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STAFF REPORT

Date: May 15, 2019
To: TMPO Governing Board
From: TRPA Staff
Subject: Approval of the 2019 Coordinated Human Services Transportation Plan

Summary and Staff Recommendation:

Staff recommends that the TMPO Governing Board approve the 2019 Coordinated Human Services Transportation Plan.

Required Motions:

In order to adopt the Coordinated Human Services Transportation Plan, the Board must make the following motion(s), based on the staff summary:

- 1) A motion to adopt the final Coordinated Human Services Transportation Plan.

In order for motion(s) to pass, an affirmative vote of any eight Board members at least four Board members is required.

Tahoe Transportation Commission Recommendation:

On May 10, 2019, the TTC recommended TMPO approval of the 2019 Coordinated Human Services Transportation Plan.

Background:

TRPA, serving as the Tahoe Metropolitan Planning Organization (TMPO), has completed a final Coordinated Human Services Transportation Plan for the Lake Tahoe Region. The plan focuses on projects and transportation services that enhance mobility for seniors, individuals with disabilities, and other transit dependent individuals who rely on public transportation in the Lake Tahoe Region. The plan complies with the Federal Transit Administration (FTA) Circular 9070.1G and identifies specific transportation needs that are eligible for funding through FTA Section 5310 program. The last Coordinated Human Services Transportation Plan for the Lake Tahoe Region was adopted by the TMPO Governing Board in 2014. The 2019 plan was updated and developed by TRPA with input from the Tahoe Transportation District (TTD), Tahoe Truckee Area Regional Transit (TART), and representatives from the human services community, including a 21-day public comment opportunity.

Description of the Technical Amendment:

According to the Federal Transit Administration (FTA), the Coordinated Human Services Transportation Plan must 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. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Outreach:

Throughout October and November 2018, TRPA conducted outreach for the 2018 unmet transit needs process. Through an online survey and several pop-up events, TRPA received over 80 individual comments on unmet transit needs. Comments from the unmet transit needs process were considered in the development of the Coordinated Human Services Transportation Plan, influencing the proposed project list and priority projects.

TRPA also attended meetings of the South Tahoe Social Services Advisory Council (SSTAC) to review the proposed project list and gather input from human services representatives. The North Tahoe SSTAC met in October to provide comments for the 2018 unmet transit needs process and again in April during the public comment period for the plan. Feedback and identified transportation needs from both groups were incorporated into the plan and project list.

The draft Coordinated Human Services Transportation Plan was released for public comment on March 29, 2019 and remained open for 21 days through April 19, 2019. TRPA presented the draft plan to the TTC at the April meeting and has since incorporated comments received during the public comment period into the final plan.

Regional Plan Compliance:

The 2019 Coordinated Human Services Transportation Plan complies with all requirements of federal funding recipients and are consistent with the TRPA Regional Plan and supports goals and policies to implement the Regional Plan. The plan also supports the objectives of the TMPO Linking Tahoe: Regional Transportation Plan and associated Goals and Policies.

Contact Information:

For questions regarding this agenda item, please contact Kira Smith at (775) 589-5236 or ksmith@trpa.org.

Attachments:

- A. Public Comments and Responses
- B. 2019 Coordinated Human Services Transportation Plan

Attachment A

Public Comments and Responses

DATE	RECEIVED BY	COMMENT	RESPONSE
4/2/19	North Tahoe SSTAC	Need more direct access to the KidZone and Family Resource Center in Truckee. Closest bus stop is at Wild Cherries Coffee House, but there are a lot of families who need more direct access.	Truckee is outside the Lake Tahoe Region, so this service cannot be included in the plan. Nevada County will be updated their Coordinated Plan soon and will note this need.
4/2/19	North Tahoe SSTAC	Transportation planners and operators should work with employers in the Region to organize vanpools for their employees to/from Reno.	This is a need we've heard often throughout the unmet transit needs process. For this plan, we focused on identifying new out of area services for non-emergency medical transportation. However, there are several programs that we hope to implement soon that will support these services for employees.
4/2/19	North Tahoe SSTAC	Need more transit access to Sierra College in Truckee.	Truckee is outside the Lake Tahoe Region, so this service cannot be included in the plan. Truckee TART is looking to expand night service and will consider expanding the service span to Sierra College.
4/3/19	Placer Independent Resource Services (PIRS)	Page 29 – individuals with a disability. Use the word “significant” instead of “serious”. Independent Living difficulty – use “condition” or “disability” instead of “problem”	The word “difficulty” has been replaced with the word “disability” and the word “problem” has been replaced with the word “condition”
4/3/19	Placer Independent Resource Services (PIRS)	Can you summarize data from questions about paratransit use (questions 11, 12, 13 of the unmet transit needs report into the plan?	We've looked into this and determined the data is not statistically significant and we cannot include it in this report. Only one person answered these questions during the 2018 survey period.
4/12/19	Carson Area Metropolitan Planning	Key finding was limited service to the Valley (Carson and Reno). Recommend swapping out service to Meyers with more service and higher frequency to Carson and Reno.	There were several comments regarding added service to the Carson Valley during the 2018 unmet transit needs process. A new project has been added to fill this need under

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	Organization (CAMPO)		“Fixed Route Services.” The project will expand fixed-route service to Carson City/Minden and Gardnerville.
4/12/19	Steve Teshara (TTD/TTC Board Chair)	Federal government does not give us enough money to implement projects in the plan despite requiring it. Hopefully ONE TAHOE will fund new transportation projects and human services transportation projects.	Comment noted.
4/12/19	Will Garner (Placer County TART)	5310 requires this plan and TRPA has done a great job to create a useful document	Comment noted.
4/12/19	Nevada Department of Transportation (NDOT)	Could we possibly combine planning efforts on this plan with NDOT or CA state plans so that we aren’t spending all of our annual allocation to complete the plan.	TRPA, TTD, and Placer County will work with NDOT to coordinate the next update of the Coordinated Human Services Transportation Plan.
4/19/19	Tahoe Transportation District (TTD)	Reinstate mobility management program to serve the entire region. This project lists the service need of travel training, regional participation in coordinating councils, education, awareness, and outreach. While additional funding would be useful, TTD current provides all these elements within TTD’s service areas.	Reworded mobility management project: “Reinstate funding for mobility management program to serve the entire region.”
4/19/19	Tahoe Transportation District (TTD)	Coordinate out-of-area medical transportation from South Tahoe and North Tahoe to California medical centers. Many specialized medical or social services are not available in the Lake Tahoe Region and greater coordination is needed between agencies. There is also the need to develop more strategic partnerships to obtain available funding. The Tahoe Regional Planning Agency (TRPA) could explore the California County Based Medi-Cal Administrative Activities (CMAA) program for more funding for social service programs. The CMAA program is a federal program that reimburses eligible administrative activities necessary for the proper and efficient administration of the Medicaid program. Transportation	TRPA is neither a social services provider nor a transportation provider and would not be eligible for funding through this program. TTD and TART may qualify as a transportation provider “arranging and/or providing non-emergency, non-medical transportation to a medical covered service.

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		characterized as “Arranging and/or Providing Non-Emergency, Non-Medical Transportation to a Medical Covered Service” is reimbursable through the program.	
4/19/19	Tahoe Transportation District (TTD)	Allocate funding from Tahoe Fleet Replacement program to fund replacement of ADA vehicle. This section references the ‘Tahoe Fleet Replacement program.’ While this program is referenced in TRPA’s Transit Asset Management (TAM) Plan, the policy and procedural details of the program are still preliminary. Exacerbating the creation of basin-wide fleet replacement program is the lack of a significant regional funding source.	Comment noted.
4/19/19	Tahoe Transportation District (TTD)	Implement proposed Route 54 (service to Meyers). Meyers is already covered by TTD’s extended paratransit service. TTD operated commuter service to Meyers from November 2018 – March 2019. The service was cancelled due to functionally non-existent ridership, unrealized grant funds, and a lack of cost recovery from fares.	The project list proposes to implement planned Route 54 that was adopted by TTD in the 2017 Short Range Transit Plan. TTD recently operated commuter service to Meyers via Route 18x, but this was not the same service outlined in the 2017 SRTP. Fixed route service to Meyers has long been a request of community members during the unmet transit needs process, which is why the project is listed in the 2019 CHSTP.
4/19/19	Tahoe Transportation District (TTD)	Implement proposed Route 30 (service to Emerald Bay) or provide shuttle service through a private operator. TTD previously operated seasonal service to Emerald Bay. While the service was anecdotally popular with some visitors, ridership was consistently too low for the service to generate the California Transportation Development Act (TDA) farebox recovery requirements. Operational challenges included safety concerns from distracted drivers regularly crossing the center line while looking at the lake; poor parking behaviors that restrict the width of the travel lane(s); unregulated pedestrian movements resulting in adults and children darting out from between	The project list proposes to implement planned Route 30 that was adopted by TTD in the 2017 Short Range Transit Plan. Private operators might also be eligible for potential funding for this project.

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		parked cars; a lack of ADA compliant facilities; and underdeveloped bus stops. Moreover, with the current physical infrastructure at Emerald Bay, the bus must travel at least one mile further north to turn around before heading back towards South Lake Tahoe. The location lacks sufficient transit infrastructure necessary to accommodate the basic travel path for functional, efficient service. Additionally, TTD has repeatedly been refused permits for bus stops in unincorporated areas.	
4/19/19	Tahoe Transportation District (TTD)	Provide transportation past 8:00pm. Late night service in South Lake Tahoe is desperately needed to service the employees and visitors to the twenty four hour casino corridor. However, this project description lacks context as to the scope for the proposed service. Is this envisioned as a full service extension with all routes operating on the same frequency? Perhaps the project goals could be accomplished with reducing frequency for evening hours and/or truncating the service area. There is not enough information to determine the goal, cost, or feasibility of the project as written.	Reworded project: “Reinstate TTD transit services past 8:00pm”
4/19/19	Tahoe Transportation District (TTD)	Eliminate all passenger fares. Free-to-the-user transit is listed as an annual cost of \$1.1M. While this would satisfy the current required farebox recovery ratios for TTD, this amount would need to be escalated each year to match 15% of the cost of operating fixed route services and 10% of the cost of operating paratransit services. The \$1.1M dollar amount does not appear to include TART.	The original \$1.1M number was pulled from the latest data on passenger fare revenues collected by both TART and TTD. However, increasing this number is warranted to account for the TDA farebox requirements. Based on the most recent available data on operating expenses, the amount needed to satisfy farebox requirements and eliminate passenger fares for TTD and TART systems is \$1.73M. The estimated cost of this project has been revised accordingly.

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4/19/19	Tahoe Transportation District (TTD)	<p>General Comments on Costing.</p> <p>TTD is concerned that the costs included are unrealistic because they do not account for the underlying infrastructure necessary to accomplish increased service. For example, the service to Emerald Bay: this project provided by a private operator might serve tourists, but most private operators struggle to provide accessible services. The area itself is not highly accessible without a significant investment in capital infrastructure. If the service is to be provided by public operator(s), the cost to provide an ambulatory and non-ambulatory solution climbs significantly with multiple agencies (USFS, CA State Parks, etc.) involved in completely re-working access to Emerald Bay to accommodate buses and accessible features. Once that capital work is completed, then service could start.</p> <p>Individual project costs could be clarified. There is no explanation as to how they were derived, what is included, or whether this is the cost of providing the service or merely coordinating the service with a different provider(s). Before a price is determined, more information is needed. For example, what is “transit or shuttle service to Emerald Bay?” Days of operation? Hours of operation? Frequency? Fare? Do these figures include capital costs or just the service costs? TTD’s award-winning Transit Master Plan looked into many of these issues and there are myriad costs to these types of service. It is a complex endeavor with multiple stages culminating in regularly scheduled transit service.</p>	<p>TRPA used estimated costs provided by TTD and TART. Both agencies had time to review the proposed costs and provide revisions as necessary. Costs for projects that were listed in TTD and TART’s Short Range Transit Plans, such as proposed shuttle service to Emerald Bay, were derived directly from those plans.</p>

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4/19/19	Tahoe Transportation District (TTD)	<p>General Comments on Regulatory Requirements. Some proposed services mention “private” as a project lead. When TRPA references “private,” would these services be subsidized by federal funds or a clean local source, like (ONE TAHOE revenues)? It will make a considerable difference in the regulations that will need to be followed and greatly affect the ultimate cost of providing the service. Some non-profits are reluctant to enter into agreements to provide service, even when funds are available, because of the heavy regulation and reporting required.</p>	<p>The possible funding structure for a potential future project has not yet been determined. TTD is correct that the costs may be affected by several different factors. Costs provided in the plan are estimates.</p>
4/19/19	Tahoe Transportation District (TTD)	<p>Funding Constraints. Foremost, the basin needs to establish a significant and stable regional revenue source. None of these projects are feasible without regional revenue. The success of ONE TAHOE must be Lake Tahoe’s number one priority as a prerequisite for any successful plan. Second, there are numerous capital projects that must be completed first before the roll-out of effective service enhancements. TTD's Maintenance and Administration Facility is necessary to provide adequate storage areas and repair bays for additional fleet. A more modern maintenance facility is necessary to accommodate the required zero emission buses that will come to dominate TTD's fleet. Once there is room to park and maintain additional buses, the region will need to continue to purchase Innovative Clean Transit rule-compliant buses. These zero emission buses (ZEBs) will represent a significant increase in fleet investment for the basin. Additionally, the physical environment and circulation needs to be improved at the beaches along Emerald Bay Road and Emerald Bay itself (see TTD's Transit Master Plan and Short Range Transit Plan) prior to the implementation of additional service.</p>	<p>The primary purpose of the CHSTP is to determine the needs of Lake Tahoe’s transit dependent populations and identify and prioritize possible solutions. The plan does mention difficulty in attaining discretionary grant funding and highlights TTD’s ONE TAHOE initiative. However, these elements are not the primary focus of the plan.</p>

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		<p>These improvements will require complicated agreements and significant funding.</p> <p>Many of the regional lifeline services contemplated in the CHSTP will depend upon the success of TTD's ONE TAHOE regional revenue initiative. It would be helpful for this plan to highlight the importance of regional revenue to the continued operation of any public transit and how Lake Tahoe's future is inextricably linked to the establishment of regional revenue to support all forms of transportation.</p> <p>It is important for the CHSTP to recognize the vulnerability of the current fund sources which have recently funded the efforts/services established in response to the last published CHSTP. This funding has primarily been available through discretionary grants. Many of these sources are dependent upon the desired direction of the general public's priorities for America's funding.</p>	
4/19/19	Tahoe Transportation District (TTD)	Timelines are simply expressed as years or a range of years. Without context of how the timelines were generated, project feasibility seems more speculative than actionable.	Comment noted. The implementation timelines fit within the CHSTP 5-year time frame with a caveat that projects will only be implemented as funding is secured.
4/19/19	Tahoe Transportation District (TTD)	Page 8: DART is also included in the inter-local agreement with interregional transfers.	DART has been added to this section.
4/19/19	Tahoe Transportation District (TTD)	Page 15: Incline Village senior van is omitted.	This section has been updated to include information about the Incline Village senior transportation program.
4/19/19	Tahoe Transportation District (TTD)	Page 15: Hotel Shuttles offer "excellent" service. It would be helpful to either define the standard of excellence used in evaluating private transportation services or forego the use of these types of ratings.	Comment noted. The word "excellent" has been removed.

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4/19/19	Tahoe Transportation District (TTD)	Page 15: Heavenly Ski Resort does not provide “similar services” to those that were provided by TTD. TTD ski shuttles dedicated up to 15 vehicles per day serving both California and Nevada access points to the resort on headways as little as ten minutes. The current year shuttle service provided privately by Heavenly Ski Resort does not provide the same level of service, access to the mountains, or frequency.	Because Heavenly provided transportation between the Gondola and Cal Base Lodge in addition to employee shuttles, the explanation that “[Heavenly] now provides some similar services daily” is an accurate description.
4/19/19	Tahoe Transportation District (TTD)	Page 17: Seniors (individuals 65 years and older) “These individuals may choose not to drive or can no longer drive due to age.” There is no upper age limit on driving; older adults age out of driving due to disabilities—not age.	This sentence has been reworded: “These individuals may choose not to drive or can no longer drive due to potential inhibitions related to age. ”
4/19/19	Tahoe Transportation District (TTD)	Overall, the CHSTP would benefit from an increased focus on human service needs rather than relying on general transportation projects.	Comment noted.

Attachment B

2019 Coordinated Human Services Transportation Plan