



# **UNMET TRANSIT NEEDS REPORT**

Fiscal Year 2017 – 2018

Lake Tahoe

El Dorado and Placer Counties

December 2017

## Unmet Transit Needs Process

Each year, pursuant to the California Transportation Development Act (TDA), the Tahoe Regional Planning Agency (TRPA), acting as the Regional Transportation Planning Agency (RTPA), performs the annual unmet transit needs process. The goal of the process is to identify any unmet transit needs and ensure those that are reasonable to meet are met before TDA funds are expended for non-transit uses, such as streets and roads. Currently, all of TRPA's TDA Local Transportation Fund (LTF) apportionments available for public transportation are utilized for transit services only.

During the unmet transit needs process, TRPA must establish and consult with the Social Services Transportation Advisory Council (SSTAC) and hold public workshops and conduct 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. TRPA is also required to adopt a definition for unmet transit needs and reasonable to meet. The TRPA Governing Board adopted the following definitions:

- **Unmet Transit Needs** – Those public transportation improvements which have not been funded or implemented but have been identified through public input, the annual unmet transit needs hearing, and transit studies in the claimant's jurisdiction to be identified for implementation in the Regional Transportation Plan.
- **Reasonable to Meet** – New, expanded, or revised transportation service to the public that offers equitable access, can be implemented within the first five-year phase of the Regional Transportation Plan, is technically feasible, would be accepted by the community, can be funded within the five-year time period, and is cost-effective.

Throughout October 2017, TRPA, Tahoe Truckee Area Regional Transit (TART), and Tahoe Transportation District (TTD) staff conducted public workshops and distributed surveys to solicit feedback from the public. An online and hardcopy survey was released at the end of September 2017 and remained open until November 3, 2017. The survey was available in English and Spanish and asked respondents to describe their typical travel patterns via transit and identify existing gaps in service. Respondents also had the option to provide any additional feedback in a comment box.

In addition to the online and hardcopy survey, TRPA in partnership with TART and TTD, organized three public meeting sessions on the North and South Shores. The North Shore public workshop was held at the Tahoe City Transit Center on October 12<sup>th</sup> at 1pm. Two South Shore information booths were set up on October 17<sup>th</sup> between 5 and 7pm at the K-Mart at the South Tahoe "Wye", and October 24<sup>th</sup> between 3:30 and 5:30pm at the Stateline Transit Center. Residents and visitors were encouraged to stop by and fill out a survey or discuss issues and leave comments at all three events. Residents who were unable to attend the meetings were still encouraged to relay feedback to TRPA staff via email and phone through newspaper and Facebook advertisements. TRPA staff also met with the Community Collaborative of Tahoe Truckee (CCTT) on October 3<sup>rd</sup> to discuss specific transportation-related issues and review the CCTT's recommendations for the unmet transit needs outreach process. In the future, this group may act as the SSTAC for the North Shore and Truckee region. On November 27<sup>th</sup> the South Shore SSTAC met to review the comments and form recommendations for the Tahoe Transportation Commission (TTC). TRPA staff presented findings and recommendations at the TTC board meeting on December 8<sup>th</sup>, which was also the venue for the unmet transit needs public hearing.

Between September and November, 49 people filled out the survey and an additional six provided comments and recommendations through email and at events. All comments and recommendations were analyzed to determine whether there are any unmet transit needs, and whether any of those needs are reasonable to meet. The comments are categorized into one of the following findings as defined by the California TDA program:

1. There are no unmet transit needs.
2. There are unmet transit needs that are not reasonable to meet.
3. There are unmet transit needs that are reasonable to meet.

Should any unmet transit needs be identified as reasonable to meet, state law requires the jurisdiction to satisfy those needs before any TDA funds may be expended for non-transit purposes. These findings are forwarded to the appropriate transit operator for review and comment.

Making a formal finding regarding unmet transit needs is only required if there is a request to program the TDA funds for non-transit purposes. Because all of TRPA's TDA LTF apportionments are utilized for public transit services only, TRPA is not required to complete the full unmet transit needs analysis or adopt unmet transit needs findings as outlined in the TDA Statutes and California Codes of Regulations (CCR) section 99401.5 and 99401.6. However, TRPA continues the process of identifying unmet transit needs and collecting public comments for discussions with the transit operators. Transit operators may use this information to determine potential gaps in the system and re-allocate resources as needed to fill those gaps.

## Operator Analysis and Recommendations

Unmet transit needs comments, analyses, and operator recommendations are organized in the table located in Attachment A.

## Unmet Transit Needs Findings

Transit operators reviewed all comments received during the unmet transit needs process and categorized each based on community need, short-term feasibility, and funding restraints. The top five service expansion and operational improvement findings were presented at the December 8<sup>th</sup> TTC board meeting where the public had a chance to provide feedback and additional comments. A summary of the identified transit needs from workshops, surveys, and the public hearing along with the operator recommendations are listed below:

### Service Expansion

- **BUS SERVICE TO MEYERS**

FINDING: In their 2017 Short Range Transit Plan (SRTP) TTD identified a new route (Route 54) that restores service to Meyers, however implementation within the five-year timeframe is uncertain due to funding constraints. TTD currently uses all available funding for existing service and has categorized this comment as an *unmet transit need not reasonable to meet at this time*.

- **PROVIDE YEAR-ROUND PUBLIC TRANSIT OPTIONS BETWEEN NORTH LAKE TAHOE AND SOUTH LAKE TAHOE**

FINDING: The existing TART night service travels as far as Tahoma Post Office with the last drop-off at 9:00 PM in the Spring and Fall and 1:00 AM in the Winter and Summer. TTD operates the East Shore Express (Route 28) between Incline Village and Sand Harbor all week during the Summer.

Additionally, TTD's seasonal Route 30 provides service between South Lake Tahoe and Tahoe City Friday through Monday during the Summers. In their SRTP, TTD identifies expanded service on Route 30, which will operate at 30-minute frequency between Stateline in South Lake Tahoe and Tahoe City in North Lake Tahoe. Proposed improvements to this route are only planned for the summer season due to frequent winter closures on SR 89. Additionally, both TTD and TART have included proposed ferry service in their long-range transit plans, which will provide service between the North and South shores on the lake. However, TTD and TART currently use all available funding for existing service and have jointly categorized this comment as an ***unmet transit need not reasonable to meet at this time.***

- **YEAR-ROUND SERVICE TO SOUTH LAKE TAHOE BEACHES**

FINDING: In the 2017 SRTP TTD identified expanded service on Route 30 during the summers, which would provide more connections to beaches along SR 89. However, TTD currently uses all available funding for existing service and has categorized this comment as an ***unmet transit need not reasonable to meet at this time.***

- **PUBLIC TRANSIT OPTIONS FROM TAHOE TO RENO**

FINDING: The South Tahoe Airporter currently provides service between Reno Airport and Stateline for a rate of \$25-\$30 per passenger each way. The North Lake Tahoe Express provides service between North Tahoe/Truckee and the Reno Airport for a rate of \$32-\$49 per passenger each way. The 2017 Regional Transportation Plan (RTP) identifies opportunities for subsidized transit between Reno/Sparks and South Lake Tahoe. With public/private partnerships, the project would enhance existing transit connections through public subsidy. However, operating public transit services between Reno and Tahoe is only achievable at a significant cost. All available transit funds are used on existing services. TTD determined this comment is ***not an unmet transit need.*** TART classified this comment as an ***unmet transit need not reasonable to meet at this time.***

- **PROVIDE BUS SERVICE ON SIERRA BLVD.**

FINDING: Existing Route 50 provides service to Sierra Blvd. at U.S. Highway 50. TTD currently uses all available funding for existing service and has classified this comment as an ***unmet transit need not reasonable to meet at this time.***

## Operational Improvements

- **MORE CONVENIENT SERVICE BETWEEN CARSON CITY AND SOUTH LAKE TAHOE**

FINDING: There is an existing connection between Carson City and Stateline on Routes 19x and 20x. Due to federal funding restrictions, a direct route to Carson City has been discontinued. However, since access is still possible TTD determined this comment is ***not an unmet transit need.***

- **GREATER FREQUENCY ON MAJOR FIXED ROUTES**

FINDING: There are several seasonal routes in South Lake Tahoe that operate between 10 and 30-minute frequency, namely the winter ski shuttles providing service to Heavenly, and the summer East Shore Express between Incline Village and Sand Harbor. The SRTP identifies plans to increase frequency on Route 50 from 60-minute service to 30-minute service, however implementation within the five-year timeframe is uncertain due to funding constraints. TART's systems plan update also identifies plans to increase frequency to 30-minutes on major fixed routes. However, due to funding and capacity constraints, TART and TTD classified this comment as an ***unmet transit need not reasonable to meet at this time.***

- ADD MORE BIKE STORAGE TO BUSES**

FINDING: TTD’s entire active fleet is equipped with two-position bike racks. Additionally, TTD will purchase a bike trailer for Route 23, which will be piloted in the Summer of 2018. TTD determined this comment is ***not an unmet transit need***.
- ADD CREDIT CARD PAYMENT OPTIONS ON BUSES**

FINDING: GFI farebox technology, which is the system used on all TTD and TART buses, is not currently equipped to accept credit card payments. Investing in new technology would be expensive and is not a priority because Tahoe Region partners are actively pursuing funding mechanisms to provide free-to-the-user transit, in which case, new farebox technology would not be necessary. TTD determined this is ***not an unmet transit need***.
- PROVIDE CHEAPER TRANSIT OPTIONS, PARTICULARLY FOR DEMAND RESPONSE USERS**

FINDING: The 2017 RTP identifies short-term plans to provide free-to-the-user transit on public transit routes. Transit operators will need to secure additional funding before they are able to offer free transit beyond existing free services, such as TTD’s winter shuttles and TART’s free night rider service. Currently, demand response door-to-door services are offered to eligible riders for a \$3 fare one way. This rate is very typical for demand response services nationwide. The North Tahoe Truckee Transport (NTTT) program is a free service for seniors that is funded by special grants and offered in partnership by TTD and the Town of Truckee. However, this free service is limited to four trips per month, and it is expensive to operate and unsustainable long-term. This comment is ***not an unmet transit need***.
- INCREASE THE SPAN OF SERVICE BETWEEN TAHOE CITY AND TRUCKEE TO ACCOMMODATE A NORMAL 8 – 5 WORKING SCHEDULE**

FINDING: Currently, the earliest bus arrives in Truckee at 8:10 AM and the last bus leaves Truckee at 4:50 PM. Placer County and the Town of Truckee are aware of this shortcoming of the current schedule. All available funding is used on the existing level of service, however, increasing the service span does have potential for adequate ridership and is being referred to Placer County and Nevada County Transportation Commission (NCTC) for further study and coordination. Due to current funding constraints, TART has classified this comment as an ***unmet transit need not reasonable to meet at this time***.

## Comments from the Public Hearing

- UNMET TRANSIT NEEDS AND SERVICE IMPLEMENTATION BY TRANSIT OPERATORS ARE CONSTRAINED BY LACK OF FUNDING**

At the December 8<sup>th</sup> TTC board meeting, the majority of identified unmet transit needs were categorized as unreasonable to meet due to funding constraints. Members of the TTC board, who are also members of the TTD board, expressed frustration with lack of funding and suggested the TTD draft a resolution to present to the TRPA Governing Board, which will ask for collaborative problem solving to identify additional funding sources.
- LACK OF SPECIALIZED TRANSPORTATION SERVICES IN NORTH LAKE TAHOE**

According to a comment received via email, there is a growing population of physically and developmentally disabled persons who cannot safely access fixed route transit to Truckee on their own. Many of these people will be attending the Choices day program in Truckee and need access to

transportation daily. TART currently contracts with a private taxi service to subsidize ADA rides within three-quarter miles of regular fixed route service. However, this is not convenient on a daily basis and does not cover the entire geography of users who need access to ADA transportation.

## **TRPA Analysis and Recommendations**

Feedback from the survey, workshop events, and analysis of comments resulted in several notable findings. Following a thorough review of operator analysis and recommendations, and after consulting with the SSTAC, TRPA staff recommends the following to TTD and TART:

### **Recommendations for the Tahoe Transportation District (TTD):**

- TRPA recommends TTD support prioritizing funding to begin implementing proposed service on Route 54 to Meyers within the next five years as stated in their SRTP.
- TRPA recommends TTD and private partners investigate micro transit service during peak summer months to connect users to South Shore beaches from park-and-ride locations.
- TRPA recommends TTD continue to partner with Carson Area Metropolitan Planning Organization (CAMPO) and Washoe Regional Transportation Commission (RTC) to provide options such as vanpool, or on-demand micro transit to provide alternative service connections between Carson City and South Lake Tahoe.
- TRPA recommends TTD support implementing proposed 30-minute frequency on year-round fixed routes within the next five years as stated in their SRTP.
- TRPA recommends TTD and public/private partners continue to invest in bicycle trailers and three-position bike racks to offer additional space for bikers on transit.

### **Recommendations for Tahoe Truckee Area Regional Transit (TART):**

- TRPA recommends TART continue partnering with Truckee North Tahoe Transportation Management Association (TNT/TMA), the Town of Truckee, and Washoe RTC to research options such as vanpool, or on-demand micro transit to provide public transit options between North Tahoe and Reno.

### **Recommendations for the TTD and TART:**

- TRPA recommends TTD and TART partner to continue supporting the proposed ferry service, or explore alternative transit options, such as vanpool or micro transit, to connect North Shore and South Shore and offer inter-regional transit service all week in the summers and throughout the year on both the West and East shores.
- TRPA recommends Tahoe transit partners research options to redistribute paratransit and demand-response funds to organizations that serve special needs populations, or micro transit providers to provide more sustainable transportation services for seniors, individuals with disabilities, and persons of limited means.

The unmet transit needs process is ongoing and TRPA will continue to coordinate with transit agencies, private organizations, the SSTAC, and the public to solicit, identify, and address transportation needs. The unmet transit needs will be taken into consideration during future transportation planning. TRPA will continue to allocate all TDA funds only to public transportation planning and operations until all reasonable to meet transit needs are met.

## Attachment A: Operator Analysis and Recommendations Table

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
El Dorado County (96150)	Demand-Response Services	<p><u>Starting point:</u> 2540 Fountain Ave @ Sierra Blvd., SLT</p> <p><u>Destination:</u> Camp Richardson, Valhalla, Baldwin Beach, The "Y", Meyers, SLT Senior Center, Stateline, Douglas Senior Center &amp; Zephyr Cove, etc.</p> <p><u>Time of day:</u> All</p> <p><u>Purpose of trip:</u> Shopping and Senior meals, social events.</p>	My house is 13 blocks away from the nearest bus-stop, and I cannot walk that far (I am 72 with a bad hip). I would like to have the option to take the bus, but I would have to drive to Hwy 50 @ Sierra Blvd, and there is no place to park.	Seniors over 60 are eligible to use TTD's demand response shuttle, which provides door-to-door service when eligible users make a 24-hour reservation. Providing fixed-route service on Sierra Blvd. is not currently feasible due to funding constraints. Additionally, TTD does not control parking at U.S. Highway 50 and Sierra Blvd., therefore, TRPA will relay the need for more park-and-ride opportunities to the City of South Lake Tahoe and partnering agencies.	Not an unmet transit need.
El Dorado County (96150)		<p><u>Starting point:</u> Meyers</p> <p><u>Destination:</u> SLT, Stateline, etc.</p> <p><u>Time of day:</u> Anytime</p> <p><u>Purpose of trip:</u> Social</p>	No, would just like service from the Meyers area again.	The recently adopted SRTP identifies service restoration to Meyers pending resources. At this time, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
Placer County (96143)	TART Mainline TART Highway 267 TART Night Rider	<p><u>Starting point:</u> Incline village</p> <p><u>Destination:</u> South lake Tahoe</p> <p><u>Time of day:</u> Noon</p> <p><u>Purpose of trip:</u> Business</p>	Yes, it's too expensive. It should be free.	Incline Village is out of the jurisdiction of Placer County, however through interlocal agreements TART is able to serve Incline Village residents with existing resources. Free-to-the user transit is being	Not an unmet transit need.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
				considered for future years. Currently, fares pay for anywhere from 10% to 20% of operating costs and are an essential part of the annual operating budget to be able to provide service.	
El Dorado County (96150)	TTD Route 50		More bike racks.	Two-position bike racks are provided on all active fleet. TTD will be purchasing a bicycle trailer for added capacity to Route 23.	Not an unmet transit need.
El Dorado County (96150)	TTD Winter Ski Shuttles		Tahoe should concentrate on providing city services 1 <sup>st</sup> . After that then move to the County.	TTD is focusing on service expansion efforts in both the City and the County	Not an unmet transit need.
Washoe County (89451)	TART Mainline TART Highway 267 TART Night Rider	<u>Starting point:</u> Downtown Incline/Hyatt <u>Destination:</u> Tahoe City <u>Time of day:</u> 9pm <u>Purpose of trip:</u> Attend Social Activities across the North Shore	Unable to find designated and secure Park and Ride locations specific to TART service within Incline Village.	TART recommends parking in a publicly accessible parking lot such as the Hyatt, the Sierra Nevada College parking lot or a shopping center adjacent to one of the TART stops and walking to the TART bus stop. Parking curbside is also an option in some cases where a TART bus stop is within a close walking distance. There is also a park-and-ride lot at the old Incline Elementary school that is served directly by the Summer East Shore Express.	Not an unmet transit need.



County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
Douglas County (89460)	TTD Winter Ski Shuttles TART Highway 267	<u>Starting point:</u> Carson Valley <u>Destination:</u> Stateline & South Tahoe <u>Time of day:</u> all times <u>Purpose of trip:</u> Recreation	Poor / infrequent service from outside the basin requires driving up Kingsbury grade. Bike racks on existing buses are inadequate.	Two Comments: 1) Service from outside the basin exists in TTD's Routes 19x and 20x though transfers are required to access Carson City or Reno; 2) All TTD's operational fleet are equipped with bike racks to hold 2 bikes at one time.	Not an unmet transit need.
El Dorado County (96150)	TTD Route 23 TTD Route 20x TTD Winter Ski Shuttles	<u>Starting point:</u> Transfer center <u>Destination:</u> Carson <u>Time of day:</u> Mornings and afternoons <u>Purpose of trip:</u> Medical, shopping		Connections to Carson City exist through Routes 19x and 20x, though a transfer is required.	Not an unmet transit need.
El Dorado County (96150)	TTD Route 50 TTD Route 53	<u>Starting point:</u> South Lake Tahoe <u>Destination:</u> North Lake Tahoe <u>Time of day:</u> 2 am <u>Purpose of trip:</u> Transportation after concerts/events from North to South Shore so locals don't have to get over priced hotel rooms	I would like a bus to go to Meyers and after the hour of 11 pm. Also, buses need to make stops more frequently - every 15 minutes.	The recently adopted SRTP identifies service restoration to Meyers pending resources. The SRTP also discusses plans to increase frequency on Route 50 to 30 minutes. However, at this time, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
Placer County (96145)	TART Mainline TART Highway 89	<u>Starting point:</u> Sugar Pine Point State Park <u>Destination:</u> Dollar Point, Tahoe City <u>Time of day:</u> Evening <u>Purpose of trip:</u> Return home after 6 pm	Ability to commute for work to South Lake Tahoe for meetings and return.	Placer County is currently spending 100% of available transit funds on the existing level of service. The TART night service travels as far as Tahoma Post Office. The last drop-off is at 9:00 PM in the Spring and Fall,	Unmet transit need not reasonable to meet at this time.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
				and 1:00 AM in the Winter and Summer. Currently there are no plans or additional funds to extend service south of Tahoma to Sugar Pine.	
Placer County (96161)	TART Highway 89 TART Highway 267	<u>Starting point:</u> Tahoe City <u>Destination:</u> Truckee <u>Time of day:</u> After 5pm <u>Purpose of trip:</u> Get home from work. Currently, the last bus between Truckee and TC leaves at 4:50, which makes it challenging to take to work when you have to work past 5!	YES! Would like to see earlier service and later service between Truckee and Tahoe City. The earliest bus out of Truckee leaves at 7:30 and gets to TC at 8:15 and then the last bus leaves TC at 4:50 making it impossible to work a normal 8-5pm shift	Placer County and the Town of Truckee are aware of this shortcoming of the current schedule. All available funds are currently being spent on transit services, however the Town and County will coordinate to see if additional funding can be made available to provide one earlier and one later run between Tahoe City and Truckee.	Unmet transit need not reasonable to meet at this time.
El Dorado County (96150)		<u>Starting point:</u> Meyers <u>Destination:</u> Anywhere like Heavenly <u>Time of day:</u> Weekends <u>Purpose of trip:</u> Skiing	Meyers to the Y	The recently adopted SRTP identifies service restoration to Meyers pending resources. At this time, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
El Dorado County (96150)		<u>Starting point:</u> Meyers <u>Destination:</u> Lake Tahoe Community College <u>Time of day:</u> All times <u>Purpose of trip:</u> Work	I teach at LTCC and I see students walking, being late to class, or coming an hour early or waiting an hour because the bus doesn't come to LTCC frequently enough.	The recently adopted SRTP identifies service restoration to Meyers that also routes to LTCC and increases frequency pending resources. At this time, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
El Dorado County (96150)		<u>Starting point:</u> Pioneer Trail <u>Destination:</u> Sierra At Tahoe <u>Time of day:</u> 7 am and 5:30 PM <u>Purpose of trip:</u> Work		The South Shore Shuttle is a free transit service provided by Sierra-at-Tahoe, which runs from Stateline to Sierra-at-Tahoe resort throughout the winter. The first bus leaves Stateline at 6:35 AM serving Pioneer Trail and Meyers. The last bus leaves the resort at 4:50 PM. TTD does not currently provide service to Sierra-at-Tahoe, but uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
El Dorado County (96150)			I really like buses....however there are few actual workable schedules for many places (I live in Christmas Valley) and the costs and time it takes to get a ride are a severe deterrent.	The recently adopted SRTP identifies service restoration to Meyers pending resources. At this time, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
El Dorado County (96150)		<u>Starting point:</u> South lake Tahoe <u>Destination:</u> North Star <u>Time of day:</u> Evening <u>Purpose of trip:</u> Occasional work	Transit from south shore to east shore and west shore and north shore	TTD operates seasonal Summer service to Tahoe City which connects to TART. There are currently no plans to provide transit connections from South Lake Tahoe to North Lake Tahoe on the East Shore due to funding constraints.	Not an unmet transit need.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
El Dorado County (96150)		<p><u>Starting point:</u> North Upper Truckee/Lake Tahoe Blvd Loop</p> <p><u>Destination:</u> Meyers, Y, Stateline</p> <p><u>Time of day:</u> 7am-6pm</p> <p><u>Purpose of trip:</u> So I can use public transit for work and recreation.</p>	I would love to have an airport shuttle option that ran from the Y to RNO airport.	1) The recently adopted S RTP identifies service restoration to Meyers pending resources. At this time, TTD uses all available funding for existing service provision. 2) There is existing public transit service from the South Y Transit Center to the casino corridor where one could connect with the South Tahoe Airporter.	1) Unmet transit need not reasonable to meet at this time. 2) Not an unmet need.
El Dorado County (96150)	TTD Seasonal Route 30 (Emerald Bay Trolley) TTD Winter Ski Shuttles	<p><u>Starting point:</u> Stateline Area (Nevada/California)</p> <p><u>Destination:</u> Pope Beach, Baldwin Beach, Camp Richardson, Nevada Beach, Round Hill Resort, El Dorado Beach</p> <p><u>Time of day:</u> All Summer, All Day 9am - 7pm every 30 minutes</p> <p><u>Purpose of trip:</u> Beach Activities for locals and tourist, to reduce amount of vehicles on the road</p>	Stateline area to Emerald Bay all summer once an hour back and forth to reduce the amount of vehicles on the road. Can also combine to beaches in route (El Dorado, Pope, Baldwin, Camp Richardson). 9:00am - 7:00am.	Route 30 provides service to Emerald Bay from the South Y Transit Center Friday through Monday during the Summer. TTD's S RTP identifies short-term plans to extend this service to Stateline and increase frequency to 30 minutes. TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
Carson City (89703)	TTD Route 50 TTD Route 19x TTD Route 20x TTD Seasonal Route 28 (East Shore Express)		Yes, I would like to propose to get the route changed from going Kingsbury Grade to going up Spooner Summit instead. Even if it's for the winter it would be a lot safer!	Funding for this specific set of circumstances is not currently available due to federal funding requirements.	Unmet transit need not reasonable to meet at this time.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
El Dorado County (96150)	TTD Winter Ski Shuttles	<u>Starting point:</u> Mewuk Drive <u>Destination:</u> 2501 Lake Tahoe Blvd <u>Time of day:</u> 8am <u>Purpose of trip:</u> Work		The recently adopted SRTP identifies service restoration to Meyers pending resources. At this time, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
El Dorado County (96150)		<u>Starting point:</u> South shore <u>Destination:</u> North shore <u>Time of day:</u> Morning/afternoon <u>Purpose of trip:</u> Leisure		TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
Placer County (96148)	TART Highway 89 TART Highway 267 TART Mainline	<u>Starting point:</u> TART stop <u>Destination:</u> Reno, South Tahoe <u>Time of day:</u> Mid-day year-round <u>Purpose of trip:</u> Medical access and shopping	Home to bus stop as not able to walk the 4 blocks	Long distances make this extended service only achievable at a significant cost. These connections are not included in the TART systems plan and there are no additional funds available to provide this service.	Unmet transit need not reasonable to meet at this time.
El Dorado County (96150)	TTD Route 50 TTD Seasonal Route 30 (Emerald Bay Trolley)	<u>Starting point:</u> Anywhere up Pioneer Trail <u>Destination:</u> Stateline and/or Meyers <u>Time of day:</u> All day <u>Purpose of trip:</u> Social activities/recreation	The buses do not come frequently enough and are not reliable enough for me to use them to get to work although I wish that I could.	Riders can track TTD buses through the Swiftly mobile app, which provides real-time arrival information. The recently adopted SRTP identifies service restoration to Meyers pending resources. At this time, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
El Dorado County (96150)	TTD Route 50 TTD Route 53	<u>Starting point:</u> Sierra Blvd and Highway 50 <u>Destination:</u> Emerald Bay <u>Time of day:</u> Morning or afternoon - especially in winter <u>Purpose of trip:</u> Recreation	GPS TRACKING!!!! I just want to know when it is coming, accepting that it will hardly ever be on time. Also: TRANSFERS so it is not so expensive to make multiple stops or short trips.	1) TTD uses all available funding for existing service provision; 2) Real-time GPS is available through Swiftly; 3) Tahoe Region partners are actively pursuing funding mechanisms to provide free-to-the-user transit, including free transfers.	Unmet transit need not reasonable to meet at this time.
El Dorado County (96150)	TTD Route 50 TTD Route 53 TTD Seasonal Route 30 (Emerald Bay Trolley) TART Highway 89	<u>Starting point:</u> South Shore <u>Destination:</u> North Shore <u>Time of day:</u> Current times are OK, more days needed <u>Purpose of trip:</u> Work commute	The seasonal west shore services should be offered year-round (as long as the roads are open) and on some weekdays. I would prefer if it were available every day but starting out with Fri-Mon service would be a good start. The Emerald Bay "Trolley" section (between South shore and Sugar Pine Point) is also a crucial recreation link for those who may be visiting (or living) in South shore and want to take advantage of the awesome west shore bike path but don't want to ride around Emerald Bay because it's dangerous. Having a bus system connecting Camp Rich to Sugar Pine Point with bike racks available is (in my opinion) a necessity.	Operational difficulties with frequent SR 89 weather closures. TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
Placer County (96142)	TTD Seasonal Route 30 (Emerald Bay Trolley) TTD Winter Ski Shuttles TART Highway 89 TART Night Rider	<u>Starting point:</u> Tahoma <u>Destination:</u> Kings Beach and return <u>Time of day:</u> Evening <u>Purpose of trip:</u> Meeting		This service, with a transfer at the Tahoe City Transit Center is currently available until 9:00 PM during the Spring and Fall and until 1:00 AM in the Winter and Summer.	Not an unmet transit need.
San Francisco (94110)		<u>Starting point:</u> Casinos at Stateline <u>Destination:</u> State Parks	Public outreach - communicate options for visitors so they are AWARE of the transit options. Partner with hotels to notify visitors of the transit options when they book their hotel.	TTD employs Transit Information Officers at the Y and Explore Tahoe. Transit materials are regularly distributed to hotels.	Operational Comments. Not an Unmet Transit Need.
Douglas County (89413)		<u>Starting point:</u> South Shore <u>Destination:</u> Airport	Need cheaper airport shuttle	Airport shuttle provided by Amador Stagelines. Providing public transit to airports is very costly. The RTP identifies a potential project where public agencies could work with private entities to subsidize some of the cost for airport shuttles.	Not an unmet transit need.
Sacramento (95841)		<u>Starting point:</u> Tahoe Valley Campground <u>Destination:</u> Stateline <u>Purpose of trip:</u> Sightseeing		Tahoe Valley Campground is within 1/2 mile of the South Y Transit Center.	Not an unmet transit need.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
El Dorado County (96150)	TTD Route 50 TTD Route 53		More buses, more often, have a credit card machine.	TTD has identified plans to increase frequency on Route 50 in the 2017 SRTP. Existing GFI farebox technology does not allow credit card payments and investing in new technology would be expensive. Tahoe Region partners are actively pursuing funding mechanisms to provide free-to-the-user transit, in which case, new farebox technology would not be necessary.	Not an unmet transit need.
El Dorado County (96150)	TTD Route 50 TTD Route 53		Charge card to pay as well as cash. Nice bus drivers	Tahoe Region partners are actively pursuing funding mechanisms to provide free-to-the-user transit, in which case, credit card payment options would not be necessary.	Not an unmet transit need.
El Dorado County (96150)			Electric buses are great	Thank you!	N/A
El Dorado County (96150)	TTD Route 50 TTD Route 53		Driving in snow - need more buses so they stay on time.	TTD has no immediate plans to expand the fleet due to funding constraints and priority to replace end of life transit vehicles.	Not an unmet transit need.
El Dorado County (96151)			Bus stops all the way down to Evan's Restaurant	Route 30 provides service along SR 89 all the way to Emerald Bay Friday through Monday during the Summer. There are no plans	Unmet transit need not reasonable to meet at this time.



County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
				to expand this service throughout the year because TTD uses all available funding for existing service provision and because there are frequent winter weather closures on SR 8g.	
El Dorado County (96150)	TTD Route 50 TTD Seasonal Route 30 (Emerald Bay Trolley) TTD Winter Ski Shuttles		Hours of operation and frequency are too narrow	The SRTP identifies plans to increase frequency to 30 minutes on Route 50. At this time, there are no plans to expand the span of service or frequency further. All available funding is used on existing services.	Not an unmet transit need.
El Dorado County (96150)	TTD Route 50 TTD Route 53	<u>Starting point:</u> Stateline <u>Destination:</u> Carson <u>Time of day:</u> Afternoon <u>Purpose of trip:</u> Shopping/Medical		Connections to Carson City exist through Routes 19x and 20x, though transfers are required.	Not an unmet transit need.
El Dorado County (96150)	TTD Route 50 TTD Route 53	<u>Starting point:</u> Lira's, Meyers/Stateline <u>Destination:</u> Meyers/The "Y" <u>Time of day:</u> Normal hours/4 am <u>Purpose of trip:</u> Work & general transport/Returning from work Q9	Posted times	TTD employs the mobile app, Swiftly, which provides real-time arrival information and posted times. The recently adopted SRTP identifies service restoration to Meyers pending resources. At this time, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
El Dorado County (96150)	TTD Route 50 TTD Seasonal Route 30 (Emerald Bay Trolley) TART Highway 89	<u>Starting point:</u> Y <u>Destination:</u> Gondola or Cal Base (not convenient at all for Cal Base) <u>Time of day:</u> Morning and evening <u>Purpose of trip:</u> Ski at Heavenly	Daily summer service for seasonal routes	1) Robust winter program provides high frequency service to Heavenly Village and Cal Base; 2) Summer service on the East Shore Express is offered daily, every 20 minutes. Expanding service on Summer Route 30 is not possible at this time because TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.
El Dorado County (96150)	TTD Winter Ski Shuttles		Note - nurse who promotes Dr. services from patients. Transit has been very effective in getting patients to their appts.	Thank you!	N/A
El Dorado County (96150)			Need bus shelter at 3rd St	The capital funding required to add a bus stop at 3 <sup>rd</sup> St. is currently not available.	Not an unmet transit need.
El Dorado County (96150)	Demand-Response Services		The fare for demand-response rides is too high for seniors on a fixed income	Currently, demand response door-to-door services are offered to eligible riders for a \$3 fare one way. This rate is very typical for demand response services nationwide.	Not an unmet transit need.
El Dorado County (96150)		<u>Starting point:</u> South Tahoe <u>Destination:</u> Carson City <u>Time of day:</u> Early Afternoon	Shopping in Carson City is much cheaper, but it takes too long to get down there via public transit.	Connections to Carson City exist through Routes 19x and 20x, though transfers are required.	Not an unmet transit need.

County (Zip Code)	Which public transit routes do you typically ride?	Which trips would you like to make using transit that you cannot make now?	Do you have additional transit needs that are not being met?	Analysis	Recommendation
		Purpose of trip: Cheaper shopping			
El Dorado County (96150)			Emerald Bay service year-round	The recently adopted SRTP identifies plans to increase frequency on Route 30 to 30 minutes and extend the route to Stateline Transit Center. However, it is not feasible to extend service on this route in the winter due to operational difficulties with frequent SR 89 winter weather closures. Additionally, TTD uses all available funding for existing service provision.	Unmet transit need not reasonable to meet at this time.