoe Region. While transit is not the main focus of the Tahoe Transportation Plan,

there are recommendations for bus stop improvements, including ADA accessible boarding areas and crosswalks to access bus stops. Implementing these bus stop improvements will benefit seniors and people with disabilities.

Regional Transportation Commission of Washoe County (RTC)

RTC released a draft Coordinated Human Services Transit-Human Services Transportation Plan in early 2025. The plan identified the following five priorities: expand service area, information sharing and provision of training, improvement of existing and creation of additional travel options, improved coordination, and funding solutions. RTC Washoe has recently updated their process for managing FTA Section 5310 funds due to the challenges of small agencies navigating federal award requirements. RTC has stopped suballocating funding and reserves the 5310 funding for use by the RTC. The RTC, in turn, makes an equivalent amount of local sales tax dollars available to previously eligible agencies using similar requirements to the 5310 program. This shift in funding structure limits the oversight and reporting requirements for the RTC and its awardees and allows the entirety of available funding to be spent on operations, rather than only 55 percent as allowed through the federal 5310 program.

Nevada County

Eastern Nevada County includes the Town of Truckee, which is a critical destination in the “Resort Triangle,” joining North Tahoe, Kings Beach, and Truckee via Highway 89 and 267. Although Truckee is not within the Lake Tahoe metropolitan area, many North Tahoe residents rely on public transit to commute to and from Truckee for work and to access critical medical services within the Town.

In its 2021 coordinated plan, Nevada County Transportation Commission outlined several improvement strategies to improve human services transportation. Some of the high priority strategies for Eastern Nevada County included enhancing travel training to improve access to public transit and improve independence for seniors and disabled residents, maintain free fares, and implement real-time information at stops. The plan also identified active transportation strategies tied to transit access, including sidewalk, crosswalk, and bike path improvements.

Assessment of the 2019 Coordinated Human Services Transportation Plan for the Lake Tahoe Region

The last CHSTP for the Lake Tahoe Region was led by TRPA and adopted by the TRPA Governing Board on May 15, 2019. Overall, the 2019 CHSTP aimed to reinstate programs designed to assist transit dependent and ADA riders, increase the level of specialized transportation, and expand the fixed route system to provide better baseline service. The 2019 plan identified the following proposed services that have since been achieved:

- Households without access to a personal vehicle and low-income individuals would benefit from free or reduced transit fares.
 - Free-to-the-user transit has been provided basin-wide since 2020.
- Reinstate TTD transit services past 8:00pm.
 - TTD service has been extended to after 9:00pm. On Route 50, is a Westbound bus departing Stateline Transit Center at 8:50pm and arriving at South Y Transit Center at 9:10pm.

- Lake Link has helped fill this need, with on-demand microtransit service provided 7:00am to 9:00pm, and until 11:00pm on Fridays & Saturdays in summer and winter.
- Provide late night transit service beyond Crystal Bay to Incline Village
 - TART Connect lakeside zones are offered in the evenings until 12am (midnight) during peak season and 10pm during non-peak season.
- Purchase of ADA Vehicles
 - TTD took delivery of two EV replacement paratransit vans in April 2025 and will take delivery of two gasoline AWD paratransit vans in July 2025. TART has two paratransit vehicles in the process of replacement as of 2025.
- Adding transit service and increasing frequency throughout heavily populated neighborhoods is a major transportation need.
 - The introduction of Lake Link, on-demand microtransit, has helped fill this gap and provide more coverage across heavily populated neighborhoods.

CHAPTER 3: EXISTING CONDITIONS

Fixed Route Service – Tahoe Transportation District

The Tahoe Transportation District operates fixed route services in the South Shore. TTD currently provides transit service primarily in South Lake Tahoe with a commuter connection to Carson City through Minden and Gardnerville and one seasonal summer route that connects Incline Village to Sand Harbor State Park. Three year-round fixed routes, 50, 55, and 22, serve the ridership base in South Lake Tahoe providing critical connections throughout the South Shore. Route 22 also serves as a link between South Lake Tahoe and Carson Valley for commuters. A map of TTD’s existing fixed route transit system is included in Figure 2.

In addition to fixed route bus and commuter bus services, TTD operates an extensive paratransit program at South Lake Tahoe which provides shared, origin to destination, curb-to-curb transportation service to eligible riders. TTD’s paratransit service is split into two zones:

- Baseline zone: Baseline paratransit services available for free to persons within a one-mile radius of existing fixed routes.
- Extended zone: Extended paratransit services available for free to persons within the eligible service area, but beyond a one-mile radius of existing fixed routes.

Paratransit rides are available to persons over 65 years of age, veterans with a service-connected disability designation, and persons with disabilities who meet eligible criteria developed under the guidelines established by the Americans with Disabilities Act of 1990. TTD’s paratransit service area is shown in Figure 3.

TTD moved to fare-free service on April 20, 2020 during the COVID-19 pandemic to eliminate fare exchanges between operators and passengers. Continuation of the zero-fare program has been made possible through various state and local funding sources, including the TRPA administered Regional Grant Program. Free-to-user transit helps remove the financial barriers to transit services and encourages use regardless of rider familiarity with the transit system (which often impacts participation in public transit). TTD plans to continue free fares on major fixed routes and will be able to fund zero-fare service on all transit routes through September 2026.

On-Demand Microtransit Service – Lake Link

Lake Link is an on-demand microtransit shuttle system that operates on the South Shore as of Summer 2022. Lake Link is operated by the South Shore Transportation Management Association (SSTMA), with contributions from public and private partnerships. Lake Link operates 365 days a year from 7am to 9pm on weekdays and 7am to 11pm on Friday and Saturday evenings. A portion of the fleet is ADA accessible, and riders can select a wheelchair icon in the app to ensure their trip is assigned to a wheelchair accessible vehicle. The service area on the South Shore includes Round Hill, Lower Kingsbury, and the casino corridor in Douglas County, Nev., and Lodi Avenue in South Lake Tahoe, California.

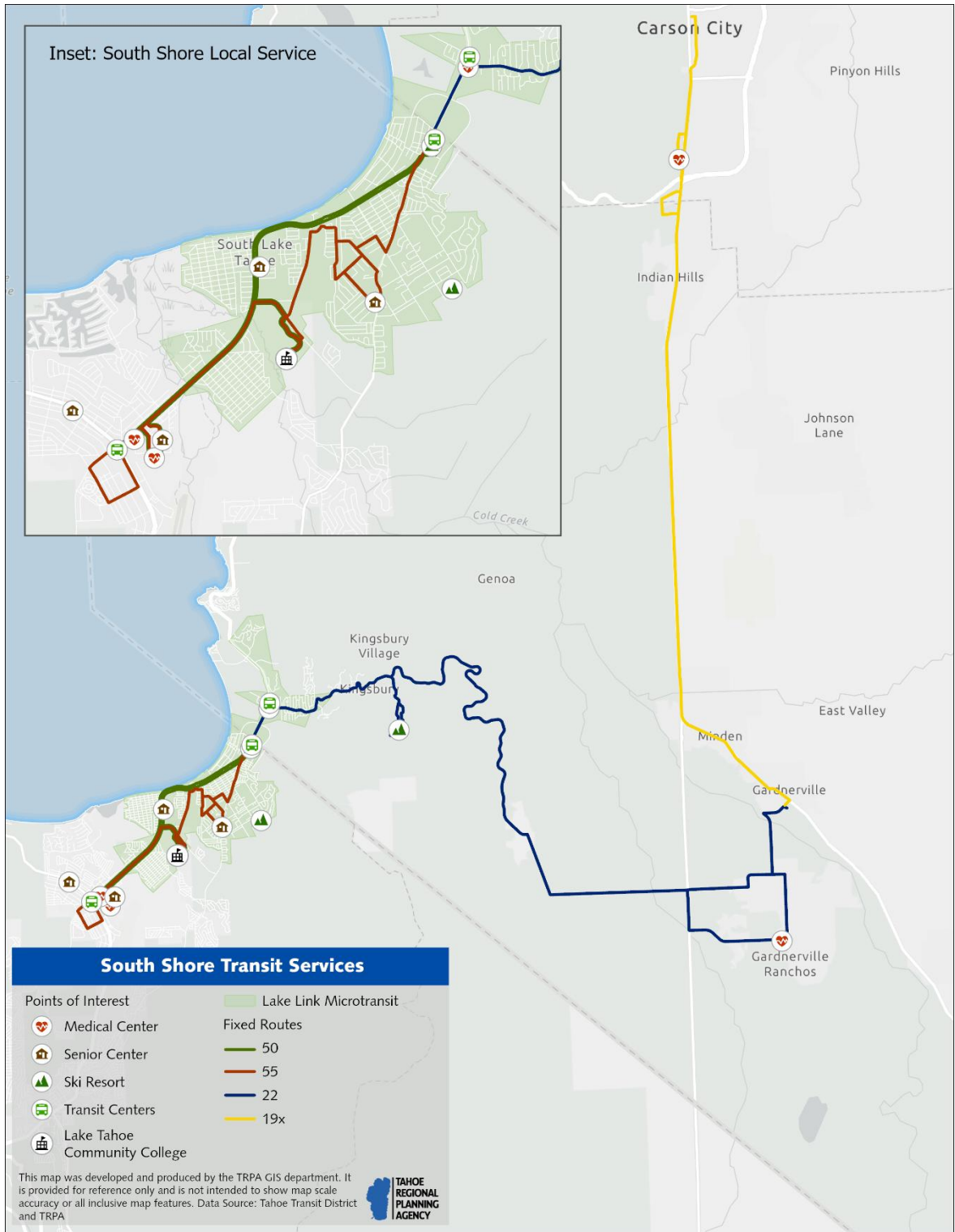


Figure 2: TTD Existing Fixed Route Service

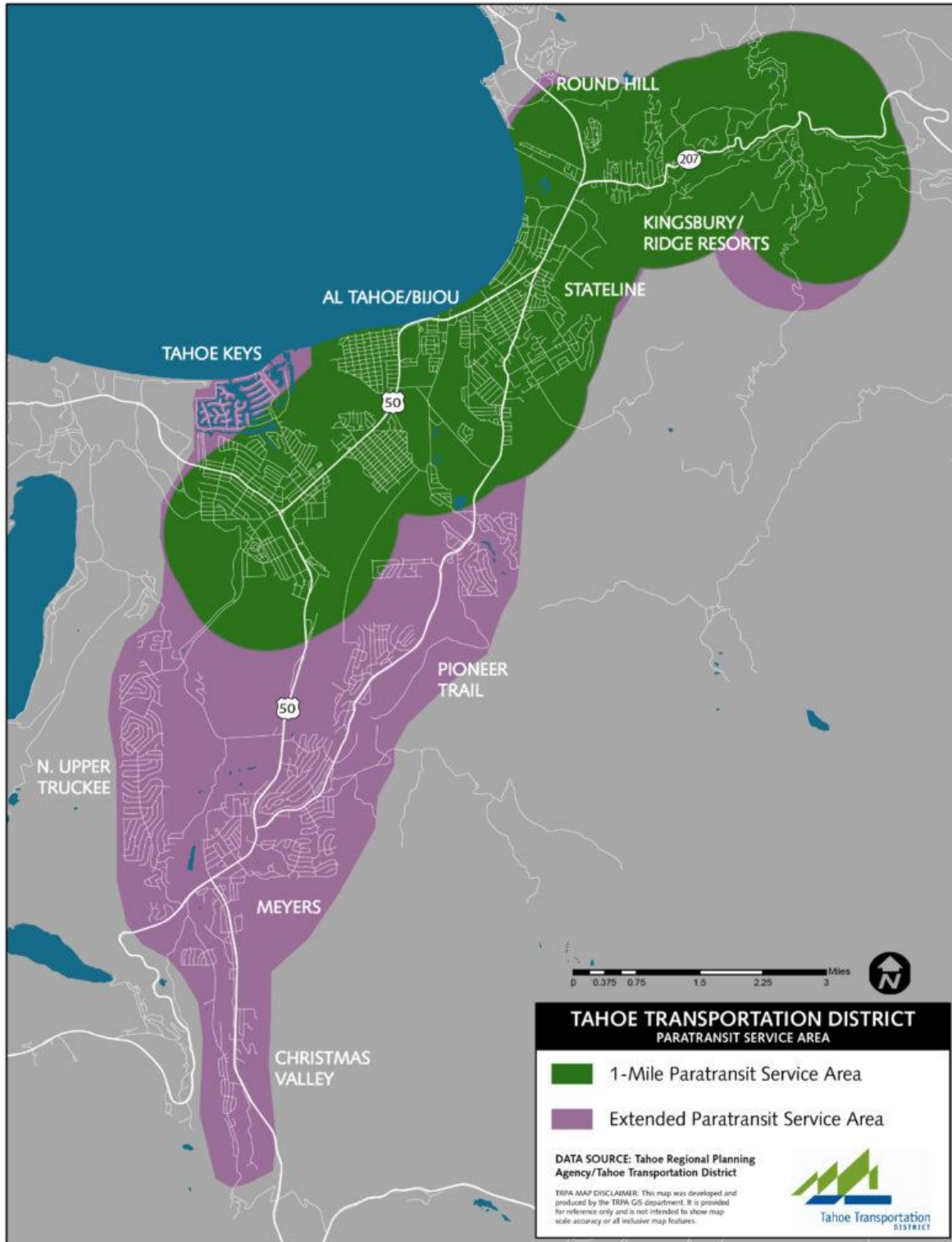


Figure 3: TTD Paratransit Service Areas

Fixed Route Service – Tahoe Truckee Area Regional Transit

The North Lake Tahoe/Truckee Region spans from Tahoma on the West Shore to Incline Village in Washoe County, NV. The SR 89 corridor serves the Tahoe West Shore between Tahoma and Truckee. The SR 28 corridor connects North Tahoe communities between Tahoe City at the “Wye” and Incline Village. In what is referred to as the “Resort Triangle,” SR 267 and SR 89 join SR 28 and the Town of Truckee to form a geographic triangle with transit connections to recreation sites and ski resorts. TART transit services focus on maximizing connections within the Resort Triangle Region.

The Placer County Department of Public Works operates the TART transit system in North Lake Tahoe. Five year-round fixed routes – the Mainline routes, Highway 89 route, and Highway 267 route – provide service to the West Shore, North Shore, and Truckee. TART also provides year-round service on three Night Rider routes, which are free-to-the-user and offered between 6:30pm and 2:00am outside of regular operating hours. TART’s fixed routes currently run hourly. The Mainline route from Tahoe City to Tahoma previously operated every 30 minutes. 30-minute service on TART’s regional routes is included in the TART systems plan, with seasonal offerings currently being funded, however continued lack of sufficient bus driver staffing has delayed implementation. TART’s existing fixed route service is mapped in Figure 4.

To comply with paratransit requirements set forth in the Americans with Disabilities Act of 1990, TART provides on-demand transit services within three-quarters of a mile from fixed routes. Eligible riders include persons over 60 years of age, veterans with a service-connected disability designation, and persons with disabilities. The 2016 TART Systems Plan update outlines strategies to expand paratransit and on-demand services at North Lake Tahoe. TART’s existing paratransit service area is shown in Figure 5.

Placer County began offering free fares on TART services in early 2020, starting as a 2-year pilot program. Ridership has increased significantly since the shift to free fares and TART continues to offer free fares pending availability of funds. Placer County also began offering a microtransit service, called TART Connect, that is free to the user. TART Connect offers curb-to-curb, on-demand service, for any trip within the defined service areas. The service was originally rolled out in Placer and Washoe counties in June 2021 and implemented throughout the North Shore and the Town of Truckee in the years since. TART Connect is an ADA accessible service.

On-Demand Microtransit Service – TART Connect

TART Connect is an on-demand microtransit shuttle system providing service on the North Shore as of 2022. TART Connect has three zones in the Tahoe Basin: Zone 1 covers the West Shore, Tahoe City, Dollar Point and Carnelian Bay; Zone 2 covers Carnelian Bay, Brockway, Kings Beach, Tahoe Vista, and Crystal Bay; and Zone 3 covers Incline Village and Crystal Bay. Zones 1 and 2 operate from 8am to midnight, daily, and Zone 3 operates from 3pm to 11pm, daily.



Figure 4: TART Existing Fixed Route Services



Figure 5: TART Paratransit Service Areas

Regional Walkshed: Existing Transit Access

Access to transit is measured primarily by geographic coverage, service hours, and frequency of service. Public transit is often lifeline transportation for transit dependent populations regardless of service span and frequency. Analyzing walkability from fixed route transit stops is one measure of transit access. The walkshed indicates first-mile and last-mile walkability. A walkshed analysis was conducted for this CHSTP to show walkability within one-quarter and one-half mile to and from transit stops and to highlight gaps in service coverage, particularly among transit dependent populations.

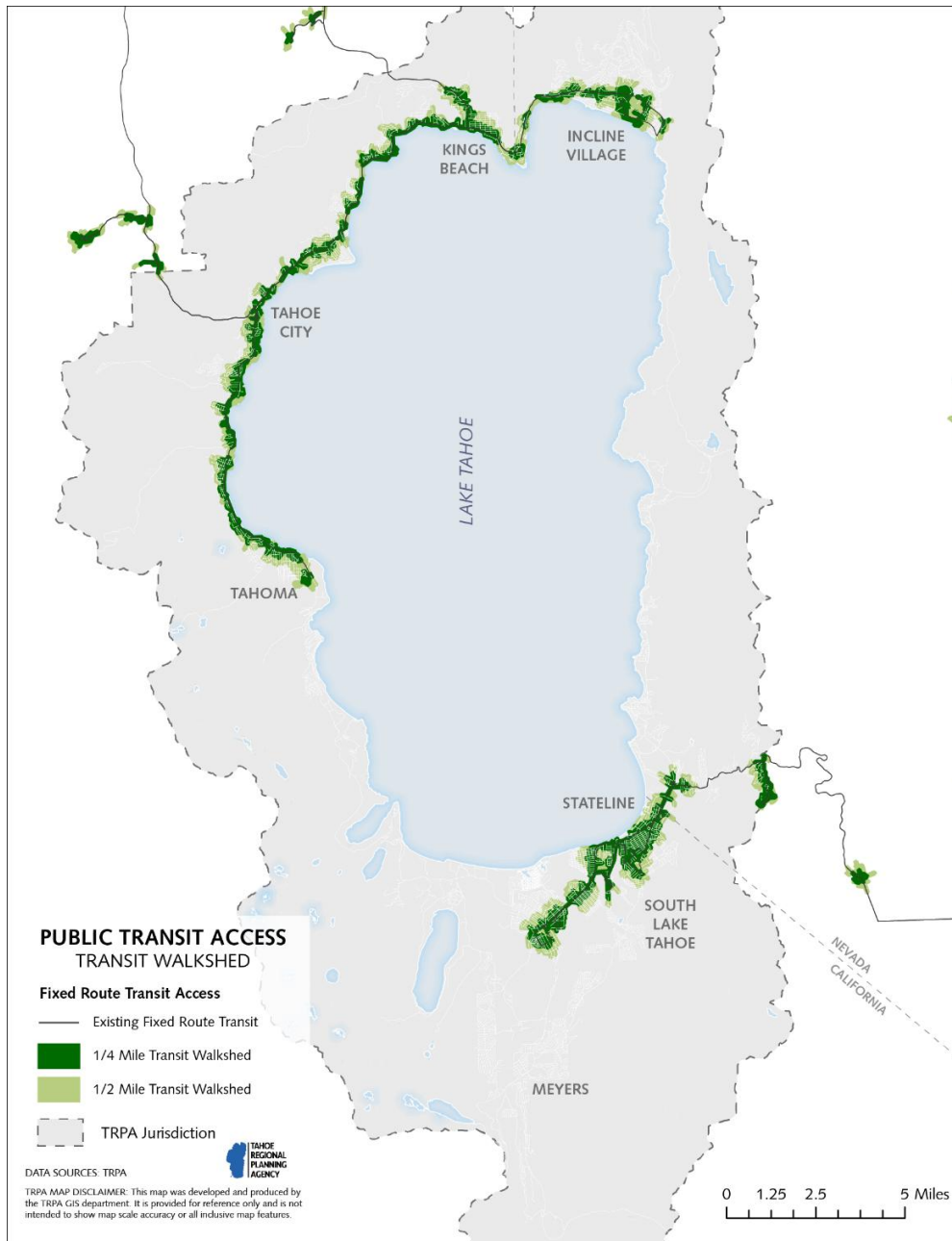


Figure 6: Regional Transit Walkshed Analysis

Existing Private Transportation Services

There are several private transportation providers operating within the Lake Tahoe Region, although not all private vehicles are ADA accessible. Most of these services, such as hotel and ski shuttles, cater to visitor populations. However, there are a few private options that could serve seniors, disabled individuals, and other people who need to access medical services inside and out of the Basin.

Kelly Ridge and Tahoe Senior Plaza

Kelly Ridge and Tahoe Senior Plaza offer affordable housing for seniors. The complexes share a van and residents have access to limited shuttle service on an as-needed basis.

Incline Village 55+ Senior Transportation Program

The Senior Transportation Program is a collaborative effort provided by IVGID Senior Programs, Washoe County, NDOT and RTC. Services include regular transportation opportunities for shopping, errands, outings, and medical or personal appointments. This door-to-door, reliable, affordable service provides local seniors a way to get around, run errands, make appointments, and take care of business. Reservations are required. Seniors can call the Senior Transportation Hotline at 775-886-1020 and leave the requested information for local errands at least 24 hours in advance for the Tuesday, Wednesday and Friday services. The fee for regular Tuesday runs is \$10, with Wednesday or Friday weekly local transportation at \$5.

On Demand transportation is available for other individual needs. The cost is \$40 per person, which includes a same-day round trip for errands, appointments, personal services, etc. (additional fees apply after 3 hours). Airport transportation services, (drop-off or pick-up), are \$55 per person. On Demand transportation services must be booked at least 72 business hours in advance by calling 775-886-1020.

Hotel Shuttles

Because Lake Tahoe is a major resort destination, many hotels allocate a portion of their annual budgets to operate shuttles for guests. Most hotel shuttles provide transportation from the hotel to restaurants and recreation destinations nearby. Services are limited to hotel guests only but provide an option for door-to-door transportation for visiting seniors and disabled individuals.

Ski Shuttles

There are seven ski resorts in or near the Tahoe Basin. Most provide some transportation to their guests and employees during the ski season, typically between November and April.

- **Mt. Rose Ski Tahoe:** Mt. Rose is located near Incline Village off Hwy 431. Mt. Rose does not provide transportation to their resort.
- **Diamond Peak Ski Resort:** Diamond Peak is also located near Incline Village off Hwy 431. Diamond Peak offers a free ski shuttle with daily trips in the morning and evening and additional trips throughout the day on weekends and holidays. The shuttle offers stops throughout Incline Village and a second route that runs every half hour from the Hyatt. TART Connect also provides service to and from the upper parking lot.
- **Heavenly Ski Resort:** Heavenly Ski Resort in South Lake Tahoe provides several free ski shuttles to their ski base lodges. During the 2023-2024 winter season, Heavenly began charging for parking at the main California base and expanded the shuttle system. Service is available between the California Lodge and Heavenly Village from 6:30am to 6pm every 15 minutes daily.

Service is available between the Stateline transit center and the Boulder and Stagecoach Lodges every 30 minutes from 6:30-8:30am and every 20 minutes from 8:30am to 5:30pm on weekdays and every 30 minutes from 6:30-8:30am and every 15 minutes from 8:30am-5:30pm on weekends. Service is provided between Boulder and Stagecoach every 15-20 minutes. As of the 2024-2025 season, Heavenly added a lodging route that connects the California base and the Bijou Commercial Core from 7:40am to 5:40pm every 20 minutes. Heavenly also contributes funding to the SSTMA to increase Lake Link microtransit capacity during the ski season.

- **Kirkwood Mountain Resort:** Kirkwood Mountain Resort is located south of the Tahoe Basin off Hwy 88. Kirkwood does not provide shuttle service to their resort, but two weekend ski shuttles, the Tahoe Ski Trips and North American Charter Ski, provide shared transportation from the Bay Area and Sacramento to the resort.
- **Sierra at Tahoe:** Sierra at Tahoe is located west of the Tahoe Basin off Hwy 50. Sierra operates a complementary shuttle service to and from multiple locations in South Lake Tahoe. Several other weekend ski shuttles, including the Tahoe Ski Trips, North American Charter Ski and others, also serve Sierra at Tahoe from the Bay Area and Sacramento.
- **Palisades Tahoe:** Palisades and Alpine Meadows ski resorts are located off Hwy 89 between Tahoe City and Truckee. These resorts are outside of the Tahoe Basin but many travel to and from homes or accommodations in Tahoe. Palisades runs an express shuttle between the resort base areas and parking lots. Mountaineer provides free, on-demand, door-to-door transportation to guests and residents of Olympic Valley and Alpine Meadows during the winter months making it easy to get around the resort community without a car. In 2018, TART began offering free weekend transit service from park and ride lots in Tahoe City and Truckee to the resort.
- **Northstar California Resort:** Northstar California Resort is located off Hwy 267 between Truckee and Kings Beach. TART provides transit service from Crystal Bay and Truckee to Northstar. The Truckee North Tahoe Transportation Management Association also provides free weekend transit service to Northstar from park and ride lots in Truckee. Northstar offers a free Dial-A-Ride service for Northstar residents and visitors. Additional third-party services include Tahoe Ski Trips and North American Charter.

South Tahoe Airporter

The Reno-Tahoe International Airport in Reno is the nearest commercial airport to Lake Tahoe. The South Tahoe Airporter provides shared transportation between Stateline at South Lake Tahoe to the Reno-Tahoe Airport for \$33 one way. South Lake Tahoe residents can connect to the shuttle from hotels in the Stateline area, located near the Stateline Transit Center and accessible by transit. The South Tahoe Airporter offers a connection from South Tahoe to Reno for residents who may need to access medical services in Reno. However, the service is limited with only one stop in Reno at the airport, which would require one or several transfers to access medical services.

North Lake Tahoe Express

The North Lake Tahoe Express is a public-private collaboration that provides service from North Tahoe and Truckee to the Reno-Tahoe International Airport. There are three routes serving different zones in North Tahoe and Truckee. One-way fares cost \$99 per person, which have increased significantly since the last CHSTP. In 2019, one-way fares ranged from \$32 to \$49 per person. The North Lake Tahoe Express offers another shared-ride option between North Tahoe/Truckee and Reno for residents who

need access to medical service in Reno. However, like the South Tahoe Airporter, residents would need to transfer at the airport to reach their destination in Reno, and with few scheduled trips, could be waiting a while before heading home.

Capital Corridor Connecting Bus and Rail

The Capital Corridor rail line connects San Jose to Auburn in Placer County. From Auburn, Amtrak provides daily bus trips to Truckee where riders can connect to TART transit services. El Dorado Transit provides bus connections from Sacramento to South Lake Tahoe where riders can access TTD transit services.

California Zephyr Rail

The California Zephyr rail line connects San Francisco to Chicago with a stop in Truckee. TART transit services connect at the Truckee Depot train station.

CHAPTER 4: DEMOGRAPHIC ANALYSIS AND NEEDS ASSESSMENT

Lake Tahoe is situated at the heart of the Sierra Nevada mountains split at the border of Nevada and California. The Region is home to the largest alpine lake in North America and serves as the playground for a rapidly growing megalopolis in Northern California and Nevada, extending from San Francisco to Sacramento and Reno. Although the Region hosts more than 20 million annual visitors, there are very few specialized services, such as hospitals, mental health centers, and dialysis centers available in the Basin. To access these services, Lake Tahoe's 55,000 permanent residents are often forced to travel outside the Region to the Carson Valley, Reno, Sacramento, and even San Francisco. TTD currently provides daily commuter service to Carson Valley and TART offers connections to Truckee, technically outside the Tahoe Region.

The demographic analysis conducted for this CHSTP is focused on transit-dependent populations within the Lake Tahoe Region. The analysis utilizes 2022 census data from the United States Census Bureau at the block group level for the portions of each county within the Tahoe Basin, including El Dorado, Placer, Douglas, and Washoe counties. The Carson City Tract is the only geography that straddles the TRPA Boundary. The majority of that tract's population is outside of the TRPA boundary, so it's been excluded from the analysis.

The following population groups are considered transit-dependent per the RTP and previous planning work:

- **Households without Private Transportation (Zero Vehicle Households):** Lack of a personal vehicle is a significant factor for transit need.
- **Seniors (individuals 65 years and older):** These individuals may choose not to drive or can no longer drive due to potential inhibitions related to age.
- **Persons Below Poverty or Median Income Levels:** Purchasing and maintaining a personal vehicle might be difficult for households below the poverty line.
- **Individuals with a Disability:** Disability status may impact an individual's ability to live independently, including driving a personal vehicle.

- **Minority Populations (Latino/Hispanic, Black, Asian, American Indian, Pacific Islander, Other, Two or More Races):** Minority groups are more likely to live in densely populated areas, are less likely to have access to a car, and are more likely to use public transportation to commute to work⁵.

Total Population

According to the American Community Survey (ACS) Census data, the Lake Tahoe regional population is 53,842 residents in 2022. Figures 7 and 8 show the total population density within the Lake Tahoe Region. Population density is highest in South Lake Tahoe, Incline Village, and Kings Beach, shown in darker green.

Gaps Analysis and Needs Assessment

Most neighborhoods with high population density have access to fixed route services, but some routes are limited in frequency and service span. Incline Village has the highest total population density in North Lake Tahoe and has public transit service from 6:30 to 7pm via the Mainline Route. Night service was a gap identified in the 2019 Coordinated Human Services Plan. While the Mainline fixed route has not been extended past 7pm, the addition of on-demand microtransit has helped fill this need. TART Connect operates in Incline Village from 3pm to 11pm daily. Kings Beach, with the second highest total population density in North Lake Tahoe, is serviced by three routes: Highway 267, Highway 89, and Mainline. These routes provide connections between Kings Beach and Truckee, Northstar, Incline Village, Tahoma, and Olympic Valley. All of these routes operate during the day, from approximately 6-7am to 5-7pm, depending on the route. TART Connect provides late night service in Kings Beach from 8am to midnight daily to supplement fixed route. Between 6pm to 11pm, riders can cross over the Tahoe City and Kings Beach zone without requesting a second vehicle at Carnelian Bay. While TART Connect has helped address this need, it is not a replacement for a fixed route. Service earlier in the morning and later at night and increased frequency have been consistently requested by the public in annual Unmet Transit Need Surveys.

The highest density population blocks in South Lake Tahoe are all within a ½ mile walking distance (see walkshed in Figure 6) of local fixed route services. However, there are some neighborhoods with high population density, like the Tahoe Keys, Tahoe Island, Gardner Mountain, upper Ski Run, and the Southeastern end of Sierra Tract that are beyond the half-mile walkshed. Lake Link, the on-demand microtransit service serving the South Shore, covers Sierra Tract and Ski Run and has plans to extend further and cover more neighborhoods. While Lake Link has partially addressed this need, adding transit service and increasing frequency of designated transit throughout heavily populated neighborhoods is still a major identified transportation need.

⁵ Monica Anderson, 2016.

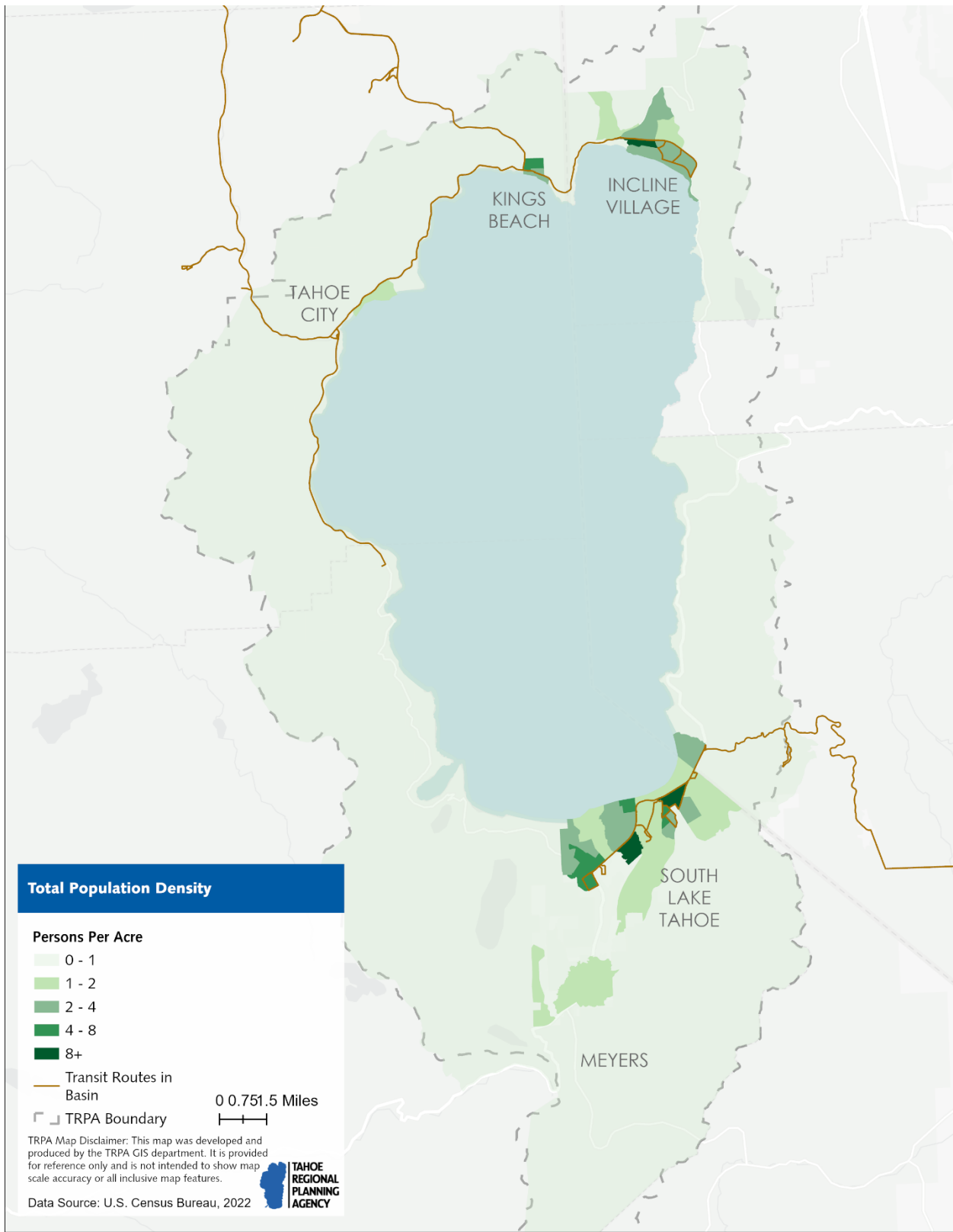


Figure 7: Regional Population Density

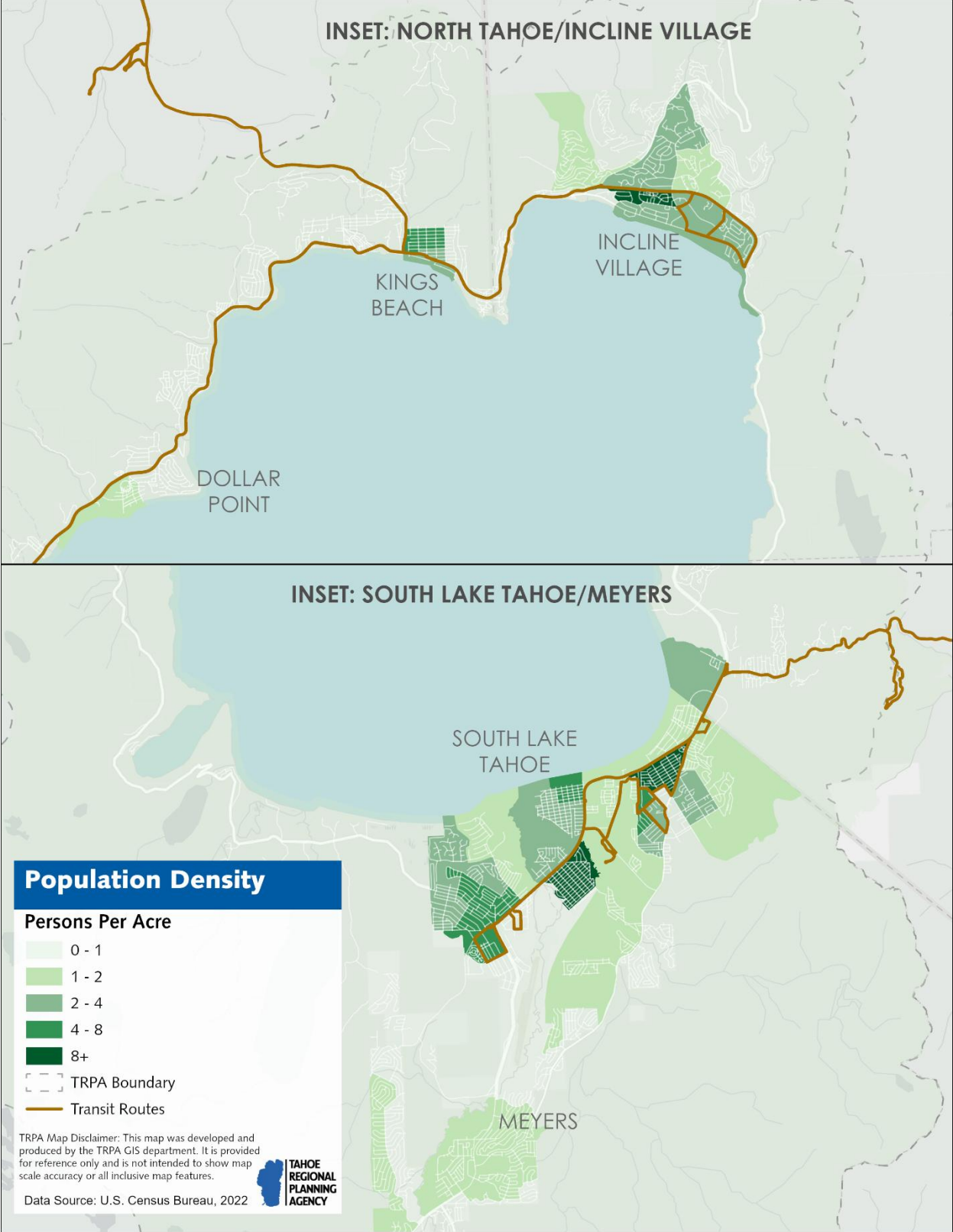


Figure 8: Inset Population Density

Zero Vehicle Households

Households without access to a personal vehicle are more likely to depend on public transportation to move around the community. According to the 2009 National Household Travel Survey, nearly half of all transit trips are made by residents of zero vehicle households. Nationwide, households without access to a personal vehicle make an average of 239 transit trips per year. Households with access to just one vehicle make an average of 38 transit trips per year and households with two or more vehicles make only 10 transit trips per year⁶. Thus, vehicle ownership has a significant impact on transit dependency.

Households in the Tahoe Region without access to a vehicle are concentrated in South Lake Tahoe, primarily in Sierra Tract, Bijou, and near the Stateline town center. There is also a higher density of these households near the South “Y” Transit Center in the Gardner Mountain and Tahoe Island neighborhoods. Figures 9 and 10 show the density and distribution of households with no vehicles.

Gaps Analysis and Needs Assessment

South Lake Tahoe residents have access to public transportation via TTD’s fixed route services. Most neighborhoods with higher populations of zero vehicle households are within one-half mile of fixed route transit services (see walkshed in Figure 6).

Previous planning work looked at zero vehicle households in comparison to grocery stores, as access to healthy and affordable food is a fundamental right. Access is limited when residents live more than one mile away from grocery stores and don’t have access to a car. People who do not have access to a personal vehicle rely on walking, biking, or taking transit to the grocery store for food. People face greater travel burdens and constraints the further they are away from supermarkets. Figure 9 shows three locations in South Lake Tahoe where zero vehicle households are high and distance to grocery stores is high.

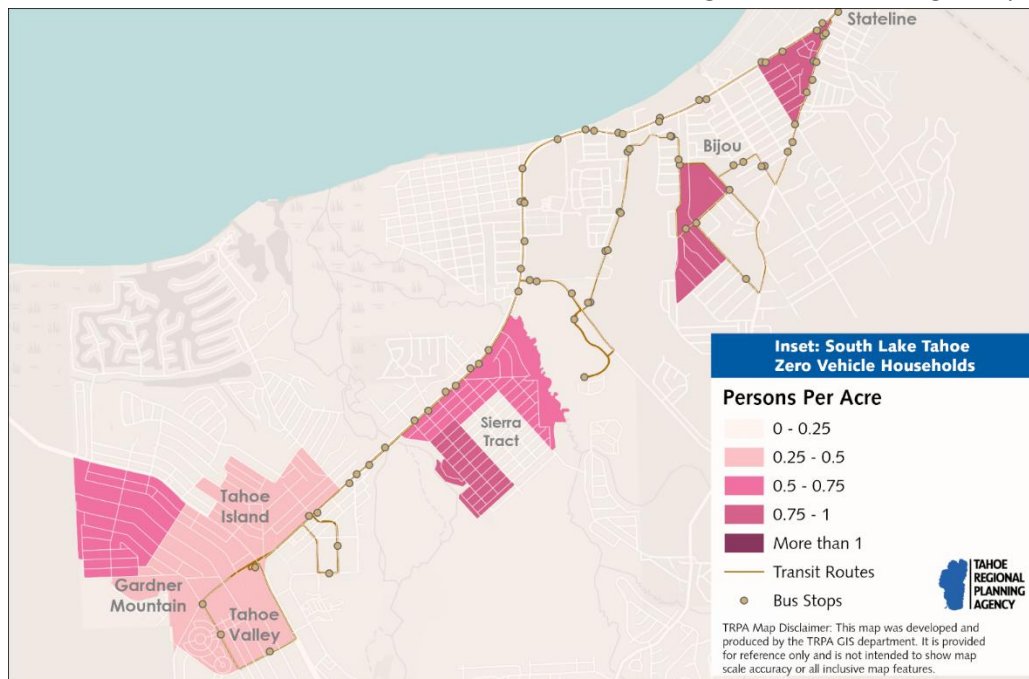


Figure 9: South Lake Tahoe Density of Households with No Vehicles

⁶ National Household Travel Survey and U.S. Census Bureau, 2009.

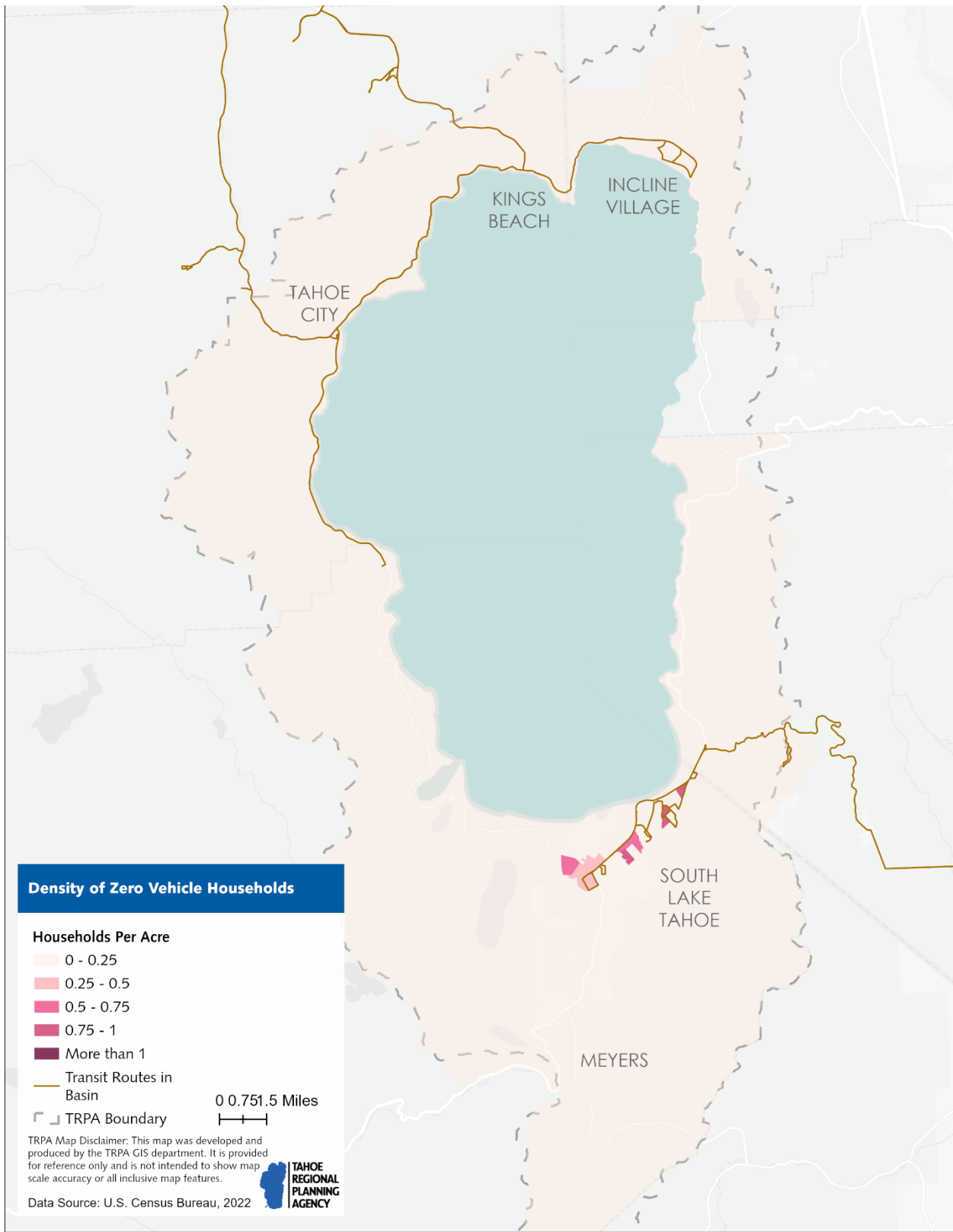


Figure 10: Regional Density of Households with No Vehicles

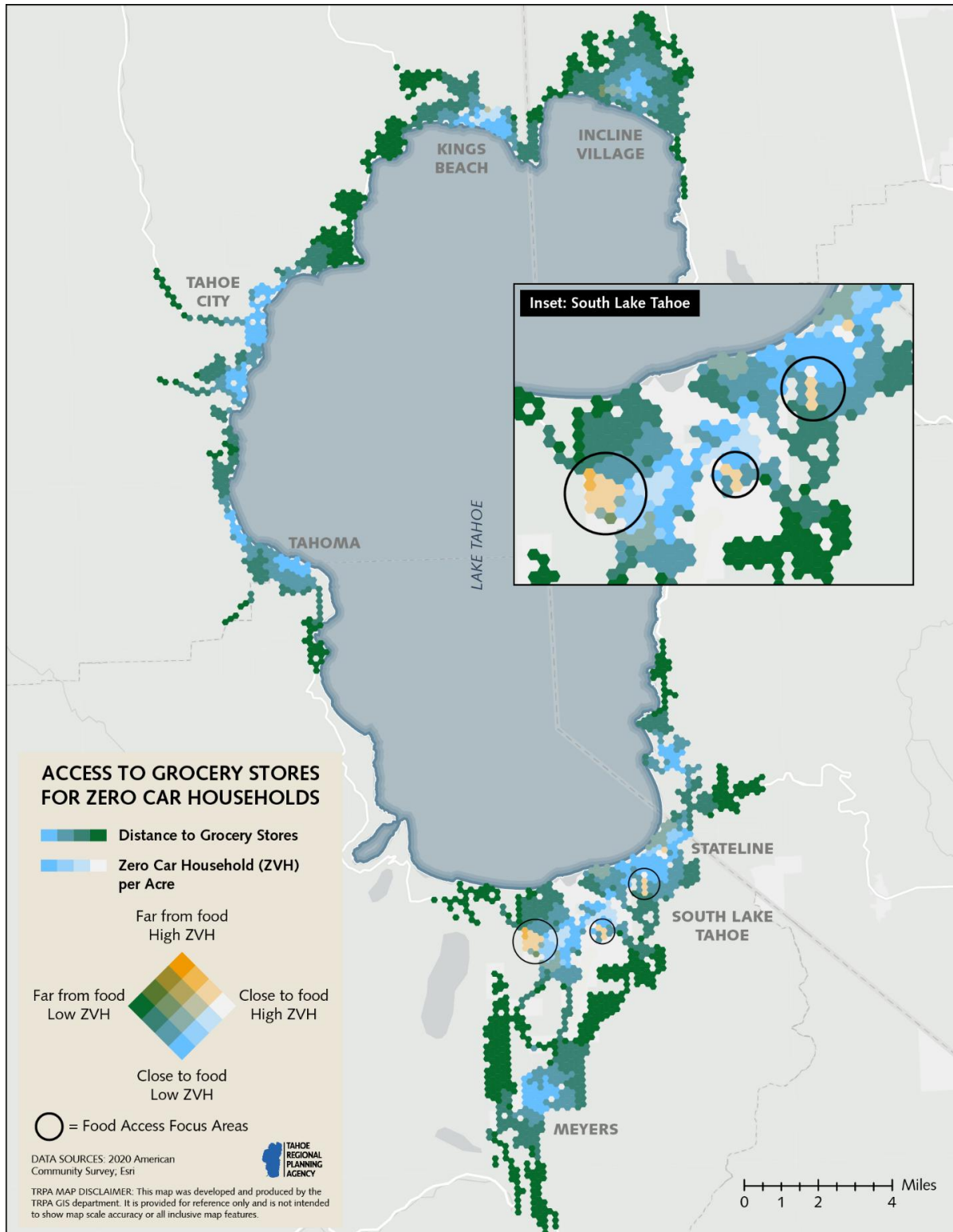


Figure 9: Access to Grocery Stores for Zero Car Households

Seniors (Individuals 65 Years and Older)

Older adults, particularly those 65 years of age and older, often rely on public transportation for mobility and independence. Age-related impairments can impact a senior’s ability to drive their own car and encourage a switch to public transit. The senior population in the United States is increasing as baby boomers age, and by 2030, all baby boomers will be older than 65. This will expand the size of the older population so that one in every five residents will be retirement age⁷. Over the past three decades, the age demographics in the Tahoe Basin have also shifted, with the population now slightly older than nearby counties and urban areas. The aging of the baby-boom generation is evident, as in 1990, the largest percentage was aged 30-40; in 2000, it was 40-50, and by 2020, 60-70.

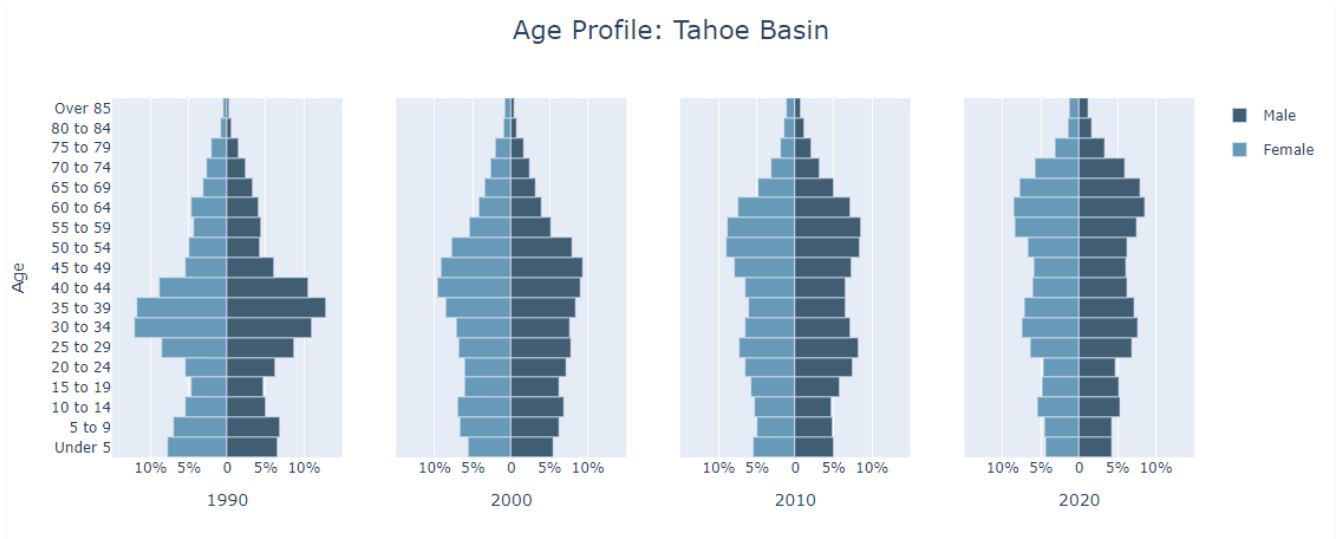


Figure 11: Age Profile: Tahoe Basin

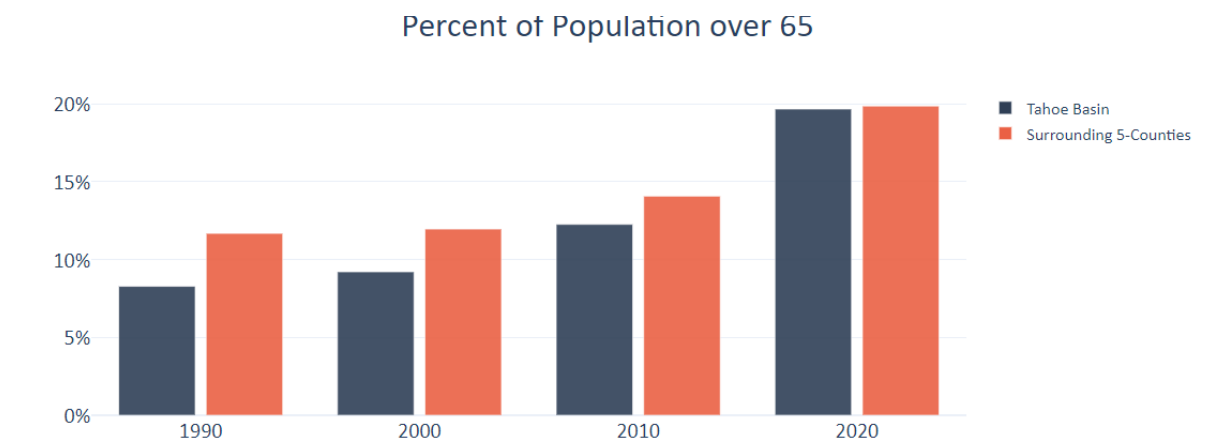


Figure 10: Percent of Population over 65 in Comparison to Surrounding 5 Counties

⁷ U.S. Census Bureau, 2018.

In the Lake Tahoe Basin, there is a greater concentration of seniors in larger town centers, particularly Incline Village, Kings Beach, and South Lake Tahoe. South Lake Tahoe has several areas with high density of seniors, particularly near the Stateline town center, and in the Bijou, Al Tahoe, Sierra Tract, and Tahoe Island neighborhoods. In North Tahoe, Incline Village has the highest density of seniors, particularly in the northern neighborhoods. Figures 14 and 15 show the regional and inset density of senior populations at Lake Tahoe.

Gaps Analysis and Needs Assessment

Fixed route services are available throughout some of the highest density senior neighborhoods in Incline Village and South Lake Tahoe. However, there are some neighborhoods, including the Tahoe Keys, Tahoe Island, the Southeastern part of Sierra Tract and the northern part of Incline Village, outside reasonable walking distance of fixed route services (see walkshed in Figure 6). Additionally, seniors may not be able to walk a half-mile distance to bus stops considered “reasonable” to the general public because they might be limited by age-related disabilities. Seniors over 65 do have access to ADA paratransit services, which extend at least three quarters of a mile from local fixed routes (see paratransit service areas in Figures 3 and 5).

Non-emergency medical services are limited in the Lake Tahoe Region and many seniors attempting to access medical services in Carson City from North Lake Tahoe must use private transportation. Seniors accessing services from South Lake Tahoe can use Route 22 and 19x, but are limited by the route frequency and service span. Previous transportation options for non-emergency medical services such as the North Tahoe Truckee Transport (NTTT) program, were restricted for use by seniors only, due to funding source requirements. Members of the general public could ride the shuttle if a senior was also on the bus, but that option was not widely utilized. Potential new programs would need to allow for greater flexibility in use.

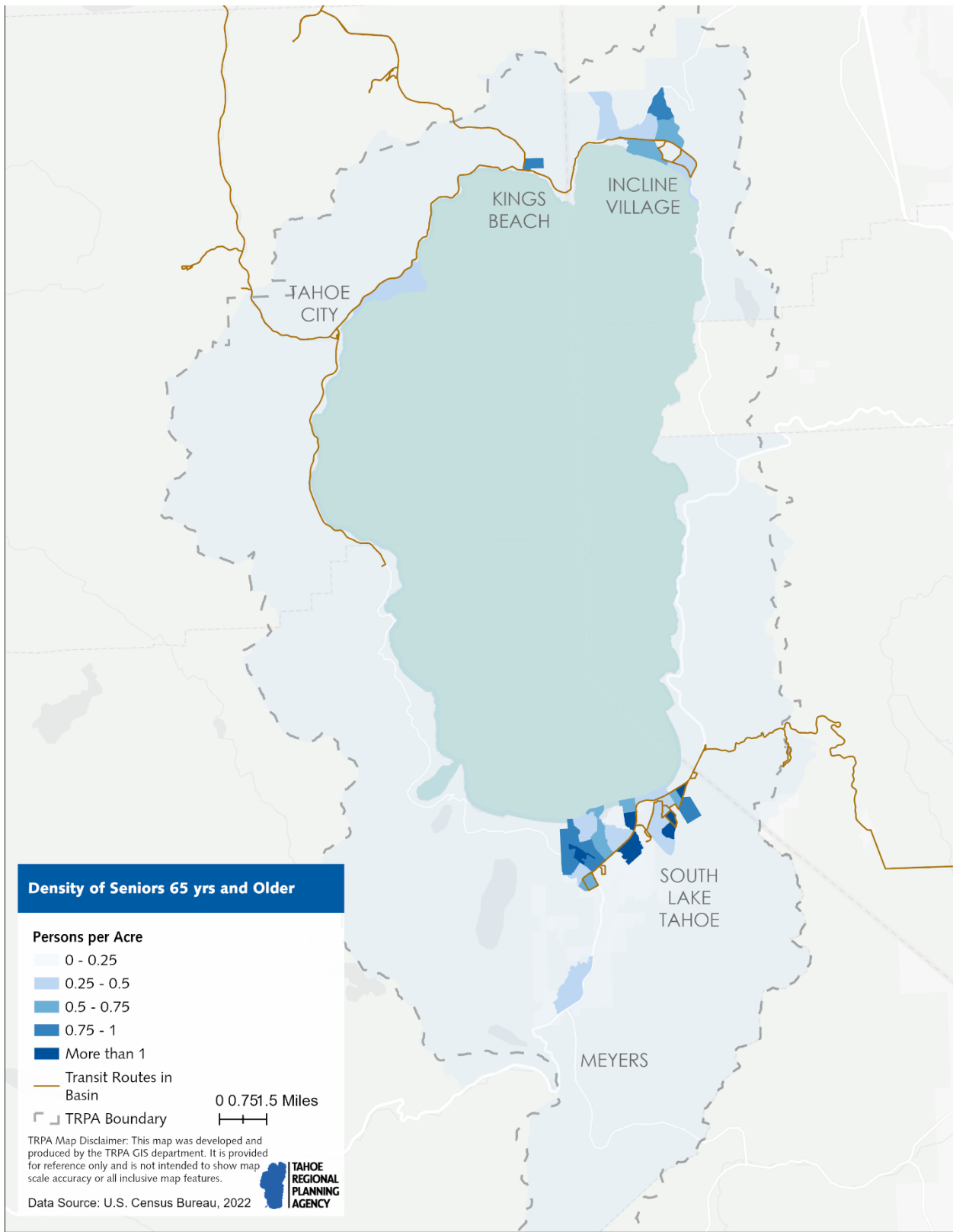


Figure 12: Regional Density of Seniors 65 and Older

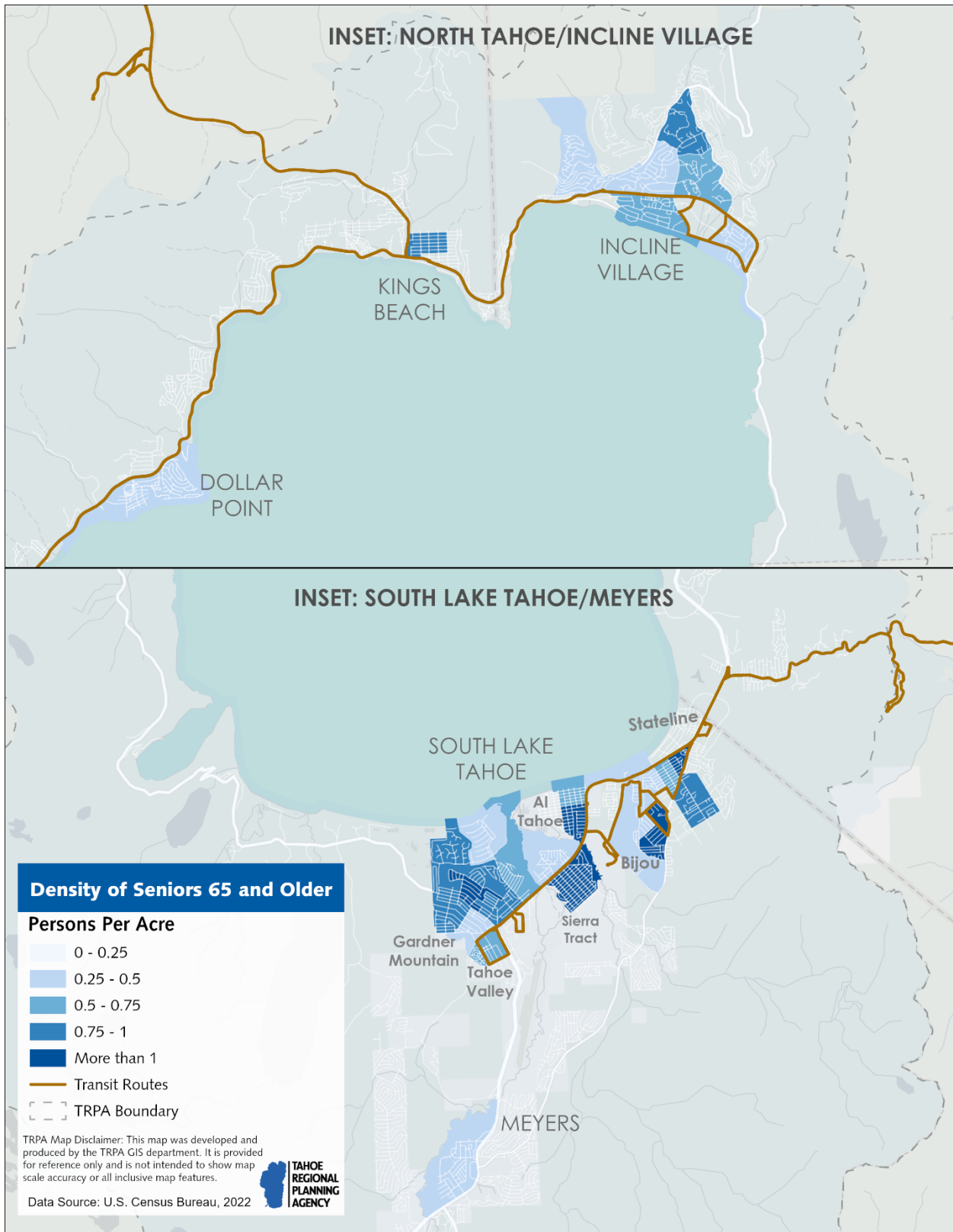


Figure 13: Inset Density of Seniors 65 and Older

Persons Below Poverty or Median Income Levels

Individuals with incomes below the poverty line may rely more on public transportation if they are unable to afford to purchase and maintain a private vehicle. Oftentimes, frequency and reliability are not a deterrent for individuals living below the poverty line, and fixed route and commuter services are a necessity transportation for this group.

Over the past decade, household incomes in the Tahoe Basin have generally increased, particularly since 2019. In 2019, the median household income for Lake Tahoe residents was \$70,582, rising to \$75,045 in 2020 and \$79,291 in 2021. In the Tahoe Basin portion of Washoe County, the median income, adjusted for inflation, rose by 29% from 2019 to 2021, while in the remaining areas of the Tahoe Basin, median income adjusted for inflation has remained relatively stable.

Within the TTD service area, the density of individuals below the poverty line is greatest in select neighborhoods throughout South Lake Tahoe, particularly Ski Run, Sierra Tract, and Gardner Mountain near the Y. In North Tahoe, Incline Village has the highest density of low-income individuals followed by Kings Beach. The recent increase in household median income in the Tahoe Basin portion of Washoe County compared to individuals below the poverty line highlights that there is a greater discrepancy in income in this area.

Figures 16 and 17 show the distribution of individuals below the poverty line at the regional and inset levels.

Gaps Analysis and Needs Assessment

Incline Village, Kings Beach, Stateline, Bijou, and Tahoe Verde are low-income neighborhoods that are covered well by fixed route transit services. Other low-income neighborhoods, like Gardner Mountain, Al Tahoe, and upper Ski Run, are just outside reasonable walking distance to fixed route transit stops (see walkshed in Figure 6). Gardner Mountain is particularly lacking in accessible fixed route services as this neighborhood is densely populated with other transit dependent population groups, like zero vehicle households and seniors (see Figures 10 and 15).

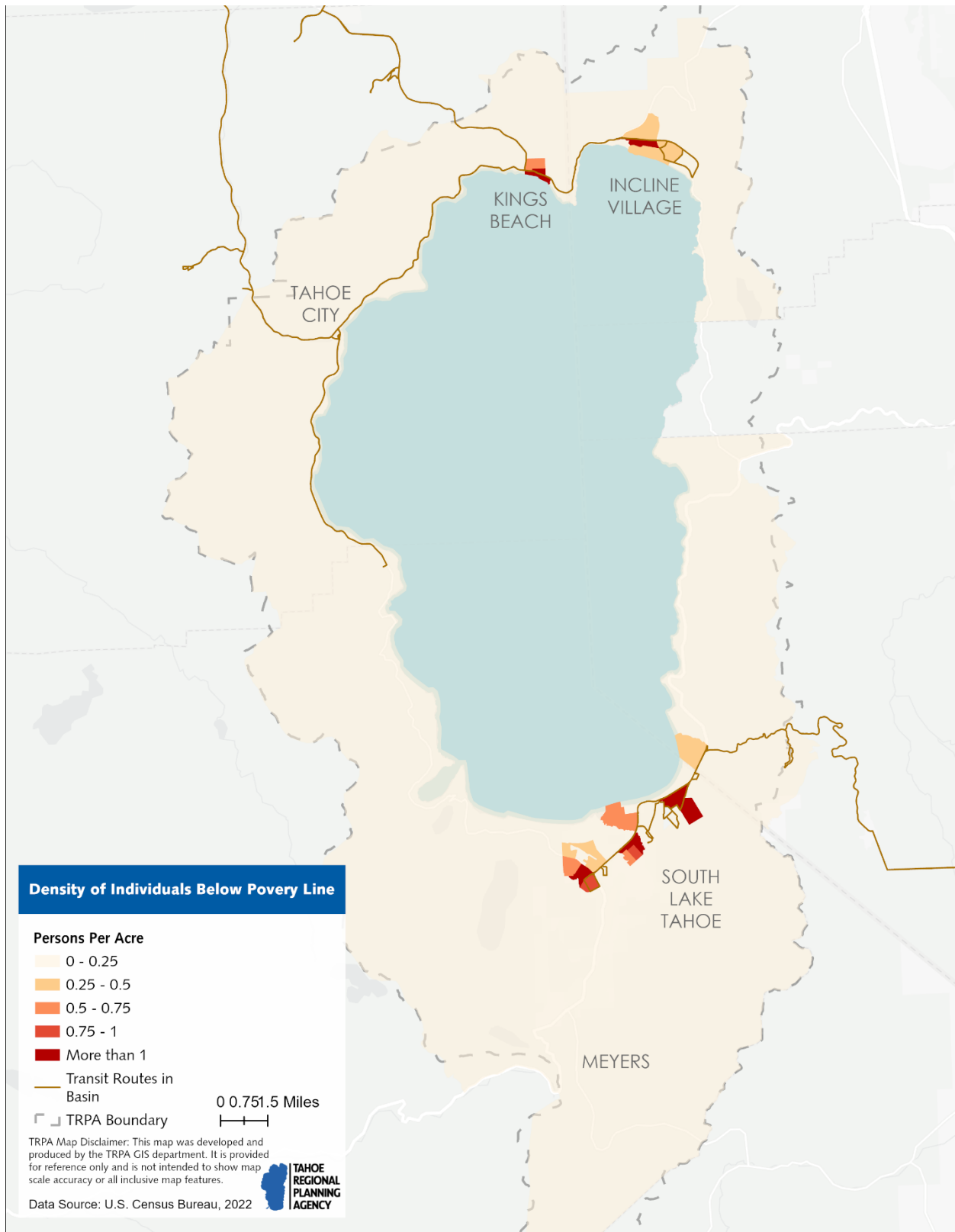


Figure 14: Regional Density of Individuals Below the Poverty Line

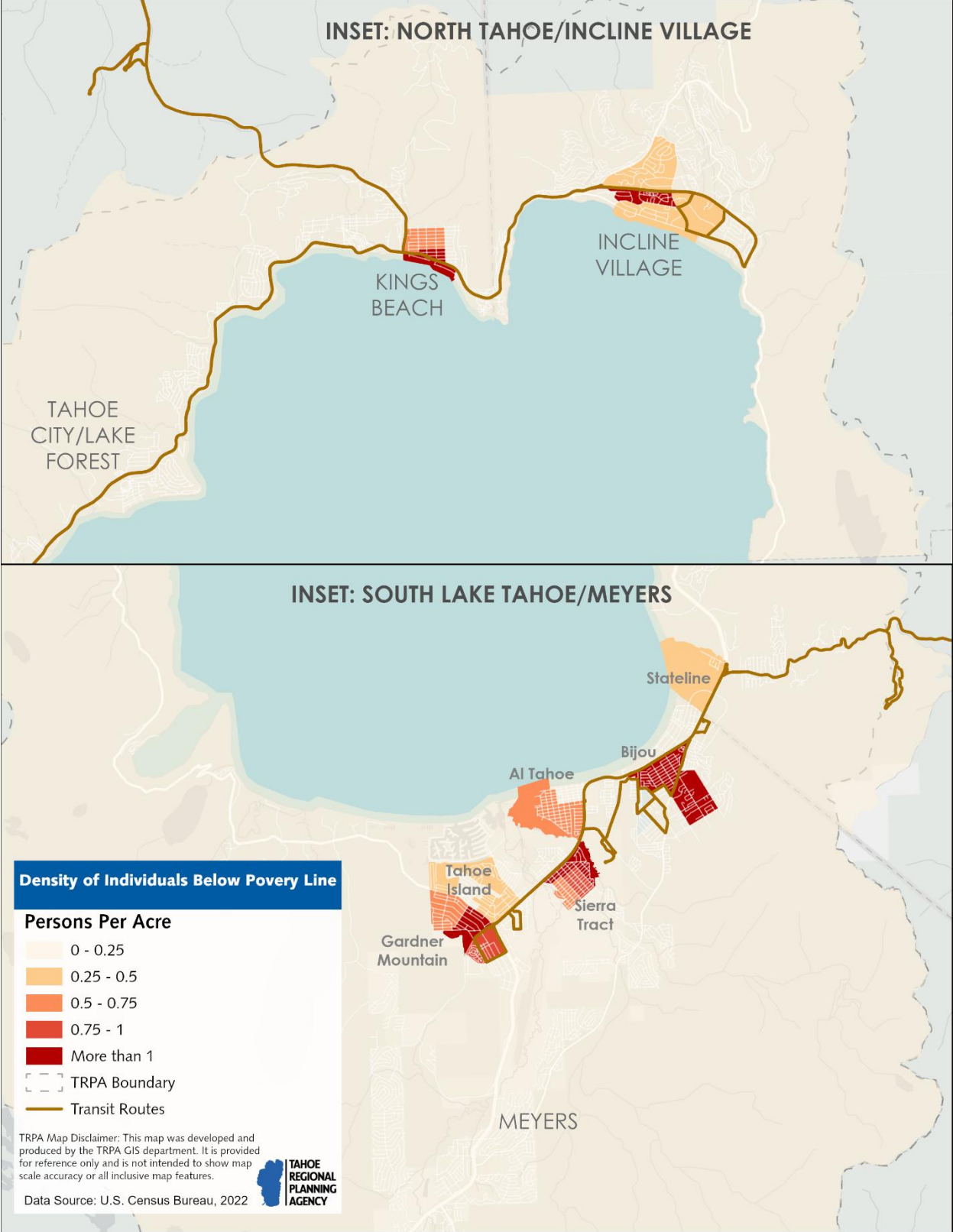


Figure 15: Inset Density of Individuals Below the Poverty Line

Individuals with a Disability

Complementary paratransit services are available and commonly utilized by individuals with disabilities as access to typical fixed route transit lines may be more difficult or impossible to use based on a physical or mental impairment. An individual with a disability is defined by the Americans with Disabilities Act (ADA) as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such impairment, or a person who is perceived by others as having such an impairment⁸. Persons with the following conditions are considered disabled by the U.S. Census Bureau:

- **Ambulatory disability** – Having significant difficulty walking or climbing stairs.
- **Cognitive disability** – Because of a physical, mental, or emotional condition, having difficulty remembering, concentrating, or making decisions.
- **Employment disability** – Because of a physical, mental, or emotional condition lasting six months or more, the person has difficulty working at a job or business.
- **Hearing disability** – Deaf or having significant difficulty hearing.
- **Independent living disability** – Because of a physical, mental, or emotional condition, having difficulty doing errands alone such as visiting a doctor’s office or shopping.
- **Self-care disability** – Having difficulty bathing or dressing.
- **Sensory disability** – Conditions that include blindness, deafness, or a severe vision or hearing impairment.
- **Mental disability** – Conditions that include a learning disability, an intellectual disability, developmental disability, Alzheimer’s disease, senility, or dementia, or some other mental or emotional condition that seriously interferes with daily activity.
- **Vision disability** – Blind or having serious difficulty seeing, even when wearing glasses.

South Lake Tahoe has the highest density of individuals with a disability in the Tahoe Region, particularly Ski Run, Bijou, Al Tahoe, Sierra Tract, and Gardner Mountain neighborhoods. Figures 18 and 19 show the density distribution of individuals with a disability. Figures 3 and 5 show the current paratransit service areas in South Lake Tahoe and North Tahoe/Truckee.

Gaps Analysis and Needs Assessment

Fixed route services within the Lake Tahoe Region provide adequate coverage for most individuals with a disability. Disabled individuals also qualify for ADA paratransit services that extend to at least three-quarters of a mile beyond fixed routes. All neighborhoods with a disability density above 0.25 persons per acre are covered by TTTD’s 1-mile paratransit service area.

Individuals with a disability often rely on transportation to access special services, such as day programs, to live an independent and fulfilling life. Some of these services are offered in adjacent counties outside the Lake Tahoe Region, which can make coordinating transportation to the programs difficult. In a multi-jurisdiction region like Lake Tahoe, regular coordination meetings are essential to developing solutions to these problems. The North Tahoe and South Tahoe SSTAC groups have acted as a venue for cross-jurisdictional transportation planning. There are still several challenges for individuals with disabilities to access special programs, but regular coordination at SSTAC meetings have already proven successful at

⁸ U.S. Department of Justice, 2009.

closing some service gaps for transit dependent populations. Some recent needs identified by the SSTAC groups and progress updates include:

- Need for additional information outlets to reach a wider audience of riders, particularly transit-dependent populations when services change.
 - TTD hired a Public Information Officer (PIO) in 2023
- Need TTD to provide better door-to-door paratransit service in the winter, particularly for Sky Forest Acres and Sierra Gardens.
- Service from South Lake Tahoe to Placerville for ADA compliant Medicare Dentist
 - TRPA is proposing a Specialized Transportation Service for medical appointments in the Regional Transportation Plan
- Request for TTD to provide the same level of paratransit service for the extended service area as they provide for the 1-mile service area.

Previous planning work looked at density of individuals with a disability in proximity to Medicare facilities. Close and convenient access to healthcare services often dictates the level and frequency of care many residents receive. Additionally, healthcare providers that accept Medicare or Medi-Cal are limited and residents who rely on these services are often reimbursed for travel only up to a certain mileage without flexibility. The limited availability of Medicare providers in the Tahoe Basin greatly impacts residents, especially those who depend on regular care such as seniors and people with disabilities. Mobility challenges for people with disabilities are exacerbated by the need to travel greater distances to access care. Figure 18 shows three locations in South Lake Tahoe and one area in Kings Beach with a high disability density and high distance to Medicare facilities.

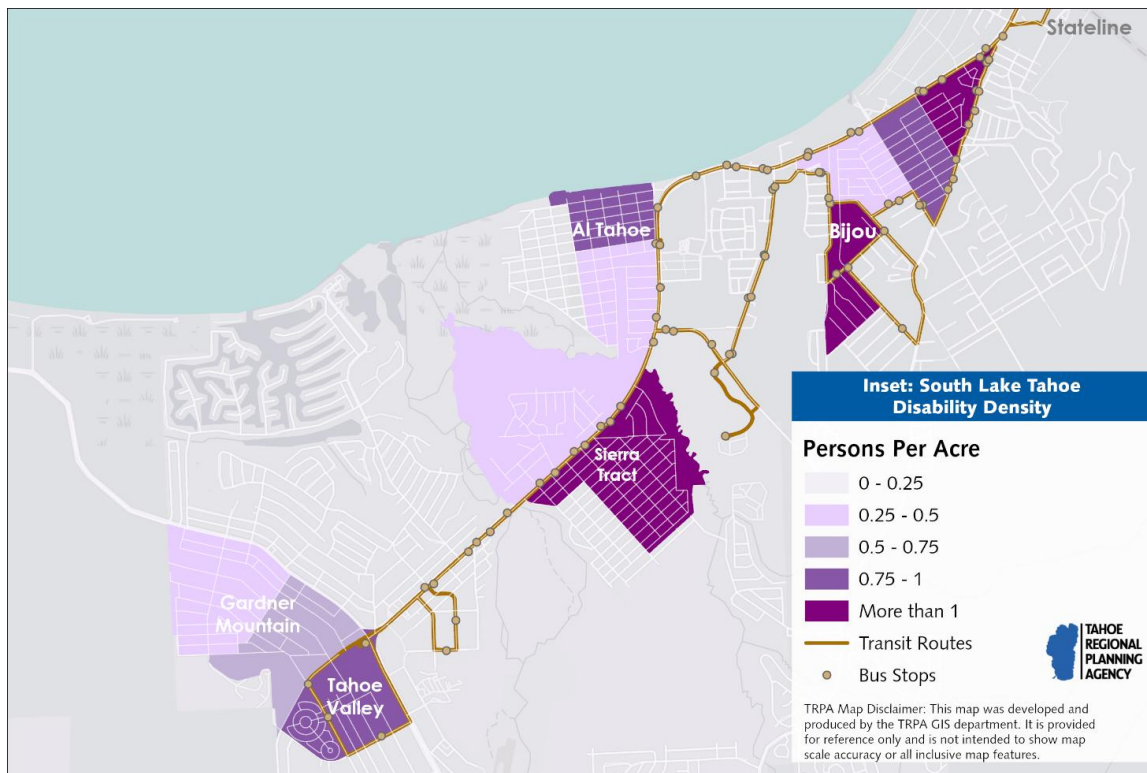


Figure 18: South Lake Tahoe Density of Individuals with a Disability

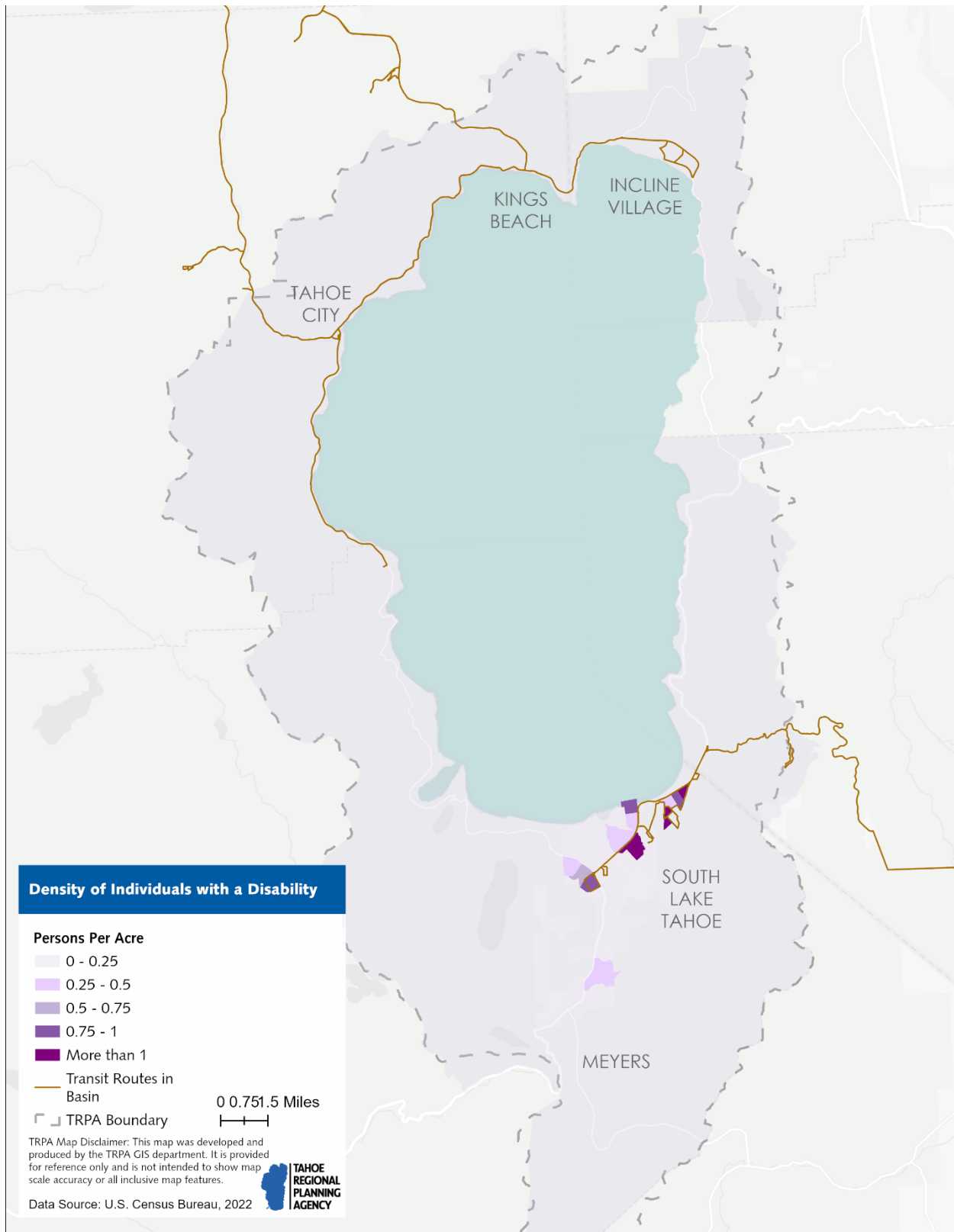


Figure 19: Regional Density of Individuals with a Disability

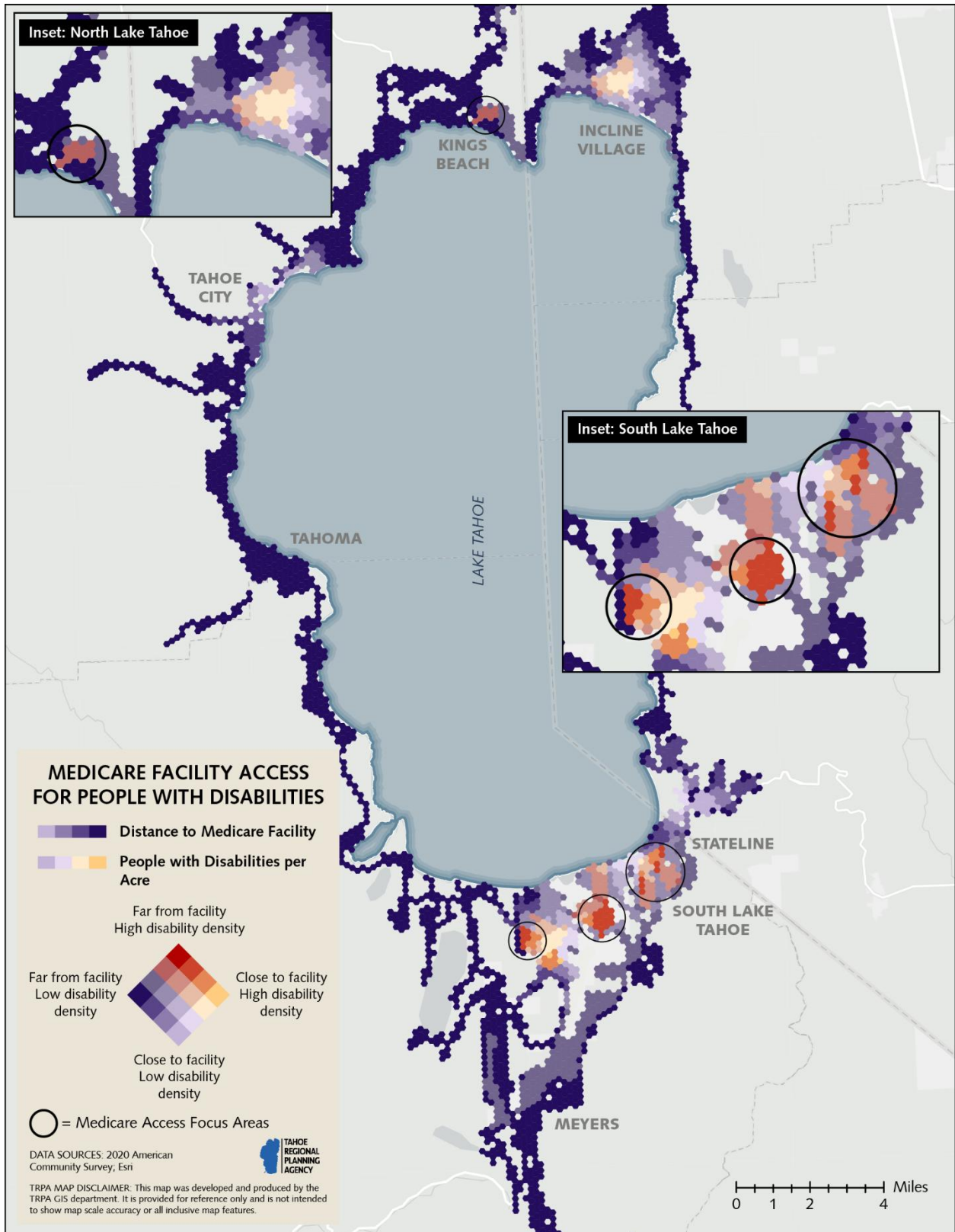


Figure 16: Medicare Facility Access for People with Disabilities

Minority Populations

Minority populations are more likely to live in densely populated areas, are less likely to have access to a car, and are more likely to use public transportation to commute to work⁹. The U.S. Census Bureau considers race categories such as Black, American Indian, Pacific Islander, Other, and Two or More races as minority groups. Hispanic and Latino populations are also considered minorities but are categorized under “ethnicities” instead of “races.”

The proportion of the population that identifies as Hispanic or Latino has increased by 23 percent in Tahoe over the past thirty years. The total BIPOC (Black, Indigenous, and people of color) population made up about 32 percent of the total Basin population in 2022 compared to 24 percent in 2000.

Minority populations are primarily concentrated in South Lake Tahoe, Meyers, Incline Village, Kings Beach, and Tahoe City. In South Lake Tahoe, the Stateline neighborhood has the highest density of minority populations, followed by Tahoe Valley, Sierra Tract, Bijou, Al Tahoe, and Ski Run. Figures 21 and 22 show the regional and inset density of minority populations.

Gaps Analysis and Needs Assessment

Neighborhoods with minority populations are primarily covered by fixed routes services, and all high-density neighborhoods within the Lake Tahoe Region are located within walking distance of public fixed routes (see walkshed in Figures 6). The Meyers neighborhood is one area that stands out with a slightly higher density of minorities and no transit access. Service to Meyers, which was briefly provided in 2018 but discontinued due to low ridership and lack of funding, has also been repeatedly requested in Unmet Transit Surveys. Minority neighborhoods would benefit from greater frequency and service span, which are priorities of each agency’s short-range transit plans.

⁹ Monica Anderson, 2016.

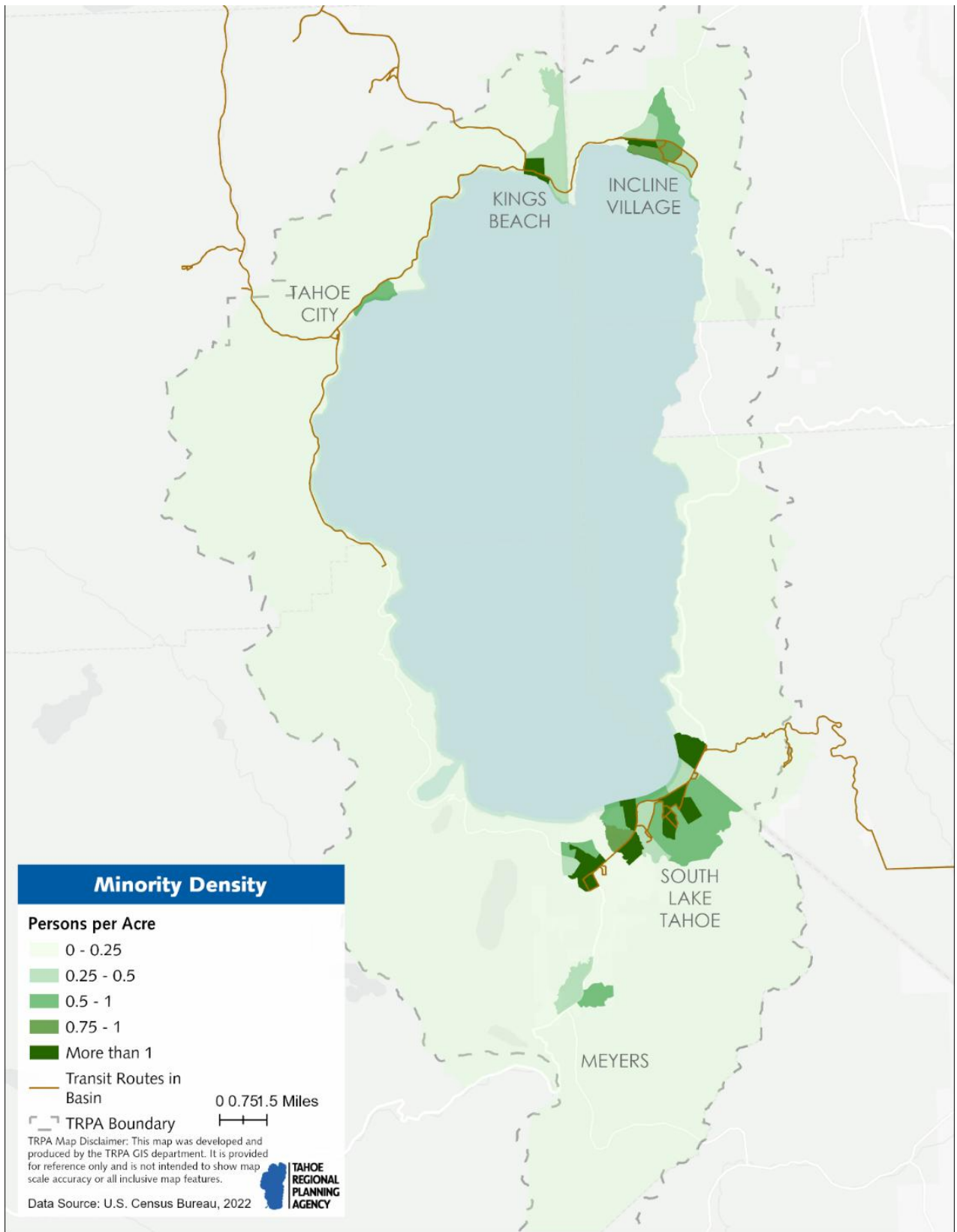


Figure 17: Regional Minority Density

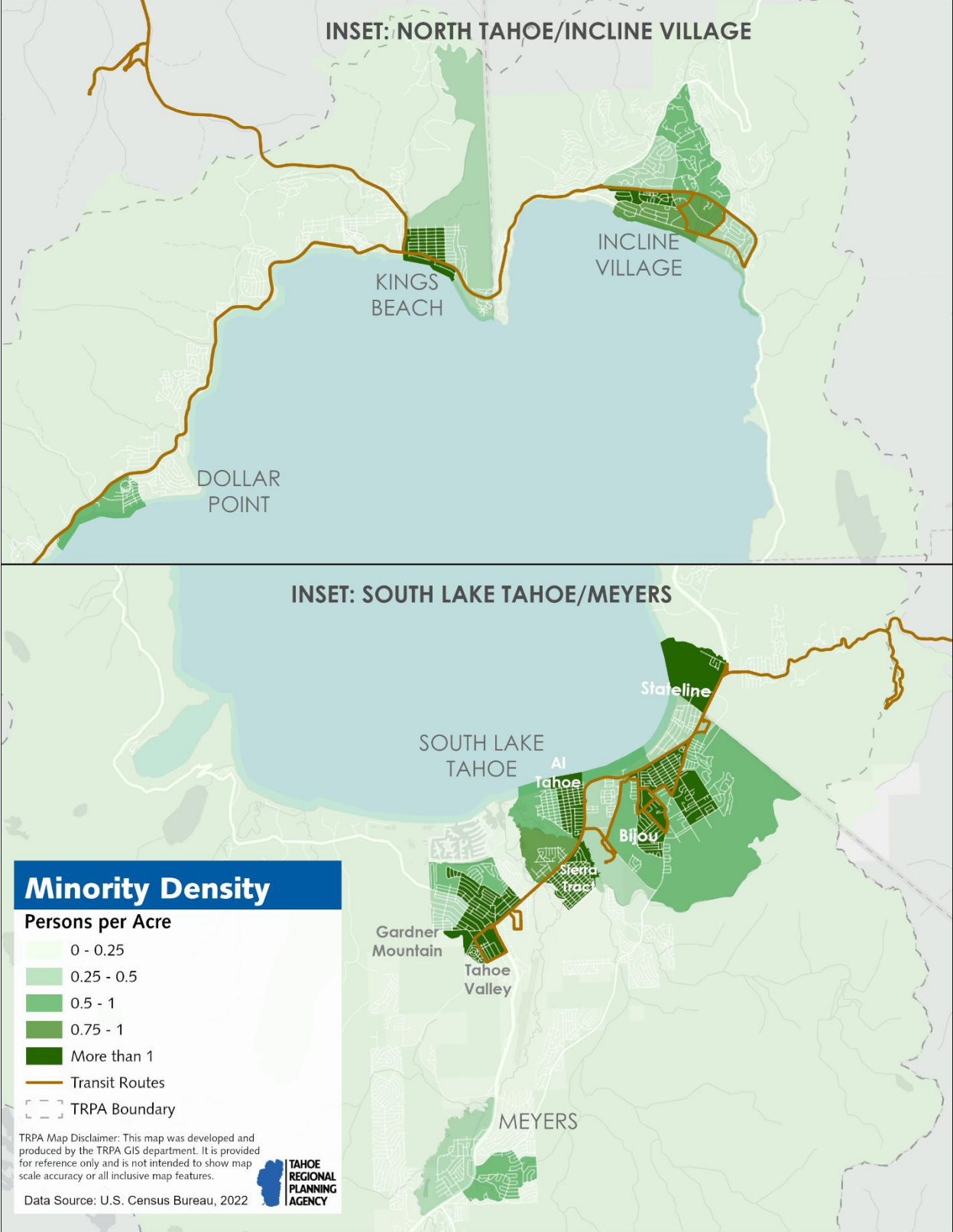


Figure 18: Inset Minority Density

Aggregate Analysis

The 2020 Regional Transportation Plan focused on identifying communities within the Lake Tahoe Basin that face more transportation barriers. To ensure these communities are served by the plan, TRPA identified certain neighborhoods as Community Priority Zones to focus transportation access and prioritize investments. Community Priority Zones are defined in the 2020 RTP as neighborhoods with higher densities of at least three of the following demographic characteristics:

- Persons without private transportation (zero vehicle households)
- Seniors (individuals 65 years and older): Elderly individuals may choose not to drive or can no longer drive due to age.
- Persons living below the poverty line
- Individuals with a disability
- Youth (individuals under 18 years old)
- BIPOC (Black, Indigenous, and People of Color)

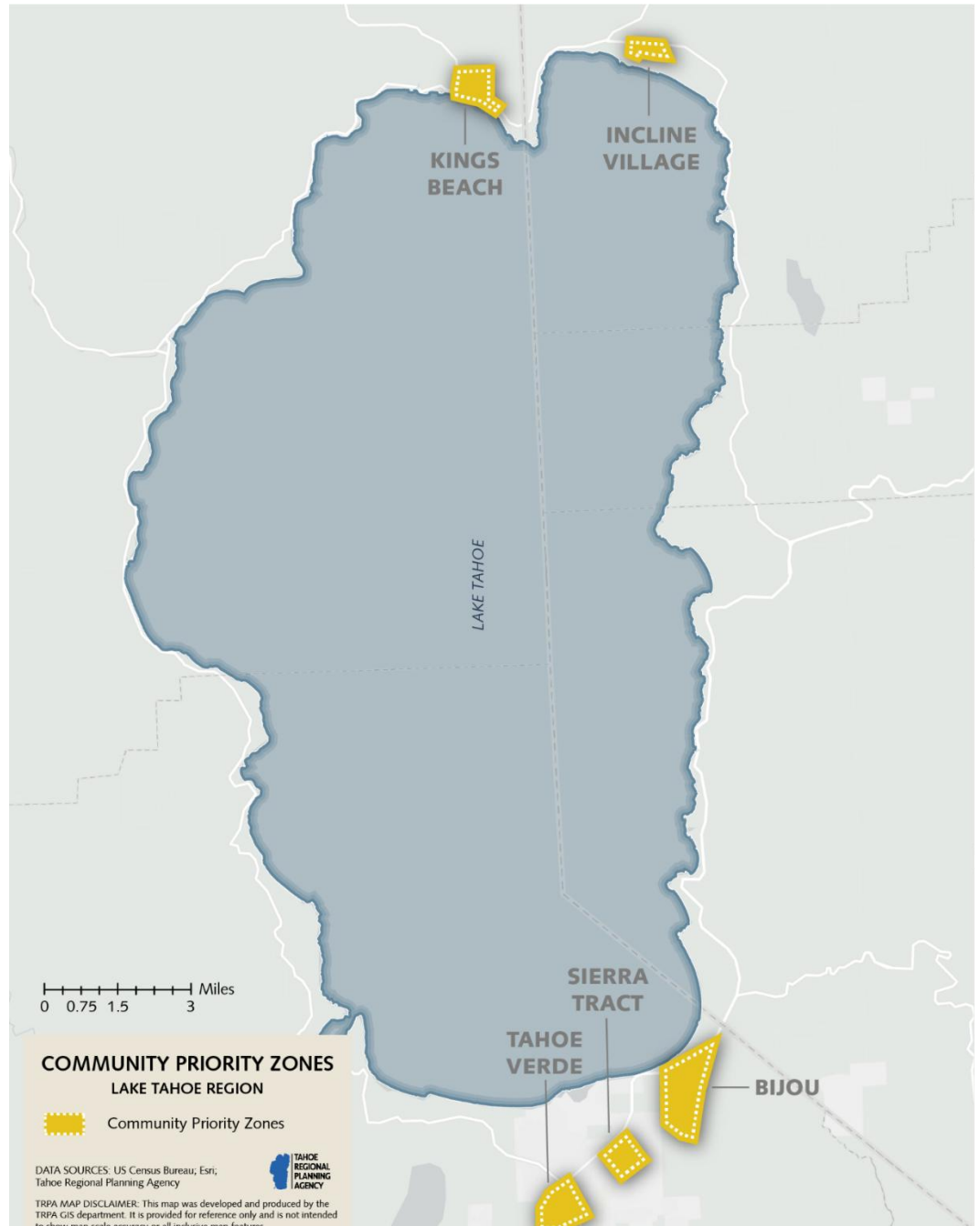


Figure 19: Community Priority Zones

CHAPTER 5: PUBLIC OUTREACH

The Coordinated Human Services Plan and its proposed projects are based on extensive outreach to transit-dependent populations.

Previous Planning Work

Previous planning work included extensive public outreach, including focus groups and one-on-one meetings with representatives from community groups, major employers, health care services, fire departments, transit agencies, educational institutions, religious institutions, and the Washoe tribe. These groups were asked about obstacles that prevent people from accessing transportation services and recommendations for future improvements, with an emphasis on transit. Development of the study also included in-person outreach at community events and a survey that received 113 responses.

The following key findings are relevant to the CHSTP:

- Shelters are not always accessible or safe in the winter, including the sidewalks/pathways around the stops and the shelters
- There is a desire for physical devices such as transit kiosks to communicate arrival schedule
- There should be more discussions around coordinated evacuation planning, particularly plans for zero-vehicle households and transit-dependent individuals
- There are not enough bus stops near communities in need
- Lighting around transit stops is not adequate
- Language access on transportation apps is insufficient. Request for multilingual apps, including Spanish and Filipino.
- Extended service hours would be helpful for transit dependent individuals working late
- Transit is not frequent enough
- Transit does not service Meyers, where there is a growing Latino community
- Request for transit to warming centers when the power is out in the winter
- Not all bus stops are ADA accessible, including a lack of ADA accessible sidewalks or paths to bus stops

2020 - 2024 Unmet Transit Needs

TRPA conducts an annual unmet transit needs process to identify any unmet transit needs. During the unmet transit needs process, TRPA consults with the Social Services Transportation Advisory Council (SSTAC), hosts public workshops, and conducts a public hearing to assess the size and location of potentially transit dependent groups and analyze the adequacy of the existing transportation systems in providing services to transit dependent groups. Since the last Coordinated Human Services Plan, TRPA has produced four Unmet Transit Needs Reports, in coordination with the transit operators. The following findings are key needs that have been identified by individuals and community groups over the last four years:

- Increased frequency and reliability of transit operations
- Extended service hours later at night and earlier in the morning
- Public transportation options between the North Shore and South Shore
- Service to Meyers
- Service along the SR 89 recreation corridor

- Better real-time information on routes and operations

These findings have been unreasonable to meet, primarily due to a lack of funding to implement. 5310 discretionary funding may be able to fund some of these needs, as identified in Chapter 6.

Stakeholder Meetings with SSTACs

A representative from the TNT/TMA met with the Social Services Transportation Advisory Council on the North Shore, the Community Collaborative of Tahoe Truckee, on September 3rd and asked about their transportation needs. They relayed the following two needs:

- Seniors need reliable transportation to substance abuse programs coming from the Tahoe Basin to Tahoe Forest Hospital in Truckee.
- A desire for car seats on TART Connect vehicles

TRPA attended a meeting of the Social Services Transportation Advisory Council on the South Shore, Access Tahoe, on November 18, 2024 to solicit feedback on transportation needs for the Unmet Transit Needs and Coordinated Human Services Plan.

Tahoe Transportation District Short Range Transit Plan

The Tahoe Transportation District conducted outreach for their Short-Range Transit Plan concurrently with the Coordinated Human Services Plan development. The following outreach comments on the SRTTP are also relevant to this plan:

- Issues with the schedule in the Transit App
- Concerns over how the South Tahoe Transit Joint Powers Authority (JPA) may impact transit operations in the future
- Some community preference for a scheduled, fixed-route service over on-demand service, due to reliability
- Concerns over lack of sustainable transit funding
- Need for more service near the “Y” in South Lake Tahoe with the large affordable housing development
- Desire for extended hours of service for those that work in hospitality in the Stateline Casino Core

CHAPTER 6: TRANSPORTATION NEEDS AND PROJECTS

The proposed project list was developed after gathering input from several stakeholder groups, conducting public outreach, and analyzing demographic data and gaps in service. Public outreach centered on feedback recently collected in 2022 and 2023 during previous planning work, the last several years of Unmet Transit Needs processes, the 2025 Regional Transportation Plan, and the Tahoe Transportation District’s 2024 Short Range Transit Plan.

The proposed project list includes programs, capital projects, specialized services, and fixed route projects to ensure all services remain eligible for funding through the FTA 5310 program. FTA maintains flexibility in how projects appear in the coordinated plan. Projects may be identified as strategies, activities and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the CHSTP. (FTA Circular 9070.1G, pp. V-1)

Per FTA guidelines, the following tables include priorities for implementation based on resources, time, and feasibility. Proposed projects are categorized from Tier 1 to Tier 3, with Tier 1 as the highest priority. Tier 1 focuses on immediate needs that are the most feasible to implement, such as ADA vehicle replacement. The tiered system considers cost, feasibility, timeframe, funding competitiveness, alignment with plans, and community support.

Proposed Programs and Capital Projects

Table 1: Proposed Project List for Programs and Capital Projects

Service Need	Proposed Project, Program, or Strategy	Supporting Plans	Priority Tier
North Shore ADA vehicle replacement or expansion	Purchase of ADA buses and vans, as needed.	2019 CHSTP, TAM Plans	1
South Shore ADA vehicle replacement or expansion	Purchase of ADA buses and vans, as needed.	2019 CHSTP, TAM Plans	3*
Improved real-time information	Implement additional physical devices, such as transit kiosks, at transit stops or mobility hubs without these devices to communicate arrival schedule and aid trip planning.	Transportation Equity Study 2019 CHSTP, Unmet Transit Needs	1
Educational training programs	Re-instatement of a mobility management program to serve the entire region, including assistance on paratransit sign-up.	2019 CHSTP, Transportation Equity Study	2
ADA accessible bus stops	Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features.	Transportation Equity Study, CSLT ADA Transition Plan	1
Improved transit technology	Transit-related information technology systems and infrastructure, including the introduction of new technology, through innovative and improved products, and scheduling/routing/one-call systems.		2

*This project is tier 3 on the South Shore, as TTD took delivery of two EV replacement paratransit vans in April 2025 and will take delivery of two gasoline AWD paratransit vans in July 2025.

Proposed Operational Projects – Specialized Services

Table 2: Proposed Project List for Specialized Services

Service Need	Proposed Project, Program, or Strategy	Supporting Plans	Priority Tier
Funding to maintain extended paratransit service on the South Shore, beyond the minimum service area.	Funding of extended paratransit service area.	TTD SRTP	1

Specialized Medical Transportation	Coordinate interregional medical transportation once per week to facilities outside of the basin, particularly Placerville, Sacramento/Davis, and Reno, as outlined in the Regional Transportation Plan, Appendix F.	2019 CHSTP, Transportation Equity Study	2
Transit to warming centers during power outages.	Transit or microtransit service to warming centers when the power is out.	Transportation Equity Study	3

Proposed Operational Projects – Fixed Route Services

Table 3: Proposed Project List for Fixed Route Services

All proposed fixed route services included in this plan were also included in the 2019 Coordinated Human Services Plan and have been identified as continuing needs for the Tahoe Region.

Service Need	Proposed Project, Program, or Strategy	Supporting Plans	Priority Tier
Fixed route transit service to Meyers	Implement proposed Route 54, outlined in the Regional Transportation Plan, appendix F.	2019 CHSTP, Transportation Equity Study, TTD CHSTP, Unmet Transit Needs	3
Transit or shuttle service along the SR 89 recreation corridor to Emerald Bay.	Implement proposed Route 30 in the Regional Transportation Plan or provide shuttle service through a private operator.	2019 CHSTP, Unmet Transit Needs	3
Late night service on the South Shore.	Provide late night transit service when staffing allows.	2019 CHSTP, Transportation Equity Study, TTD CHSTP, Unmet Transit Needs	2
Late night service on the North Shore, particularly the Mainline route.	Reinstate late night transit service when staffing allows.	2019 CHSTP, Transportation Equity Study, Unmet Transit Needs	2
30-minute service between North Tahoe and Truckee	Provide 30-minute peak season service on southern portions of Routes 267 and 89.	2019 CHSTP, Unmet Transit Needs	2
Additional service for employees to/from Carson Valley	Expand fixed-route service to Carson City/Minden and Gardnerville	2019 CHSTP, Unmet Transit Needs, NDOT CHSTP	2

Funding Constraints

Proposed projects will be implemented as funding allows. Federal and state formula funds sustain a sizable portion of the existing fixed routes, but agencies rely heavily on local contributions and discretionary grants to continue providing existing levels of transit service. Currently, there aren't any

secure funding sources for Placer County and TTD to operate most of these services. As a designated UZA, Placer County and TTD are less likely to receive discretionary 5310 grant funding because they already receive 5310 formula funding to support specialized services in the Tahoe Region. However, the formula 5310 apportionments to the Lake Tahoe Region are minimal and do not enable Lake Tahoe operators to make significant progress on any of the projects listed above. TRPA will be facilitating a Transit Working Group and conducting a Comprehensive Operational Analysis of the Tahoe Basin in 2025 to discuss the funding framework, identify new funding sources, and coordinate transit better regionally.

CONCLUSION

Providing transportation at Lake Tahoe is challenging due to the complex geography of the region, dispersed urban centers, and funding limitations. There have been notable improvements since the 2019 Coordinated Human Services Plan, including establishment of free-to-the-user transit basin wide, introduction of on-demand microtransit services on the North and South Shores to supplement fixed route, TTD's hiring of a Public Information Officer to make information about services more available to the public, and increased frequency on Route 50 from hourly to every 30 minutes. TTD is also in the process of installing kiosks at Stateline Transit Center and the Y Transit Center to provide real-time travel information and aid in trip planning.

TRPA and transit operators are taking additional steps to improve transit this year. TART is working on a Systems Plan Update to evaluate the region's transit network to further meet the needs of the North Lake Tahoe region, including efficiencies between TART's fixed routes, paratransit, and TART Connect. TRPA also received funding from California's SB 125 Transit Program to conduct a Comprehensive Operational Analysis (COA) of the entire Lake Tahoe Region. Coming off the heels of the pandemic, and with new microtransit services and new private operators, a COA is needed to identify coordination opportunities between operators and to develop service strategies to increase and retain riders over the long term. TRPA will also be commencing an update to the Intelligent Transportation System (ITS) Plan, which will include an analysis of technological needs and identify proposed projects to support a more connected transportation system.

It is important to note that improving "transit for all" improves transit for transit-dependent populations. When a public transportation system is made more accessible, reliable, and convenient for everyone, it particularly benefits those who heavily rely on it to access essential services. TRPA and its partners and stakeholders will work collaboratively to enhance the quality and accessibility of transportation services in the region. This CHSTP along with the Regional Transportation Plan and other supporting documents will help guide the improvement of transportation services over the next several years.

EXHIBIT 1: FTA APPORTIONMENTS

FY 23 Full Year Apportionments

FTA Sub-Allocation (5307, 5339, 5310)

FY23 Full Year Apportionments

<https://www.transit.dot.gov/funding/apportionments/current-apportionments>

- 1. Updated with current NTD information
- 2. Updated Allocation amounts from the FTA Apportionment table

National Transit Database and TRPA LT Info Data (2020/2021)					
TTD	Revenue Miles (urban)		Ridership		20/21
	CA	300,197	TTD		257,443
	NV	177,430	Placer-TART		199,752
Placer-TART	Revenue Miles (urban)				457,195
	CA	596,889			
	NV	85,857			
Population (US Census)			FY21 FTA Allocation 5307		5339
TTD	31,420	2020 Census	CA	\$2,647,686	-
Placer-TART	16,643	2020 Census	NV	\$1,197,619	-
			TOTAL	\$3,845,305	\$345,232
					\$64,333

Earned Share Factors				
	Revenue Miles Factor	Population Factor	Ridership Factor	Final %
TTD	477,627	41%	31,420	65%
Placer	682,746	59%	16,643	35%
Total	1,160,373		48,063	

Base + Earned Allocations		
	5307-Base	5307-Earned
TTD	\$1,300,000	\$1,001,652
Placer	\$700,000	\$843,653
Total	2,000,000	1,845,305

Totals by Operator (Earned + Base)					
	5307-Total	5307-Ops (75%)	5307-Cap (25%)	5339	5310
TTD	\$2,301,652	\$1,726,239	\$575,413	\$187,396	\$64,333
Placer	\$1,543,653	\$1,157,740	\$385,913	\$157,836	\$0
Total	3,845,305	2,883,979	961,326	345,232	\$64,333

FY 24 Full Year Apportionments

FTA Sub-Allocation (5307, 5339, 5310)

FY24 Full Year Apportionments

<https://www.transit.dot.gov/funding/apportionments/current-apportionments>

- 1. Updated with current NTD information
- 2. Updated Allocation amounts from the FTA Apportionment table

National Transit Database and TRPA LT Info Data (2021/2022)					
TTD	Revenue Miles (urban)		Ridership		21/22
	CA	266,379	TTD		269,576
	NV	157,442	Placer-TART		490,752
Placer-TART	Revenue Miles (urban)				760,328
	CA	625,051			
	NV	85,334			
Population (US Census)			FY21 FTA Allocation 5307		5339
TTD	31,420	2020 Census	CA	\$2,682,893	-
Placer-TART	16,643	2020 Census	NV	\$1,219,321	-
			TOTAL	\$3,902,214	\$356,088
					\$67,399

Earned Share Factors				
	Revenue Miles Factor	Population Factor	Ridership Factor	Final %
TTD	423,821	37%	31,420	65%
Placer	710,385	63%	16,643	35%
Total	1,134,206		48,063	

0.542810904
0.457189096

5307 Operating Assistance Special Rule - FY24	
Max Section 5307 Operating Assistance Allowed	5307(a)(2)(B)
TTD	\$1,014,049
Placer	\$2,205,277

Totals by Operator					
	5307-Total	5307-Ops (75%)	5307-Cap (25%)	5339	5310
TTD	\$1,352,065	\$1,014,049	\$338,016	\$164,032	\$0
Placer	\$2,550,149	\$1,912,612	\$637,537	\$192,056	\$67,399
Total	\$3,902,214	\$2,926,661	\$975,554	\$356,088	\$67,399