



South Tahoe Transit Joint Powers Authority

Meeting Agenda

Thursday, April 30, 2026 at 9:30 am

City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

South Tahoe Transit Joint Powers Authority

Brooke Laine, El Dorado County Board of Supervisors- Chair

Cody Bass, City Councilmember- Vice Chair

Keith Roberts, City Councilmember

Public Participation

South Tahoe Transit JPA Board meetings are held in person at the time and location listed on this agenda.

A public agenda packet is available for review at City Hall, 1901 Lisa Maloff Way, on the City's Website at

www.cityofslt.us, or by contacting the City Clerk's Office, (530) 542-6005 or sblankenship@cityofslt.us

Public Comment provided in person: Every agenda for regular meetings provides an opportunity for members of the public to directly address the JPA Board on any item on the agenda or in connection with any item which the South Tahoe Transit JPA Board will consider. The public is given the opportunity to comment before or during the South Tahoe Transit JPA Board's consideration of the item [Government Code Section 54954.3(a)].

In Writing: Written comments received by 3 p.m. the day before the meeting will be distributed to South Tahoe Transit JPA Board prior to the meeting. Written public comment regarding any item on this agenda may be sent to PublicComment@cityofslt.us. When emailing comments, identify the agenda item number in the subject line to which your comments relate. Any such comment that is a public record and is emailed to PublicComment@cityofslt.us or otherwise provided to a majority of the South Tahoe Transit JPA Board before the meeting will be made available for public inspection during normal business hours at the City Clerk's Office located at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe [Government Code Section 54957.5(b)]. Written comments will not be read out loud during the meeting.

The meeting facility is accessible to people with disabilities. Every reasonable effort will be made to accommodate any person needing special assistance to attend this meeting. Contact the City Clerk at (530) 542-6005 at least 48 hours in advance of the meeting for assistance [28 CFR 35.102.35.104 ADA Title II and Brown Act Government Code Sections 54953.2, 54954.1, 54954.2, and 54957.5].

Call to Order/Pledge of Allegiance

Roll Call

Public Communications

This is the public's opportunity to speak on any topic NOT LISTED on this agenda. Comments shall be limited to four (4) minutes. In accordance with the Brown Act, the South Tahoe Transit JPA cannot deliberate or vote on any matter raised under public communications, but may briefly respond to statements made or questions posed. (Government Code Sections 54954.2)

Presentations

1. Shore Transit Management Association Implementation of Expanded Microtransit and Zone Service Presentation
Requested Action / Suggested Motions: Receive and File.
Responsible Staff Member(s): Hilary Roverud, Executive Director
[02-Lake Link Expansion Update - April, 2026 JPA.pdf](#)
[01-Staff Report SSTMA Update](#)
2. Tahoe Transit Study Existing Conditions and Governance Alternatives Presentation
Requested Action / Suggested Motions: Receive and File.
Responsible Staff Member(s): Hilary Roverud, Interim City Manager
[02-TRPA Transit Study Update April 2026](#)
[03-TRPA Existing Conditions Memo](#)
[04-TRPA Existing Conditions Memo Appendices](#)
[01-Staff Report-TRPA Transit Study](#)

Consent Agenda

3. Meeting Minutes
Requested Action / Suggested Motions: Pass a Motion approving the meeting minutes of October 29, 2025.
Responsible Staff Member(s): Susan Blankenship, Clerk
[10 30 2025 South Tahoe Transit Joint Powers Authority Meeting Minutes.docx](#)

New Business

4. South Tahoe Transit JPA Goals and Priorities
Requested Action / Suggested Motions: 1) Pass a Motion affirming the South Tahoe Transit JPA Transit Service Goals and Policies; 2) Pass a Motion providing direction on potential advocacy strategies.
Responsible Staff Member(s): Hilary Roverud, Executive Director
[01-Staff Report-Goals](#)
[02-Resolution_2025-004_Transit_JPA_Goal__Priorities_-_signed.pdf](#)

Updates and Announcements – South Tahoe Transit JPA Staff

Boardmember Reports and Comments

Adjournment

I, Susan Blankenship, City Clerk for the City of South Lake Tahoe, declare that the foregoing agenda for the Thursday, April 30, 2026, South Tahoe Transit JPA meeting was posted and available for review on Friday, April 24, 2026, at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150. The agenda was also available on the City's website at <https://www.cityofslt.us>.

Signed April 24, 2026

\\sb\\ Susan Blankenship, Elected City Clerk



Service Expansion Update



- **Service Launch Date - July 15, 2026**
- **Three Zones**
- **Connected with Fixed Route**
- **Multi-Modal Functionality Using 1 User App**

Service Expansion Update

Service Expansion

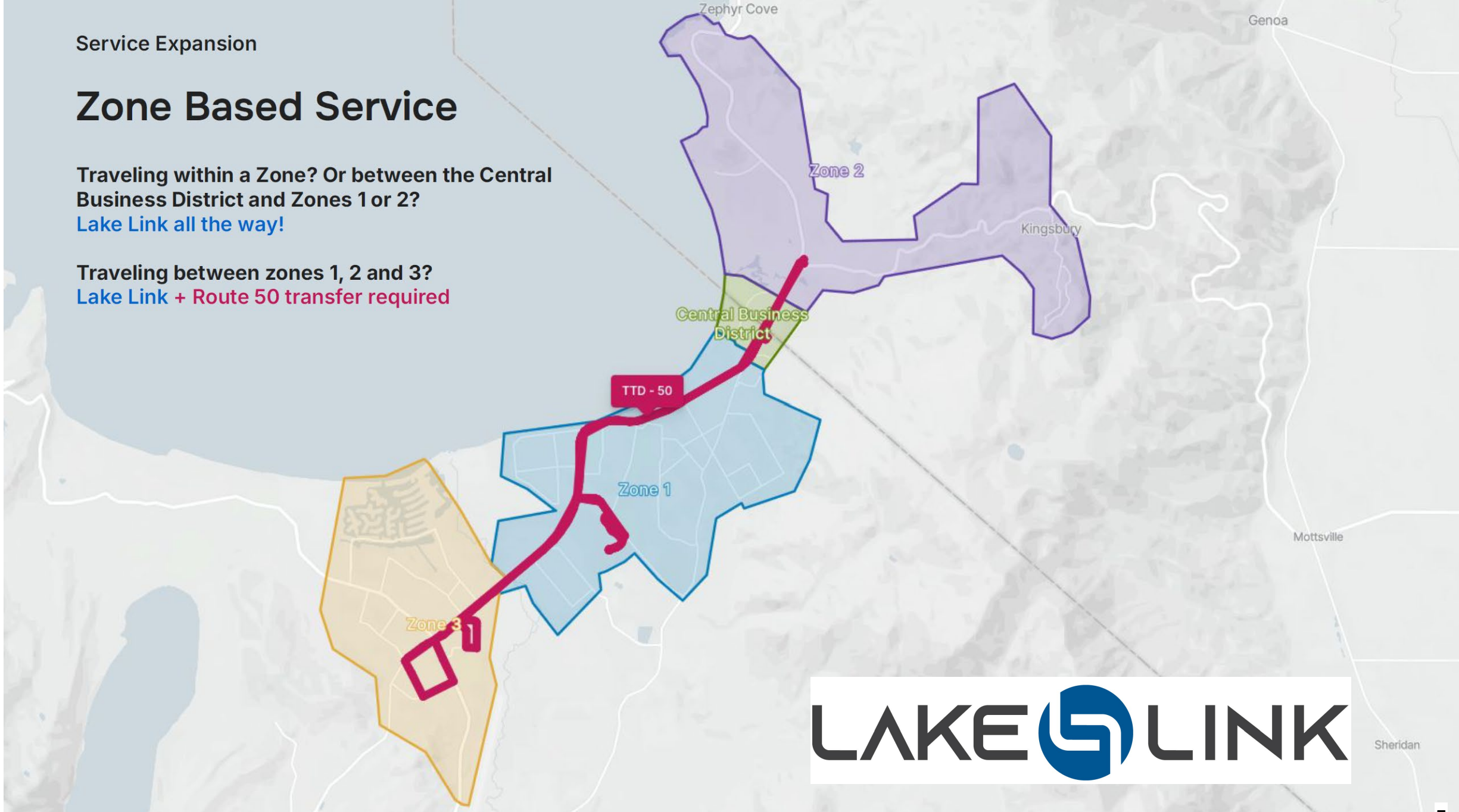
Zone Based Service

Traveling within a Zone? Or between the Central Business District and Zones 1 or 2?

Lake Link all the way!

Traveling between zones 1, 2 and 3?

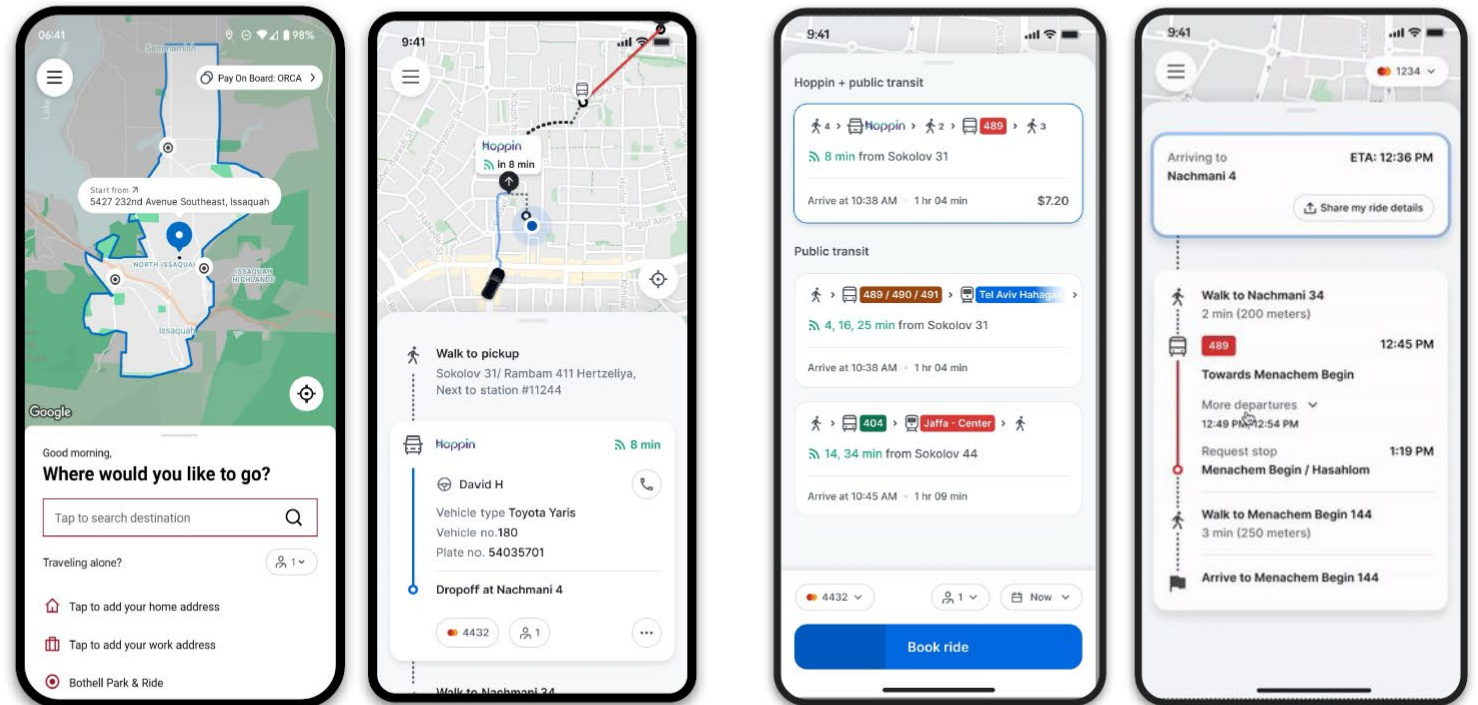
Lake Link + Route 50 transfer required



LAKE  LINK

Seamless trip planning and booking across the South Shore transit network

Within the Rider App, users can compare different service modes side-by-side, view stop-by-stop information for fixed-route buses, and book trips that span microtransit and fixed route. Zone to zone travel rules will be configured, resulting in the rider app displaying the required transfers to/from Route 50 in a step by step format. Similar logic can be put in place to leverage Heavenly winter routes.





- **Vehicle Leasing**
- **Staffing**
- **Parking**
- **Marketing & Communications Planning**
- **Software Configuration & Migration to New App**
- **Coordinating with TTD, TRPA, and Other Partners for service integration, data sharing & reporting...**
- **Finalizing Operating Agreement**

Currently Underway



LAKE  LINK

The Lake Link logo is centered on the slide. It features the word 'LAKE' in a bold, dark grey, sans-serif font, followed by a blue circular icon containing a white stylized 'G' or 'L' shape, and then the word 'LINK' in the same bold, dark grey, sans-serif font.

Q&A

South Tahoe Transit Joint Powers Authority (JPA) Board Report

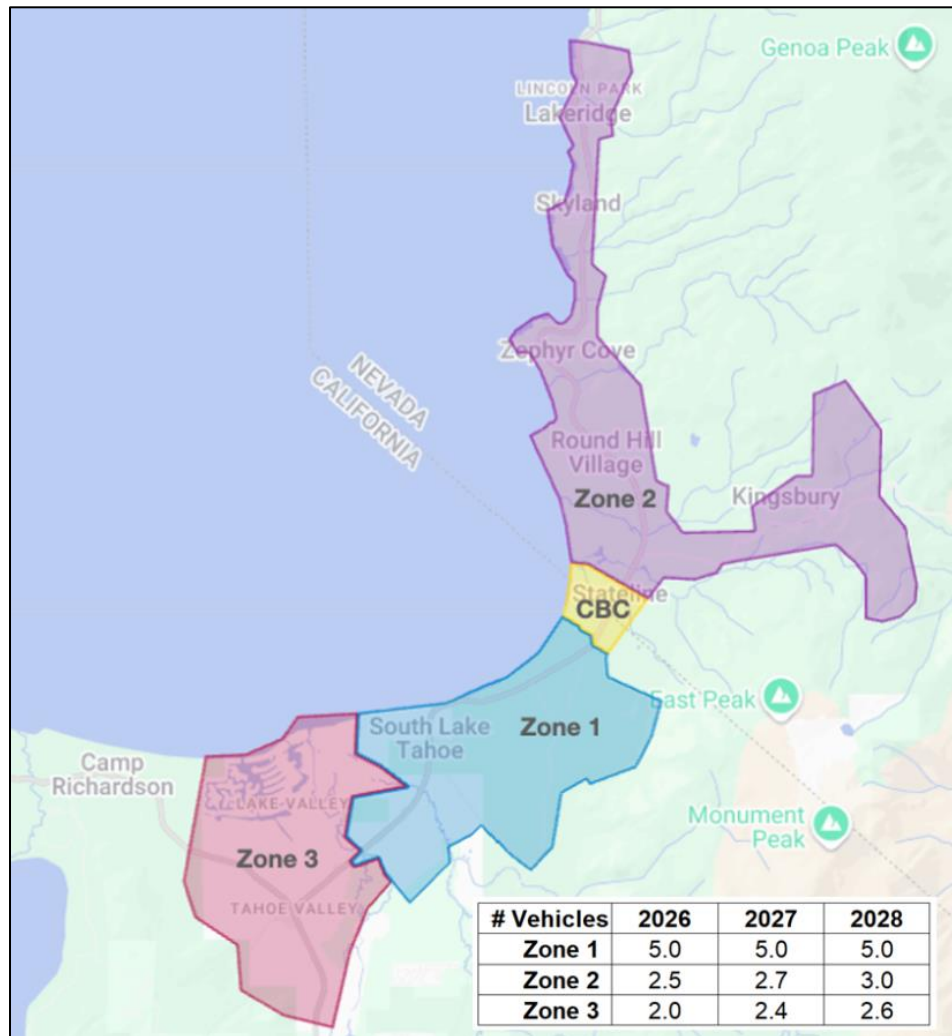
Meeting Date: April 30, 2026

Title: South Shore Transit Management Association implementation of expanded microtransit and zone service

Action: Receive presentation

Background: In June 2025 Douglas County approved a three year funding agreement with SSTMA that included expansion of service each year. Subsequently, TRPA granted a request from SSTMA to utilize \$750,000 in SB 125 funds to support Lake Link microtransit operations in fiscal year 2026. The City of South Lake Tahoe then approved a three year funding agreement in January 2026 that included expansion of service area in year 1 and adding an additional vehicle in year 2.

South Tahoe Transit Joint Powers Authority (JPA) Board Report



The expansion of service citywide would occur in July 2026 when modification to the system to establish three primary service zones and one overlap zone would also occur. Microtransit services would allow for a ride with origin and destination within the same primary zone, with cross zone travel being accommodated by a transfer to fixed route services.

Issue and Discussion: SSTMA Executive Director, Raymond Suarez, will provide an update on how the expansion and transition to zone service will be implemented.

Environmental Considerations: Receiving a presentation is not a project requiring environmental review under the California Environmental Quality Act (CEQA) under

South Tahoe Transit Joint Powers Authority (JPA) Board Report

CEQA Guidelines section 15378(b)(5) (organizational or administrative activities that will not result in direct or indirect physical changes to the environment).

Financial Implications: None.

Tahoe Transit Study

Existing Conditions and Governance Alternatives

South Tahoe Transit Joint Powers Authority

April 30, 2026

Kira Richardson | Tahoe Regional Planning Agency



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Project Objectives:

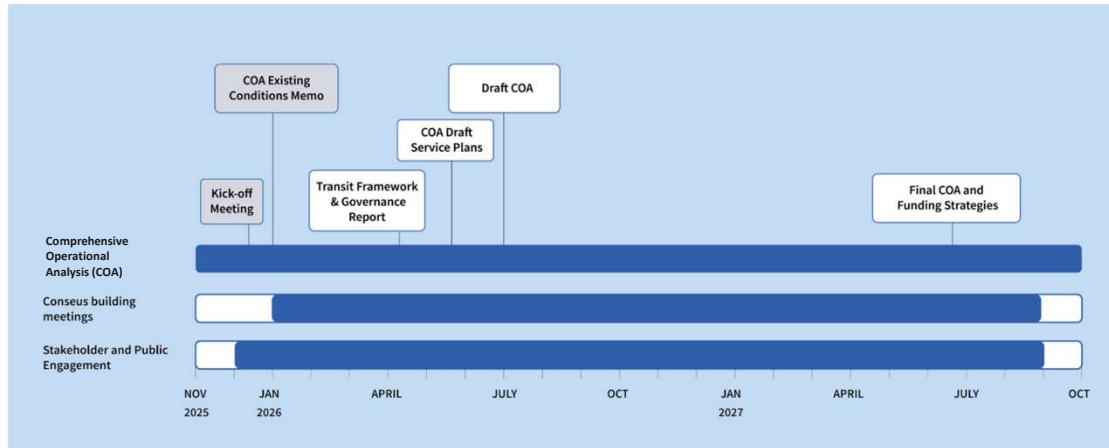
1. **Optimize Service** – Develop short and long-term service plans with a focus on connectivity.
2. **Strengthen Governance** – Clarify roles and responsibilities and learn from other areas.
3. **Leverage Funding** – Assess funding structures/ agreements and stretch dollars.



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Project Timeline



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Public Engagement



- TTD Short Range Transit Plan (adopted January 2025)
- Connections 2050: Regional Transportation Plan (adopted July 2025)
- Placer County TART Systems Plan Update (adopted November 2025)
- On-board passenger surveys conducted July and October 2025

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Existing Conditions

Travel Patterns, Transit Service, Governance, and Funding Landscape

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Service & Travel Patterns

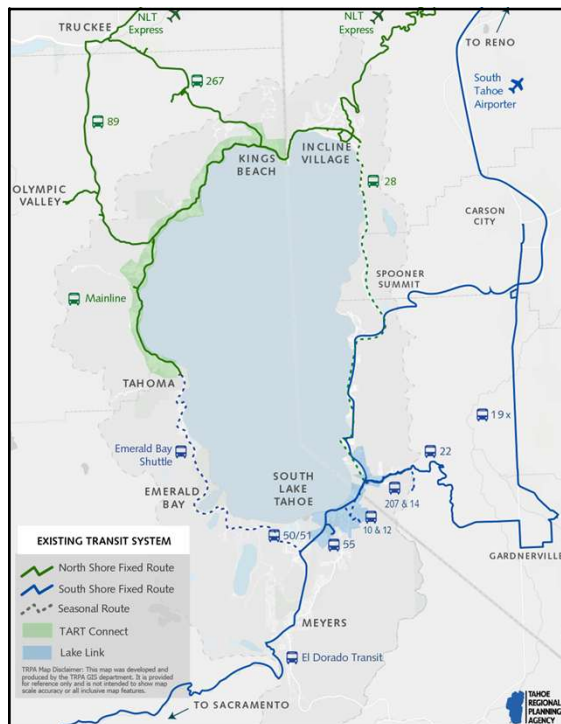
Key Findings:

- Travel is highly seasonal - services meet seasonal demand
- Service frequency and ridership is higher in other resort areas where one primary resort acts as the focal point
- Travel is highly localized and cross-basin commuting is minimal
- Commuting into the Basin from Reno/Carson is significant, but services are lacking
- Microtransit is new and popular, but coverage is not complete and wait times tend to be long

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Service & Governance:

Key Findings:

- 4 different North Shore operators
- 6 different South Shore operators
- Unintended competition between services
- Ski shuttle operation structure differs between the North and South Shores

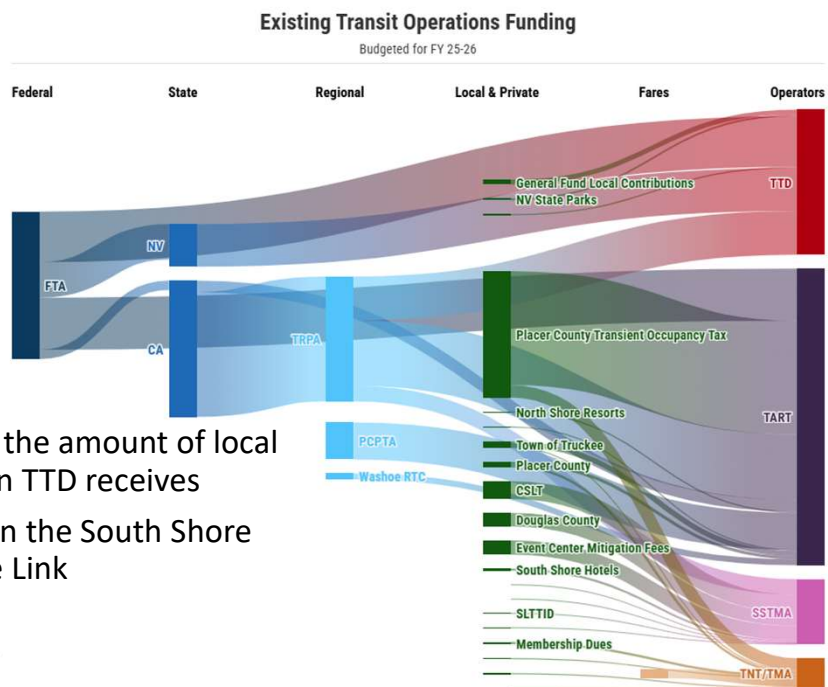


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Funding

Key Findings:

- 30+ different funding sources
- TTD is highly reliant on State and Federal Funding
- TART receives 34 times the amount of local operations funding than TTD receives
- Local/Private funding on the South Shore primarily supports Lake Link



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Governance Assessment

Peer Review, Stakeholder Interviews, and Governance Conceptual Alternatives

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Peer Review

- San Francisco Bay Area
- Zurich, Switzerland
- Roaring Fork Transportation Authority (Colorado)
- Eastern Sierra Transportation Authority (Mammoth area)
- Stanislaus County (Modesto)
- Eagle Valley Transit Authority (Vail, Colorado)
- Summit County, Utah (Park City)
- Northwest Connector (Oregon)
- South Placer (Placer County)



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Peer Review Key Findings

- Regional transit is most successful when based on regional travel patterns
- Dedicated long-term funding source is critical to long-term success
- Major changes in governance will drive up costs in short-term
- Coordination improvements can deliver many benefits of consolidation without requiring structural change
- Benefits to coordination and formal agreements with resort partners



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Stakeholder Interviews

Interviews:

- CSLT
- SSTMA
- TTD
- Heavenly
- TART
- Incline Area Reps
- Town of Truckee
- TNT/TMA
- Palisades Tahoe

Questions Asked:

- Ideal scenario for transit ops?
- What are greatest challenges with existing governance?
- Benefits/obstacles to regional coordination?
- Ideas on revenue generation?



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Stakeholder Interviews Key Findings

- Assess transit funding comprehensively at a regional level
- Existing North Shore governance is generally agreeable to all
- Role of TMAs coordinating with private sector is effective
- Wide support for increased coordination (not necessarily consolidation)
- Maintaining local influence over funding and service decisions remains a priority
- Consider regional branding



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Governance Assessment for the South Shore

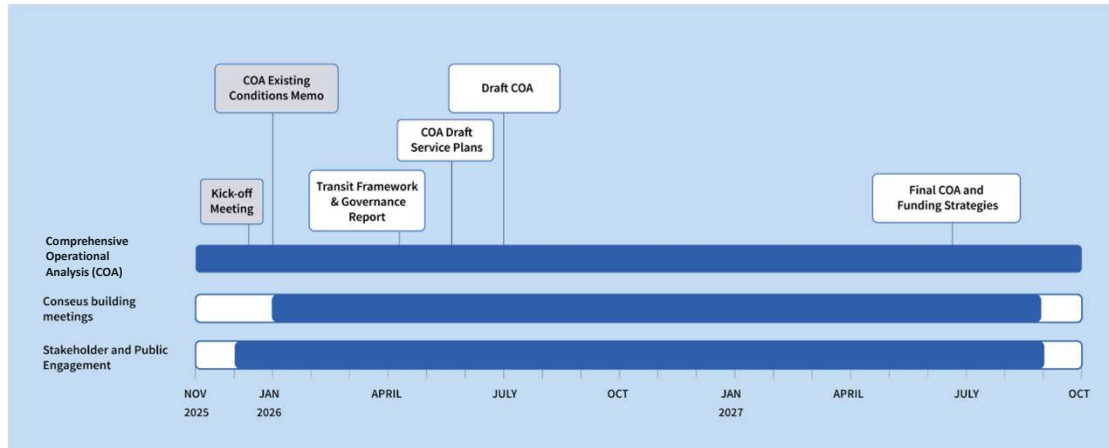
Conceptual Alternatives:

- Consolidation of existing transit services
- Coordinated transit operations (2+ operators)
- Contracted transit operations



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Next Steps



15



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Questions?

www.trpa.gov/transitstudy

Kira Richardson

krichardson@trpa.gov



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Tahoe Transit Study

Technical Memo One Existing Conditions



TAHOE
REGIONAL
PLANNING
AGENCY

TAHOE REGIONAL
PLANNING AGENCY



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Tahoe Transit Study

Technical Memo One

Existing Conditions

Prepared for the
Tahoe Regional Planning Agency
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Prepared by
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February 24, 2026

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Chapter 1

INTRODUCTION

The Tahoe Regional Planning Agency (TRPA) has retained LSC Transportation Consultants, Inc., and TYLin to conduct a Comprehensive Operational Analysis (COA) for transit in the Lake Tahoe Basin as part of a larger multi-stage Tahoe Transit Study. This *Technical Memorandum One* serves as the first step in the COA process by evaluating and presenting existing conditions of transportation and transit.

Chapter Two introduces the study area, the demographics of the Tahoe Basin, and travel patterns.

Chapter Three introduces all the existing transportation and transit providers in the Lake Tahoe Basin and region, before Chapter Four and Five analyze in more detail the transportation and transit providers on the North and South Shores, respectively. An in-depth quantitative analysis is provided for both primary public transit agencies that provide service in the Basin: Tahoe Truckee Area Regional Transit (TART) and Tahoe Transportation District (TTD).

Chapter Six presents high-level takeaways and highlights of recent passenger survey efforts conducted onboard both TART and TTD services in the past two years.

Chapter Seven discusses the complex funding mechanisms for transit within the Lake Tahoe Basin with a focus on TART and TTD funding sources and key differences.

Lastly, Chapter Eight presents a summary and key findings that will be used to further inform the Tahoe Transit Study.

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OVERVIEW

The Lake Tahoe Basin is a geographically unique region, roughly defined as the land area that drains into the Lake (Figure 1). With a lake surface level at around 6,225 feet in elevation, the Lake Tahoe Basin sees significant winters and mild summers and is home to several ski resorts and a multitude of world-renowned recreation and outdoor attractions. Lake Tahoe was designated as a federal Urbanized Area (UZA) in 2016 by the Fix America's Surface Transportation (FAST) Act. Previously, funding was only based on disparate permanent population figures and didn't reflect that the permanent population lived across two states, five counties, and the region is subject to significant influxes of visitors. The UZA designation recognizes the tourism population and acknowledges the Lake Tahoe Basin as an urbanized area with an effective population of 210,000¹. The Lake Tahoe Basin has a permanent population of around 55,000 people; however, it attracts millions of visitors each year, and the average effective population hovers around 150,000 people.

Due to its natural appeal and recreational attractions, tourism is a cornerstone of the Lake Tahoe Basin economy. In the summer, attractions include the many beaches along the Lake Tahoe shoreline, trailheads, alpine lakes, town centers for shopping and dining, multi-use paths that run along a large portion of the lake, and summer activities at the resorts that sit within the Basin or just outside. In the winter, tourism is focused slightly more on the ski resorts; however, town centers and plowed multi-use paths also attract use.

Second homes and vacation rentals are very common throughout the Lake Tahoe Basin, with more than half (54 percent) of residential units not occupied by a full-time resident.² Many of these residential units are vacant second homes or vacation rentals. These factors contribute to the high cost of living for residents around Lake Tahoe.

Lake Tahoe Basin communities do not sit in isolation, however, and travel to/from the Basin is concentrated along a few main transportation corridors. On the North Shore, Interstate 80 runs east-west through Truckee, about 20 miles north of the Lake. State Route (SR) 89 and SR 267 connect Truckee to Tahoe City and Kings Beach, respectively. On the northeast side, SR 431 connects the Reno metro area to Incline Village. On the South Shore, US 50 connects Carson City (to the east) and Placerville/Sacramento metro area (to the west) to South Lake Tahoe/Stateline. SR 207 connects Garnerville/Minden to South Lake Tahoe/Stateline to the southeast.

The Tahoe Regional Planning Agency (TRPA), which has been designated as both a Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the Lake Tahoe Basin, is a unique governing body. Established in 1969 through a bi-state compact, TRPA is the regulatory agency for the Basin, including transportation. Jurisdictions under TRPA governance span two

¹ Federal Transit Administration (U.S. Department of Transportation), *Urbanized Areas in Region 9*, <https://www.transit.dot.gov/region9/uza> (accessed February 18, 2026).

² U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates, Table DP04

states (California and Nevada) and include portions of Placer County, El Dorado County, Washoe County, Douglas County, Carson City Rural Area, and the City of South Lake Tahoe.

DEMOGRAPHICS

Table 1 presents demographic characteristics for the study area, sourced from the 2020 Decennial Census and the 2023 American Community Survey, encompassing both the Lake Tahoe Basin and adjacent areas within the TART and TTD service areas. Five priority communities that typically rely most on public transportation are identified individually: youth, elderly, people with disabilities, people living below the federal poverty line, and zero-vehicle households. The number and concentration of the total priority community population in the study area (expressed as a percent) are identified for each census tract. These same five priority communities were identified in the TRPA Transportation Equity Study (2023), along with BIPOC (Black, Indigenous, and People of Color) persons.

**Figure 1
Lake Tahoe Basin**



Table 1: Lake Tahoe Region Total Population and Characteristics

County	Tract ¹	Area	Total	Youth		Elderly (65+) ²		People with a		People Living		Total	Zero Vehicle	
			Population ²	(ages 5 -17) ²		Disability ³	Below the	Households ³	Households ³					
			#	#	%	#	%	#	%	#	%	#	#	%
Lake Tahoe Basin														
Douglas County	16	Zephyr Cove/ Glenbrook/ E. Shore	1,799	119	2%	705	6%	238	5%	18	0%	856	28	4%
Douglas County	17	Stateline / Round Hill	1,493	151	2%	310	3%	163	3%	235	5%	698	24	3%
Douglas County	18	Stateline / Kingsbury	2,301	192	3%	546	5%	158	3%	24	1%	1,072	0	0%
Washoe County	33.05	Incline Village (Central / The Woods)	1,160	166	2%	207	2%	90	2%	45	1%	395	10	1%
Washoe County	33.06	Incline Village (Lakeview)	1,826	279	4%	346	3%	92	2%	326	7%	805	36	5%
Washoe County	33.07	Incline Village (Central South of Hwy 28)	1,268	136	2%	312	3%	49	1%	22	0%	440	0	0%
Washoe County	33.08	Incline Village (West / Crystal Bay)	2,423	230	3%	813	7%	115	2%	55	1%	959	17	2%
Washoe County	33.1	Incline Village (East / Ski Way)	1,447	163	2%	420	4%	123	2%	31	1%	641	0	0%
Washoe County	33.11	Incline Village (Central North of Hwy 28)	1,693	167	2%	536	5%	184	4%	117	3%	765	0	0%
Placer County	201.04	Lake Forest /Dollar Hill	1,327	173	2%	319	3%	123	2%	56	1%	562	29	4%
Placer County	201.05	Carnelian Bay	1,319	166	2%	294	3%	35	1%	41	1%	566	0	0%
Placer County	201.06	Tahoe Vista	1,643	254	3%	274	2%	56	1%	113	2%	501	0	0%
Placer County	201.07	Kings Beach /Brockway	3,315	606	8%	358	3%	193	4%	262	6%	1,018	0	0%
Placer County	221	Tahoe Pines/ Sunnyside	901	113	2%	179	2%	34	1%	18	0%	389	0	0%
Placer County	222	Tahoe City	902	108	1%	175	2%	89	2%	11	0%	385	0	0%
Placer County	223	Homewood	646	78	1%	155	1%	62	1%	53	1%	251	0	0%
El Dorado County	302.01	South Lake Tahoe (Bijou West)	2,253	316	4%	277	3%	127	3%	200	4%	865	8	1%
El Dorado County	302.02	South Lake Tahoe (Bijou East)	2,141	444	6%	277	3%	266	5%	367	8%	818	97	13%
El Dorado County	303.01	South Lake Tahoe (Sierra Tract)	2,703	341	5%	361	3%	487	10%	344	8%	1,276	96	13%
El Dorado County	303.02	South Lake Tahoe (Al Tahoe)	2,903	378	5%	397	4%	341	7%	189	4%	1,253	10	1%
El Dorado County	304.02	South Lake Tahoe (The "Y" South / Tahoe Verde)	3,847	474	7%	685	6%	377	8%	513	11%	1,545	137	18%
El Dorado County	304.03	South Lake Tahoe (Tahoe Keys)	1,391	175	2%	379	3%	105	2%	18	0%	638	0	0%
El Dorado County	304.04	South Lake Tahoe (The "Y" North)	2,117	275	4%	385	4%	201	4%	166	4%	1,061	34	4%
El Dorado County	316.01	South Lake Tahoe (Stateline North)	2,077	295	4%	226	2%	274	5%	360	8%	877	130	17%
El Dorado County	316.02	South Lake Tahoe (Stateline South)	1,928	244	3%	230	2%	257	5%	455	10%	910	94	12%
El Dorado County	305.02	North Meyers / Tahoe Mountain	2,768	380	5%	542	5%	210	4%	127	3%	1,133	0	0%
El Dorado County	305.04	North Meyers / Pioneer Trail South	2,579	339	5%	577	5%	320	6%	116	3%	1,242	0	0%
El Dorado County	305.06	Christmas Valley West	1,009	137	2%	198	2%	41	1%	38	1%	376	0	0%
El Dorado County	305.07	South Meyers / Christmas Valley East	1,717	261	4%	287	3%	105	2%	118	3%	626	6	1%
El Dorado County	320.01	Tahoma	672	82	1%	106	1%	70	1%	86	2%	334	8	1%
El Dorado County	320.02	West Shore El Dorado	268	25	0%	105	1%	24	0%	19	0%	74	0	0%
Subtotal Lake Tahoe Basin			55,836	7,267	13%	10,981	20%	5,009	9%	4,543	8%	23,331	764	3%
Study Area Region Outside Lake Tahoe Basin ⁴														
Carson City	1,3	West and Central Carson City	7,085	752	13%	2,365	27%	736	24%	523	16%	3,573	278	42%
Douglas County	13-15	Minden/Gardnerville	11,412	1,537	26%	3,628	42%	958	31%	1,219	38%	4,985	148	22%
Nevada County	12.05 - 12.11	Town of Truckee	16,974	2,995	51%	2,248	26%	1,147	37%	1,238	39%	6,781	215	32%
Placer County	220.11	Northstar	2,292	374	6%	146	2%	131	4%	89	3%	814	13	2%
Placer County	220.14	Olympic Valley Alpine Meadows Donner Summit	1,529	200	3%	333	4%	109	4%	120	4%	715	11	2%
Subtotal Outside Lake Tahoe Basin			39,292	5,858	15%	8,720	22%	3,081	8%	3,189	8%	16,868	665	4%
Subtotal by County ⁵														
Douglas County			17,005	1,999	15%	5,189	26%	1,517	19%	1,496	19%	7,611	200	14%
Washoe County			9,817	1,141	9%	2,634	13%	653	8%	596	8%	4,005	63	4%
Placer County			13,874	2,072	16%	2,233	11%	832	10%	763	10%	5,201	53	4%
El Dorado County			30,373	4,166	32%	5,032	26%	3,205	40%	3,116	40%	13,028	620	43%
Nevada County			16,974	2,995	23%	2,248	11%	1,147	14%	1,238	16%	6,781	215	15%
Carson City			7,085	752	6%	2,365	12%	736	9%	523	7%	3,573	278	19%
Total Study Area			95,128	13,125	14%	19,701	21%	8,090	9%	7,732	8%	40,199	1,429	4%
Note 1: Tracts outside the basin that share a representative area name have been combined for presentation purposes.														
Note 2: Data from 2020 Decennial Census.														
Note 3: Data from 2023 American Community Survey 5-Year Estimates.														
Note 4: Only includes census tracts outside of the TRPA jurisdictional boundary that have TTD fixed route bus stops, or are served by TART including Truckee TART and Truckee TART Connect. Airport shuttles not included.														
Note 5: Only includes census tracts identified as being part of the Study Area. Is not representative of County totals.														
Source: U.S. Census.														

Because the Tahoe Basin is a very unique region that receives a large influx of seasonal residents during the peak winter and summer seasons, the population is in a constant state of flux. The U.S. Census can only capture the population at a point in time. Nevertheless, Census data remains the most reliable source of demographic information available. Within the Basin, the census tracts included in Table 1 aligns with the methodology of the *TRPA Transportation Equity Study* (2023), including entire census tracts that are within the Basin, with one exception: Carson City, Census Tract 3, where the populated portion lies mostly outside the TRPA jurisdictional boundary.

The demographic study area outside the Tahoe Basin includes only census tracts that are served by TART (including Truckee TART) or host TTD fixed route stops (for example, Gardnerville, Douglas County Tract 15). The study area outside of the basin does not include census tracts exclusively served by airport shuttle services. Appendix A displays a comparison of zero-vehicle households' access to grocery stores as presented in the *TRPA Transportation Equity Study*.

Key demographic findings include:

- The five community priority zones identified in the *TRPA Transportation Equity Study* (2023): Tahoe Verde, Sierra Tract, Bijou, all within South Lake Tahoe; Incline Village, and Kings Beach—continue to be home to high concentrations of populations with elevated transit needs.
- Kings Beach / Brockway (201.07) has the highest concentration of youth in the Lake Tahoe Basin (8 percent of Basin residents aged 5–17).
- Incline Village (West/Crystal Bay) (33.08) has the highest concentration of elderly residents (65+) in the Lake Tahoe Basin (7 percent of elderly Basin residents).
- The City of South Lake Tahoe is the largest single community in the Lake Tahoe Basin with 21,360 residents and includes the census tracts with the highest proportion of people with disabilities (303.01 - Sierra Tract, 10 percent), people living below the poverty line (304.02 - The “Y” South/Tahoe Verde, 11 percent), and zero vehicle households (304.02 - The “Y” South/Tahoe Verde, 18 percent) in the Basin.
- Overall, the Lake Tahoe Basin is home to 55,836 residents, with youth accounting for 13 percent of the total population, seniors: 20 percent, people with disabilities: 9 percent, and zero-vehicle households: 3 percent.
- Almost half of the zero vehicle households in the study area region outside of the Lake Tahoe Basin are located in West and Central Carson City (42 percent). This is notable because the total number of households is lower than both Minden/Gardnerville and the Town of Truckee.
- By county, El Dorado County contains the largest share of the study area population (30,373 residents) and the highest concentration of youth, seniors, people with disabilities, low-income residents, and zero-vehicle households.

TRAVEL PATTERNS

This section summarizes observed travel patterns within the Lake Tahoe Basin and to/from the Basin using Streetlight origin–destination (OD) data. Travel behavior in the Basin varies significantly by season and geography, reflecting a combination of resident travel needs and large seasonal influxes of visitors. Understanding how trips are distributed across sub-communities, between the North and South Shores, and to and from surrounding regions is critical for evaluating existing transportation services and identifying where future transit investments are most likely to be effective.

Travel Patterns Within the Lake Tahoe Basin

Appendix B graphically shows OD pairs for trips that begin and end within the Tahoe Basin only, mainly capturing shorter trips within or between directly adjacent communities and excluding longer commute or travel trips that begin or end outside the region. There is very little variation between Summer and Winter 2024 for trips staying within the Basin, with Kings Beach, Stateline US 50 Corridor, and the “Y” in South Lake Tahoe being destination hot spots for both seasons. Summer sees more trip destinations dispersed along the West Shore and in the Sand Harbor area of the East Shore.

Travel Patterns To/From the Lake Tahoe Basin

Appendix B also graphically shows OD pairs for trips that begin or end outside of the Lake Tahoe Basin, and the other trip end is located within the Basin boundary. Trips that begin *and* end within the Basin are not counted in this graphic.

For trips that begin in the Basin and end elsewhere, trip destinations are more dispersed in Summer than in Winter, due to access to more outdoor recreation destinations. In Winter, there are strong destination hot spots for trips starting in the Basin: Olympic Valley (including the Palisades base area) and Alpine Meadows, Northstar Resort, and the large block group along the US 50 corridor that includes Sierra-at-Tahoe.

For trips that begin outside of the Lake Tahoe Basin and end in the Basin, origins with higher proportions of Summer trips include select block groups in Truckee, Olympic Valley, and Alpine Meadows, Southeast Reno, Southern Carson City, and the US 50 corridor west of Echo Summit. Origins that stand out for Winter trips to the Basin include Olympic Valley (including the Palisades base area) and Alpine Meadows, Northstar Resort, and the large block group along the US 50 corridor that includes Sierra-at-Tahoe.

Commuters

The US Census Longitudinal Employer-Household Dynamics (LEHD) provides insight into where employed residents commute to for work. Given that this data only considers full-time residents who are counted in the US Census, these commute patterns do not reflect the significant number of seasonal and transient employees and residents in the region. Nevertheless, this data adds to the general understanding of where individuals are traveling to/from for work. In 2023, the top work destination for employed residents living on the North Shore (defined as communities generally within the Tahoe Basin spanning from Tahoma to the southwest to Incline Village to the east) was Incline Village, NV CDP (19.7 percent of employed residents). This was followed by Sunnyside-Tahoe City CDP (7.7 percent), Reno, NV (7.3 percent), and Truckee (4.8 percent).

For South Shore employed residents (roughly defined as the greater South Lake Tahoe area within the Basin), the top work destinations were South Lake Tahoe (35.6 percent), Stateline CDP (8.3 percent), Sacramento (5.2 percent), and Kingsbury CDP (3.7 percent).

For commuters traveling to the North Shore for jobs, the top home locations are Incline Village CDP (17.8 percent), Reno, NV (13.3 percent), Truckee, CA (6.6 percent), and Carson City, NV (5.6 percent).

For those traveling to the South Shore for jobs, the top home locations are South Lake Tahoe (39.8 percent), Carson City, NV (6.0 percent), Meyers CDP (3.3 percent), and Gardnerville Ranchos CDP (3.2 percent).

This data indicates that very few employed individuals are traveling between the North and South Shores for work. Only 1.2 percent (110 individuals) are traveling from South Lake Tahoe to the North Shore for work. Only 0.5 percent (75 individuals) are traveling from Incline Village to the South Shore for work, and no other North Shore communities are listed.

Visitors

Lake Tahoe is widely considered a local recreation destination for many metropolitan communities, including Reno, NV, Sacramento, CA, the Bay Area, San Jose, Stockton, and other Central Valley locations. The region also attracts visitors from other states and internationally. Even though the 2020 Tahoe Basin US Census resident population totaled approximately 55,000, the effective population fluctuates significantly based on tourism, with an average estimate of two million or more visitors coming to Lake Tahoe every year³. Tourism in Tahoe follows seasonal ebbs and flows, with “busy seasons” occurring in the winter and summer and “shoulder seasons” occurring in the spring and fall. The month of July tends to show the highest level of average visitors, according to the Lake Tahoe Destination Stewardship Plan 2023. Additionally, Table 2 shows the historic visitor data modeled for the Lake Tahoe Destination Stewardship Plan 2023.

Table 2: Visitors to the Lake Tahoe Area					
Visitation Metric	2018	2019	2020	2021	2022
Total Individuals	2,300,000	2,300,000	1,600,000	2,000,000	2,100,000
Total Visits	4,600,000	4,700,000	3,200,000	4,000,000	4,100,000
Total Visitor Days	14,000,000	14,200,000	9,900,000	12,400,000	12,800,000
Visitor Days by Category	2018	2019	2020	2021	2022
Transient Occupancy Tax (TOT) Visitor Days	10,100,000	10,200,000	7,000,000	8,900,000	9,100,000
Non-TOT Visitor Days	2,600,000	2,700,000	2,000,000	2,500,000	2,600,000
Day Visitor, Visitor Days	1,300,000	1,300,000	900,000	1,100,000	1,200,000
Total Tourist Visitor Days	14,000,000	14,200,000	9,900,000	12,500,000	12,800,000
Untethered Visitor Days	4,100,000	4,500,000	3,200,000	4,000,000	4,100,000
Total Visitor Days	18,000,000	18,700,000	13,100,000	16,500,000	16,900,000

Source: Lake Tahoe Destination Stewardship Plan 2023

The impact of visitors to the Lake Tahoe region has created seasonal congestion of traffic and crowded recreation sites, including beaches, hiking trails, and longer wait times at popular regional restaurants and businesses. However, the local economy is fueled by these visitors, and their spending has been an opportunity to levy taxes on purchases and lodging use by visitors to fund critical programs and projects, including transit programs and workforce housing programs. Three significant sources of local revenue tied closely to tourism are Transient Occupancy Taxes (TOT), paid by overnight visitors staying in local accommodations, and Tourism Business Improvement District (TBID) funds in North Lake Tahoe and the South Lake Tahoe Tourism Improvement District (TID), paid by anyone who spends money at a restaurant, local retail store, or recreation activity providers. Currently, South Lake Tahoe TID funds are primarily used for marketing for the lodging businesses that are within the boundaries of the TID. Currently, an annual contribution of \$25,000 of South Lake Tahoe TID funds are being used for public transit.

³ Lake Tahoe Stewardship Council, Lake Tahoe Destination Stewardship Plan: Taking Care of Tahoe (2023), <https://stewardshiptahoe.org/>

Tasked with managing TOT and TBID revenue on the North Shore (Placer County), the North Tahoe Community Alliance publishes monthly data on its Economic Data dashboard, tracking several key categories relating to visitors, including Hotel/Short Term Rental (STR) occupancy, a Visitor Profile, Visitor Spending, and estimated visitor trip counts⁴. The visitor profile lists the top ten origin markets that visitors are traveling to the North Lake Tahoe area from, based on Visa credit card information. Annually, almost a third of visitors come from the Sacramento/Modesto/Stockton area, and about a quarter of visitors come from the Bay Area or San Jose. Other notable origins of visitors included Los Angeles, San Diego, Chico/Redding, Fresno/Visalia, and Monterey/Salinas, CA. Outside of California, visitors to the North Shore come from Texas (Dallas and Houston), Las Vegas, Nevada, Salt Lake City, Utah, New York City, New York, Seattle, Washington, Denver, Colorado, and Phoenix, Arizona. Interestingly, Reno and Carson City, Nevada, were not included as top origin markets in the reporting, which may indicate they may have been excluded from the data presented by NTCA.

Trip purpose, as reported by NTCA, varies by month. For example, in July 2025, after “Region”, “Dining”, “Outdoor”, and “Lake Tahoe” were the top trip clusters. In January 2025, after “Region”, “Resorts” and “Ski Resorts” were essentially tied, followed by “Dining”. This strongly supports the concept that travel patterns vary significantly by season.

The Lake Tahoe Visitors Authority (on the South Shore) publishes similar monthly Visitor Profile data in their Monthly Destination report. The data shows that visitors to the South Lake Tahoe region also come from a wide variety of places, but Sacramento, the Bay Area, San Jose, Los Angeles, and San Diego do continue to be the most prevalent amongst visitors. Also common are Fresno and Visalia, and Reno, NV, Carson City, and Gardnerville Ranchos, Las Vegas, NV, and Phoenix, AZ. International visitors were not as common; however, they primarily come from the UK, Canada, Germany, France, or Mexico.

Based upon a review of available visitor survey data, the majority of visitors to the Tahoe Basin arrive by car (77 percent in a personal car and 10 percent in a rental car)⁵. According to the 2025 South Tahoe Blue Event Center Monitoring Program, 90 percent of those surveyed drive from home. Visitors to the North Lake Tahoe largely take I-80 to Truckee and then access the Tahoe basin on SR 89 to Tahoe City or SR 267 to Kings Beach. Visitors to South Lake Tahoe mostly take US-50 over Echo Summit from the west or US-50 over Spooner Summit to the east.

In winter, the various ski resorts in and adjacent to the Lake Tahoe Basin attract a significant number of visitors. These destinations include Palisades Tahoe, located on SR 89 in Olympic Valley, CA, Northstar-at-Tahoe located on SR 267 near Truckee, CA, Diamond Peak Ski Resort located in Incline Village, NV, Homewood Ski Resort located off of SR 89 in Homewood, CA, Mt Rose Ski Resort located off of SR 431 in Nevada, and Heavenly Ski Resort located near Route 50 in Stateline, NV/South Lake Tahoe, CA.

In summer, destinations are more varied. A visitor survey campaign, conducted as part of the Lake Tahoe Destination Stewardship Plan 2023 in July 2022, found that visitors participated in a variety of outdoor activities, with 41 percent hiking, 17.5 percent kayaking or canoeing, 7.9 percent paddleboarding, and 10.6 percent skiing or snowboarding.

⁴ North Tahoe Community Alliance. (n.d.). North Tahoe monthly summary report [Interactive data dashboard]. Tourism Economics.

https://symphony.tourismeconomics.com/t/SymphonyPublic/views/NorthTahoe_MonthlySummary/Cover

⁵ LTVA Domestic Visitor Profile CY 2021 by OmniTrak.

EXISTING TRANSPORTATION SERVICES – OVERVIEW

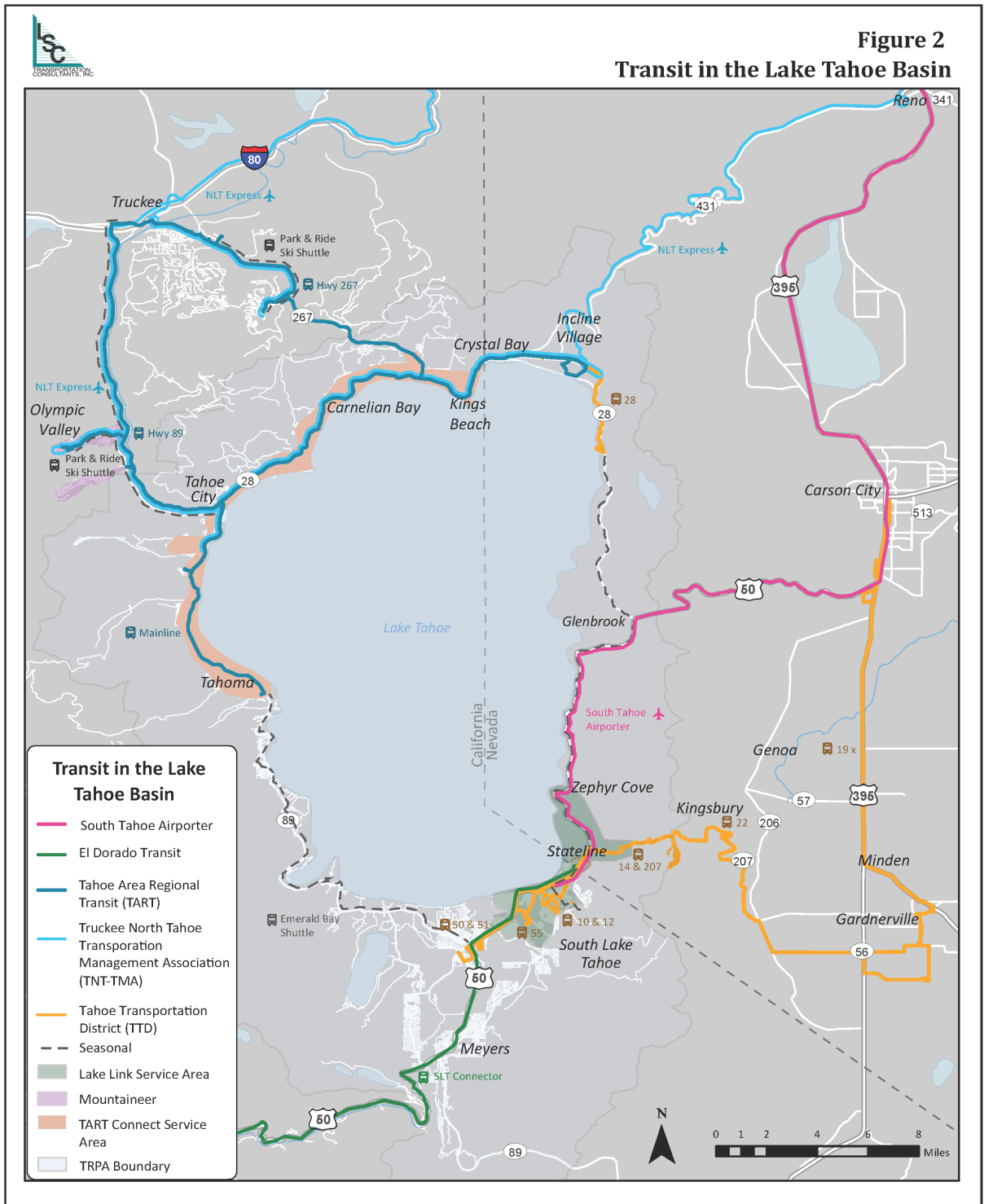
INTRODUCTION

This chapter provides a high-level overview of the transportation services currently being provided in the Lake Tahoe Basin, as well as key services in the greater Lake Tahoe region (Table 3, Figure 2).

Chapters 4 and 5 go into greater detail on the transportation services offered on the North Shore and South Shore, respectively, as well as regional connections. While new transportation services are constantly being piloted, and existing ones are being adjusted or eliminated, this Memo generally refers to services that were provided in 2025 and/or at the time of writing.

Table 3 is an inventory of transit providers in the Tahoe Basin. Figure 2 shows these providers' service areas.

Transit Operator (1)	Institutional Structure	Governing Body	Mode of Service	Operator	Service Area	Service Span	Frequency	MPO/RTPA Oversight	Contractual Relationships for Operating Authority	Primary Operating Funding	Annual (FY 24-25)	
											Ridership	Operating Cost
Tahoe Truckee Area Regional Transit (Placer) (TART)	County	Placer Board of Supervisors	Fixed routes/paratransit	Direct Operated & Contractor	North Shore Placer and Washoe County; Highway 89/267 Corridors; Town of Truckee	Year-Round	Hourly	TRPA, TMPO, PCTPA, SACOG	- Washoe RTC - Town of Truckee	Local, State & Federal Govt.	318,674	\$4,159,643
TART Connect ⁽²⁾	County	Placer Board of Supervisors	Microtransit	Contractor	North Shore Placer and Washoe County; Highway 89/267 Corridors	Year-Round	On-demand	TRPA, TMPO, PCTPA, SACOG	- Washoe RTC	Local Govt.	277,279	\$4,040,614
Tahoe Truckee Area Regional Transit (Truckee)	Town	Truckee Town Council	Fixed routes/paratransit	Contractor	Town of Truckee	Year-Round	Hourly	NCTC	- Placer County	Local, State & Federal Govt.	21,679	\$1,874,016
Truckee TART Connect	Town	Truckee Town Council	Microtransit	Contractor	Town of Truckee	Year-Round	On-demand	NCTC	--	Local Govt.	173,158	\$2,352,638
Tahoe Transportation District	Independent District	TTD Board of Directors	Fixed routes/paratransit	Direct Operator	South Shore El Dorado and Douglas County; City of SLT; Carson City, Minden, Gardnerville	Year-Round	30 minutes to 1 hour	TRPA, TMPO	- Carson City RTC - Washoe RTC - Douglas County - City of SLT - NV Div of State Parks	Local, State & Federal Govt.	265,980	\$7,480,691
Lake Link	Non-Profit	SSTMA Board	Microtransit	Contractor	Portions of City of South Lake Tahoe to Zephyr Cove; Douglas County	Year-Round	On-demand	N/A	- TTD (In Douglas Co) - City of SLT	Local	241,501	\$2,196,786
Mountaineer	Non-Profit	Mountaineer Transit Company Board	Microtransit	Contractor	Olympic Valley	Winter/Summer	On-demand	N/A	OVAMMD Placer County	TBID	105,278	\$1,347,540
Vanpools	Non-Profit	TNT/TMA Board	Vanpool	Van Lease (Enterprise)	North Shore	Year-Round	--	N/A	--	Local, private	37,732	N/A
Vanpools	Private	SSTMA Board	Vanpool	Van Lease (Enterprise)	South Shore	Year-Round	--	N/A	Private Casinos	Local, private	N/A	N/A
Park and Ride Palisades	Non-Profit/Private	TNT/TMA Board	Seasonal Shuttle	Contractor	Truckee to Palisades Tahoe City to Palisades	38 days peak winter	30 minutes	N/A	Placer County	Local, private	14,248	\$357,680
Emerald Bay Shuttle	Non-Profit	League To Save Lake Tahoe	Seasonal Shuttle	Contractor	South Lake Tahoe to Emerald Bay Sugar Pine Point to Emerald Bay	Summer 2025	By reservation	N/A	--	Local, private	4,972	\$325,999
Heavenly Ski Resort Shuttle Program	Private	Private Entity	Seasonal Shuttle	Private Entity	Stateline TC, Gondola Base, California Lodge	Winter	20 minutes	N/A	--	Private	N/A	N/A
North Lake Tahoe Express	Non-Profit	TNT/TMA Board	Airport Shuttle	Contractor	North Shore Placer and Washoe County; Highway 89/267 Corridors; Town of Truckee To Reno Airport	Year-Round	By reservation	N/A	--	Local	3,863	\$648,701
South Tahoe Airporter	Private	South Tahoe Alliance of Resorts	Airport Shuttle	Contractor	Resorts in Stateline Area to Reno Airport	Year-Round	By reservation	N/A	--	Private	N/A	N/A
El Dorado Transit US 50 Service	Joint Powers Agency	EDCTA Board	Amtrak Connector	Direct Operated	Western El Dorado County to City of SLT	Year-Round	1 Round-Trip/Day	EDCTC, SACOG	- Capitol Corridor JPA	State, Federal Govt.	9,743	\$561,472
Amtrak Thruway from Bay/Reno to Truckee	Joint Powers Agency	Capitol Corridor JPA	Amtrak Connector	Contractor	Bay Area - Truckee-Reno	Year-Round	1 Round-Trip/Day	N/A	--	State, Federal Govt.	N/A	N/A
Note 1: Represents services operated in FY 2024-25. Note 2: Includes TART Connect in Washoe County, Nevada. TART Connect service discontinued in December 2025.												



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EXISTING TRANSPORTATION SERVICES – NORTH LAKE TAHOE

INTRODUCTION

Transportation services in North Lake Tahoe are provided by one public transit agency and multiple non-profit and private operators. This chapter presents an in-depth evaluation of the public transit operator: Placer Tahoe Truckee Area Regional Transit (Placer TART), and a summary of the various other transportation providers, as well as regional connecting services.

PLACER TAHOE TRUCKEE AREA REGIONAL TRANSIT (PLACER TART)

Placer County has been operating public transit services on the North Shore of Lake Tahoe since 1975. Transit is managed by the Public Works department and is generally operated using in-house staff. Placer County directly operates fixed routes and Americans with Disabilities (ADA) Paratransit within eastern Placer County, Washoe County, Nevada, and extending to the Town of Truckee and a small portion of El Dorado County. Placer County also operates microtransit services (branded as TART Connect) in North Lake Tahoe through a third-party contractor.

Placer TART Fixed Route Service

As shown in Figure 3, services span from Sugar Pine Point State Park on the West Shore to Incline Village in Nevada and along the SR 89 and SR 267 corridors between North Lake Tahoe and Truckee. Combined, the central portion of the Mainline and the SR 89 and SR 267 routes create the “Resort Triangle”. All services have been fare-free since December 2019.

- **Mainline** – Year-round hourly service is provided between Sugar Pine Point and Incline Village, with transfers possible to the other fixed routes at the Tahoe City Transit Center and at the northern state line in Crystal Bay.
- **Highway 89** – Year-round hourly service is provided between the Tahoe City Transit Center, Olympic Valley, and the Truckee Mobility Hub, where connections to Truckee TART are possible.
- **Highway 267** – Year-round hourly service is provided between Crystal Bay, Nevada, Kings Beach, Northstar, and the Truckee Mobility Hub.
- **Night Service 89** – TART recently re-implemented hourly night service between Crystal Bay in Nevada, Kings Beach, Tahoe City, and Palisades Tahoe between 7 PM and 10:30 PM during Fall 2025.
- **Night Service 267** – Similarly, TART offered night service along SR 28 and 267 between Crystal Bay, Kings Beach, and Northstar between 7 PM and 10:30 PM during Fall 2025.

TART fixed route schedules change depending on the season. During peak seasons, additional buses are added during peak commute times to accommodate high demand, as staffing and funding are available. Over the past ten years, TART has struggled with finding a sufficient number of drivers to operate the level of service for which funding is available.

**Figure 3
North Tahoe Transit**



Placer TART Paratransit Service

Placer TART provides ADA-compliant and complementary paratransit service within the North Lake Tahoe area, offering accessible transportation comparable to its fixed-route system. Service operates daily from 6:00 AM to 6:00 PM, within the same geographic areas served by TART buses. Riders must schedule trips in advance, with reservations accepted between one day prior to and 14 days prior to the requested travel time. The service incurred an operating cost of \$127,134 to operate in Fiscal Year (FY) 2023-24 and is provided by the Town of Truckee through a service agreement using Placer County vehicles.

Placer TART Connect Service

Placer TART Connect is a free microtransit service that offers North Lake Tahoe area residents and visitors door-to-door, on-demand service. The service began operations in July 2021 and is operated by a third-party contractor with vehicles leased and maintained by the contractor. Historically, the service has operated in three zones, including the California zones in Placer County - Zone 1 and Zone 2 (Tahoe City and Kings Beach) - and the Nevada zone in Washoe County - Zone 3 (Incline Village). Zone 1 (Tahoe City) includes Carnelian Bay, Cedar Flat, Tahoe City, Sunnyside, Homewood, and Tahoma, and all the smaller communities in between. Zone 2 (Kings Beach): Crystal Bay, Brockway, Kings Beach, Tahoe Vista, Agate Bay, Carnelian Bay.

- Zones 1 and 2 (Tahoe City and Kings Beach) are funded through local Transient Occupancy Tax (TOT) collected by Placer County.
- Zone 3 included Crystal Bay to the California/Nevada state border and Incline Village. Service in Zone 3 was suspended, however, in December 2025 due to a lack of funding. Prior to the suspension of service, Zone 3 (Incline Village) implemented a \$2.00 one-way fare for adults, youth, and seniors, and a \$1.00 fare for persons with disabilities in July of 2025.

Placer TART Capital Assets

Fleet Overview

Table 4 shows the vehicle fleet owned and operated by Placer TART. The agency's fixed route fleet as of December 2025 consists of 15 heavy-duty buses, primarily Compressed Natural Gas (CNG) Gillig low-floor buses, most with a capacity of 32 passengers and two wheelchair positions. Two new 2024 Glaval cutaway vehicles, each with capacity for 11 passengers and three wheelchairs, are used to operate paratransit. In addition to the passenger fleet, TART owns six non-revenue service vehicles.

Table 4: TART Vehicle Fleet							Est. Vehicle Replacement Date
Agency ID	Make	Model	Fuel	Year	Mileage	Capacity	
1516	Gillig	LF	CNG	2015	559,685	32 & 2 Wheelchairs	2027
1517	Gillig	LF	CNG	2015	594,684	32 & 2 Wheelchairs	2027
1518	Gillig	LF	Diesel	2015	562,003	32 & 2 Wheelchairs	2027
1519	Gillig	LF	Diesel	2015	573,071	32 & 2 Wheelchairs	2027
1727	Gillig	LF	CNG	2017	477,379	32 & 2 Wheelchairs	2029
1728	Gillig	LF	CNG	2017	461,870	32 & 2 Wheelchairs	2029
1938	Gillig	LF	CNG	2019	316,640	32 & 2 Wheelchairs	2031
1939	Gillig	LF	CNG	2019	282,643	32 & 2 Wheelchairs	2031
1940	Gillig	LF	CNG	2019	312,957	32 & 2 Wheelchairs	2031
1941	Gillig	LF	CNG	2019	274,504	32 & 2 Wheelchairs	2031
2050	Gillig	LF	CNG	2020	236,138	32 & 2 Wheelchairs	2032
2283	Gillig	LF	CNG	2022	183,437	32 & 2 Wheelchairs	2034
2284	Gillig	LF	CNG	2022	178,591	32 & 2 Wheelchairs	2034
2494	Glaval	A-T350	GAS	2024	-	11 & 3 Wheelchairs	Ordered
2495	Glaval	A-T350	GAS	2024	-	11 & 3 Wheelchairs	Ordered
3314	NABI	LF	CNG	2009	348,122	32 & 2 Wheelchairs	2020
3315	NABI	LF	CNG	2009	316,077	32 & 2 Wheelchairs	2020
0801	Starcraft	Allstar	GAS	2008	254,088	18 & 2 Wheelchairs	2015
0806	Starcraft	Allstar	GAS	2008	407,466	18 & 2 Wheelchairs	2015
26034	Ford	Escape	GAS	2008	123,624	Service Vehicle	2016
26035	Ford	Escape	GAS	2008	150,055	Service Vehicle	2016
16954	Nissan	Light Duty Truck	GAS	2016	162,051	Service Vehicle	2024
27896	Chevy	Colorado	GAS	2021	11,834	Service Vehicle	2029
16955	Chevy	Silverado	GAS	2017	22,934	Service Vehicle	2025
26036	Ford	F250	GAS	2019	35,490	Service Vehicle	2029

Source: TART.

Note 1: Information accurate as of December, 2025.

Note 2: Mileage is correct as of June 2025.

Support Fleet Vehicles are highlighted.

The *TART System Plan* outlines TART’s required replacement of 10 vehicles between FY 2025-26 and FY 2029-2030. Placer County plans to begin replacing these vehicles by purchasing battery electric buses (BEBs) in FY 2026-2027 to support the agency’s transition to zero emissions⁶. All TART Connect vehicles are leased by the third-party contractor, who is responsible for all maintenance and finding parking facilities for their fleet. Currently, Placer TART Connect vehicles are parked in the Crystal Bay Casino parking structure in the bottom tier.

⁶ The California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation will begin impacting transit vehicle procurement in 2026, at which point 25 percent of small transit agency fleet bus purchases will be required to be ZEBs. By 2029, this purchasing requirement will increase to 100 percent. By 2040, all vehicles in the fleet will need to be ZEBs. To meet these standards, transit agencies must purchase either battery-electric buses (BEBs) or fuel-cell electric buses (FCEBs). The Placer County Department of Public Works completed its ZEB Rollout Plan in January 2023, which provides a replacement schedule for all transit operations in Placer County, including TART.

Tahoe City Transit Center

Completed in 2012, the Tahoe City Transit Center serves as the primary transit hub for Placer TART, with timed transfers possible between the Mainline and Hwy 89 fixed routes. The Transit Center is also served by TART Connect and specialized seasonal or special event shuttles and is adjacent to parking for TNT/TMA Winter Park and Ride Shuttles. The center features six bus bays, indoor and outdoor waiting areas, parking, and secure bicycle lockers. The Tahoe City Transit Center is located on U.S. Forest Service land and is maintained by Placer County's Public Works Department.

Cabin Creek Operating Facility

The TART administrative offices and operations facility are located at 870 Cabin Creek Road, south of Truckee, which also serves as the Department of Public Works equipment maintenance facility. This facility is owned by Placer County. In addition to administrative offices, vehicle storage, and maintenance facilities, a CNG fueling station is located on site. TART secured final funding and initiated a project in FY 2022-23 for an upgrade to the CNG fueling station at the Cabin Creek Road facility. This upgrade is nearing completion, pending the delivery and installation of additional CNG storage tanks. Maintenance staff are available Monday through Saturday, with service personnel available on an on-call basis during off-hours⁷.

To successfully meet CARB ICT ZEB requirements and support the transition of the TART fleet to zero-emission, ZEB charging infrastructure and supporting upgrades will need to be installed at the Cabin Creek Road facility in the near future. This is planned to include nine DC charging cabinets and 17 DC plug-in dispensers to support the TART fleet at its expected level of 17 revenue vehicles by FY 2029-30. Placer County will be required to upgrade its utility transformers and switch equipment to support the new charging infrastructure; however, ample space exists for upgrades at the facility, and there appears to be sufficient power to support them. TART has already secured funding to install two BEB charging stations that are projected to be operational by 2027.

Placer TART Bus Stops

Placer TART serves over 200 individual bus stops with its fixed routes. While ownership of the bus stop land varies based on location (e.g., Caltrans, Placer County, Washoe RTC, Northstar Resort), Placer County maintains the stops, including paying for and conducting any capital improvements and contracting for snow removal in the winter. The only exception is those stops located within the Town of Truckee, which are owned and maintained by the Town of Truckee.

Technology and Software

TART contracts with multiple software and hardware services for TART vehicles and TART operations. This includes⁸:

- Zonar is used by drivers to perform the pre-trip bus inspection and the post-trip bus inspection. It also allows dispatch to track the live location of buses on the route.

⁷ *Tahoe Truckee Area Regional Transit Final System Plan Update* Placer County. (2025, November), (Prepared by WSP USA Inc. & LSC Transportation Consultants, Inc.).

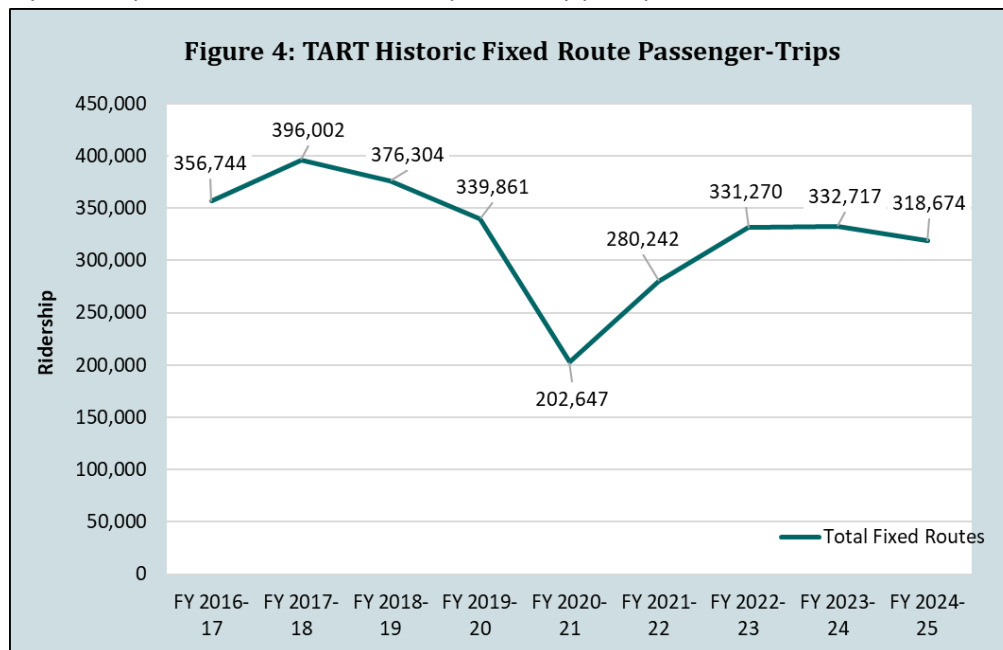
⁸ WSP USA Inc. *Draft Task 2.1 Data Collection and Existing System Analysis Memorandum*. Consultant technical memorandum to Tahoe Truckee Area Regional Transit, System Plan Update, 2024.

- AngelTrax is an onboard camera system. This system records the interior and exterior of the vehicle while it is operating.
- Genfare Farebox system and software are currently installed on TART buses to count passengers, although TART currently offers free fares to its passengers.
- Workday is used for managing employee timesheets and payrolls and is used for tracking grants and the TART budget.
- For day-to-day transit operation service quantities, TART uses Microsoft Excel.

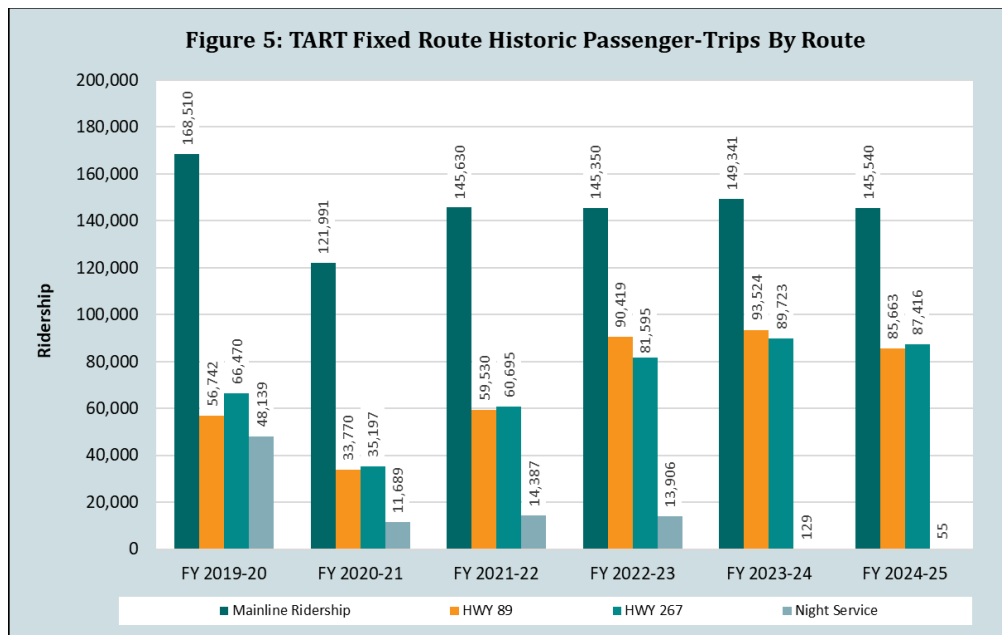
Placer TART Ridership

Historic Fixed Route Ridership

Figure 4 shows TART fixed route ridership for FY 2016-17 through FY 2024-25 in total passenger-trips. The nine-year peak occurs in FY 2017-18 (396,002 passenger-trips), after the implementation of several key changes recommended in the 2016 *TART System Plan*, including free fare and increased route service. Service reduction in FY 2018-19, due to staffing challenges, led to reduced ridership. The COVID-19 pandemic then had a swift negative impact on fixed route ridership (40 percent drop in ridership from FY 2019-20 to FY 2020-21); however, ridership has largely recovered. As shown, fixed route ridership has grown by 57.3 percent between FY 2020-21 and FY 2024-25, nearing FY 2019-20 ridership. The slight dip in ridership between FY 2023-24 and FY 2024-25 is most likely a result of severe staffing shortages that led to lower service levels, coupled with inaccurate reporting by a third-party contractor used during winter FY 2024-25. The implementation of TART Connect in FY 2021-22 has undoubtedly also impacted fixed route ridership recovery post-pandemic.



Passenger-trips by route, by year, are shown in Figure 5, focusing on the more recent period from FY 2019-20 to FY 2024-25. The Mainline consistently carries most passengers systemwide, ranging from 60 percent of annual fixed route ridership in FY 2020-21 to 44 percent in FY 2022-23. Mainline ridership over the six-year period was highest in FY 2019-20 at 168,510 passenger-trips, although it grew steadily each year between FY 2020-21 and FY 2023-24.



Hwy 89 accounts for about a quarter of systemwide annual ridership, ranging from 16.7 percent in FY 2020-21 to 28.1 percent in FY 2023-24. Annual Hwy 89 ridership has increased significantly over the six-year period, with a peak in FY 2023-24 (93,524 passenger-trips). FY 2024-25 ridership was 51 percent above that of FY 2019-20 (85,663 vs. 56,742).

Hwy 267 also accounts for roughly a quarter of systemwide ridership (17.4 percent in FY 2020-21 to 27.4 percent in FY 2024-25) and has seen significant and consistent growth. FY 2024-25 ridership was 32 percent above FY 2019-20 (87,416 passenger-trips v. 66,470).

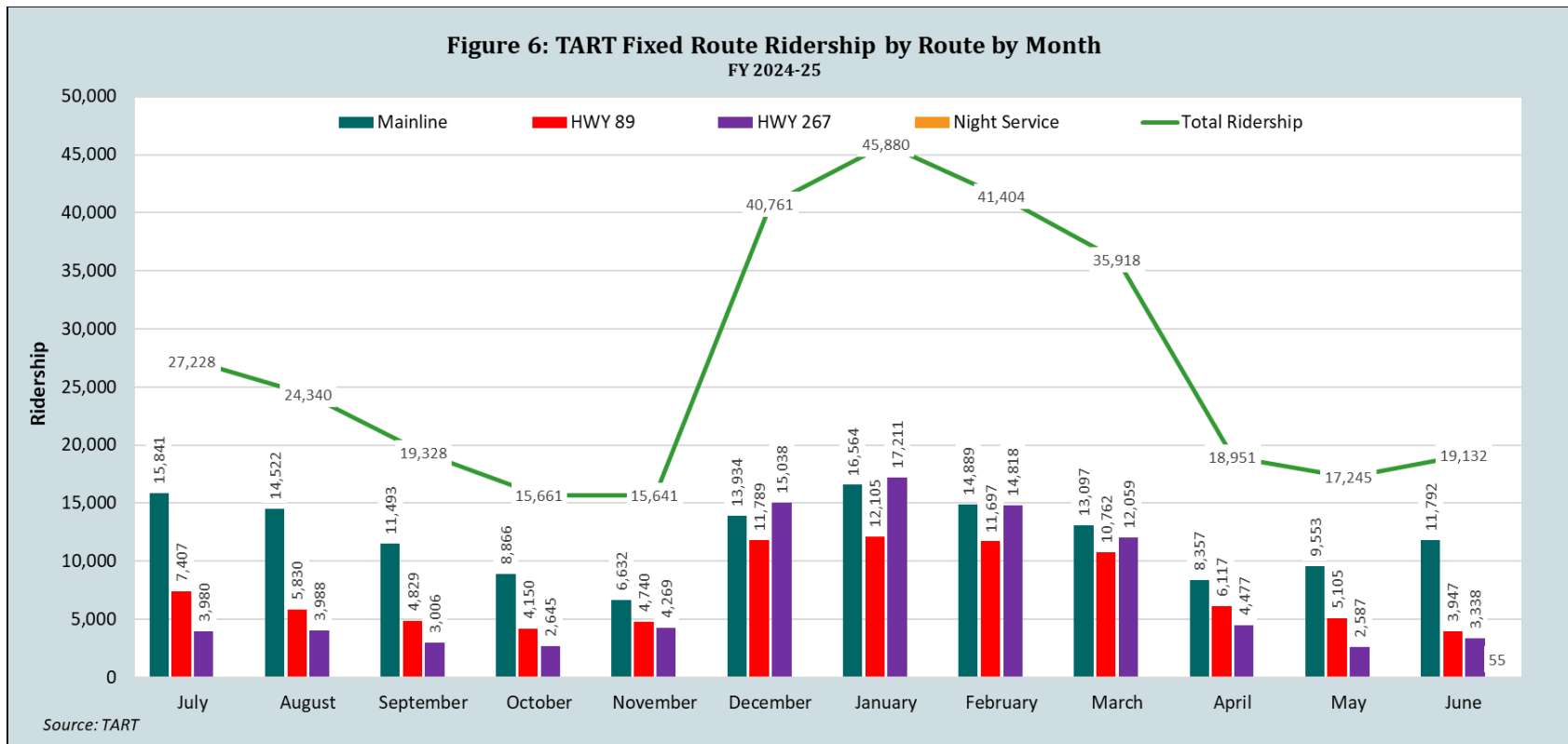
TART Fixed Route Ridership by Month

TART fixed route ridership varies significantly by season, with significantly higher monthly ridership during the winter peak season (December-March) and a smaller increase during the summer peak (June-August) (Figure 6). In FY 2024-25, January saw the highest number of passenger-trips (45,880), while November saw the lowest monthly passenger-trip total (15,641).

Proportionally, Hwy 89 and Hwy 267 routes carry significantly more riders during the winter peak season, reflecting the large number of seasonal employees who use these services to commute to work at Palisades Tahoe and Northstar Resort, respectively. Route-level ridership by month reflects the dramatic shifts in travel patterns and transit demand by season in the Lake Tahoe Basin and adjacent destinations.

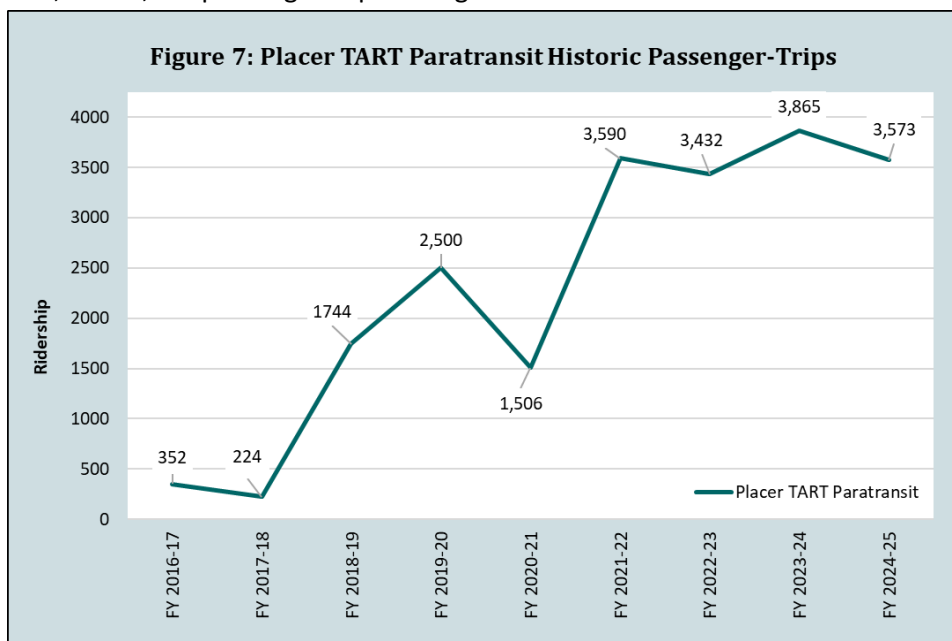
TART Fixed Route Capacity

The significant increase in transit demand during winter peak season results in bus capacity issues for TART's fixed routes. This is especially prominent on Hwy 89 and Hwy 267, primarily during the morning and afternoon/evening commute runs traveling to/from Palisades (Hwy 89) and to/from Northstar (Hwy 267). Mainline also sees overcrowding as the bus travels to transfer points with Hwy 89 and Hwy 267. TART typically runs additional buses to supplement the year-round hourly headways to attempt to manage bus overcrowding, but staffing shortages have limited the capacity to which TART can expand peak service or have forced reductions in other services (e.g., night service) to staff peak hours.



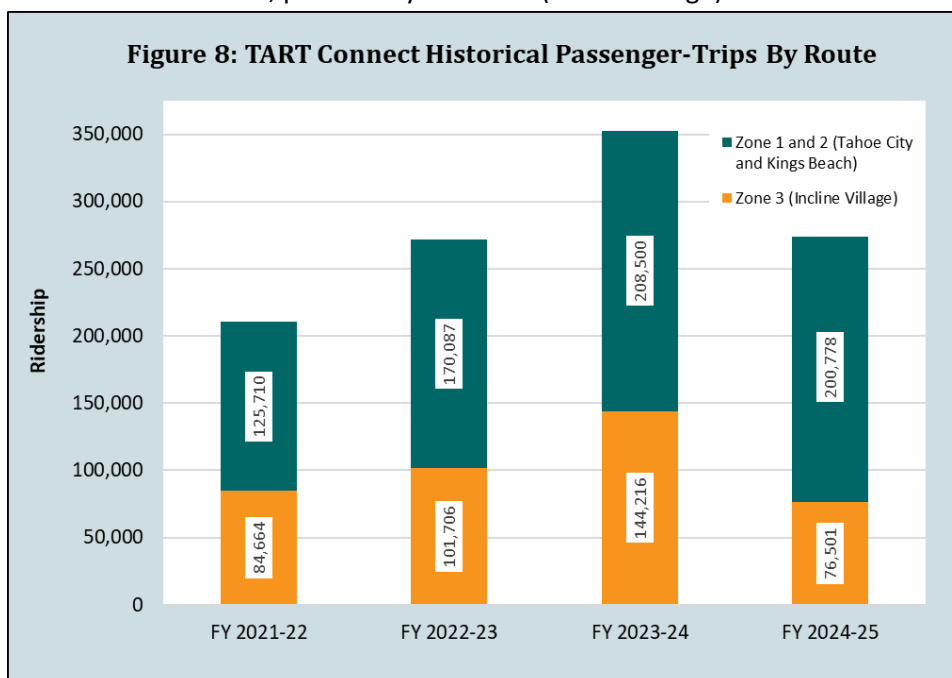
Placer TART ADA Paratransit Ridership

Figure 7 shows historic ridership for Placer TART'S paratransit service. Paratransit saw a decline in ridership during FY 2020-21 due to the COVID-19 pandemic, but has seen a recovery to above pre-pandemic levels, with 3,573 passenger-trips during FY 2024-25.



Placer TART Connect Ridership

Figure 8 shows Placer TART Connect ridership for FY 2021-22 (when the service was implemented) through FY 2024-25, broken down into Zone 1 and 2 (Tahoe City/Kings Beach) and Zone 3 (Incline Village, NV). Overall, ridership increased annually until a peak in FY 2023-24 (352,716 passenger-trips) before declining in FY 2024-25. The decline in the number of passenger-trips is primarily thought to be caused by the reduction in service, particularly in Zone 3 (Incline Village).



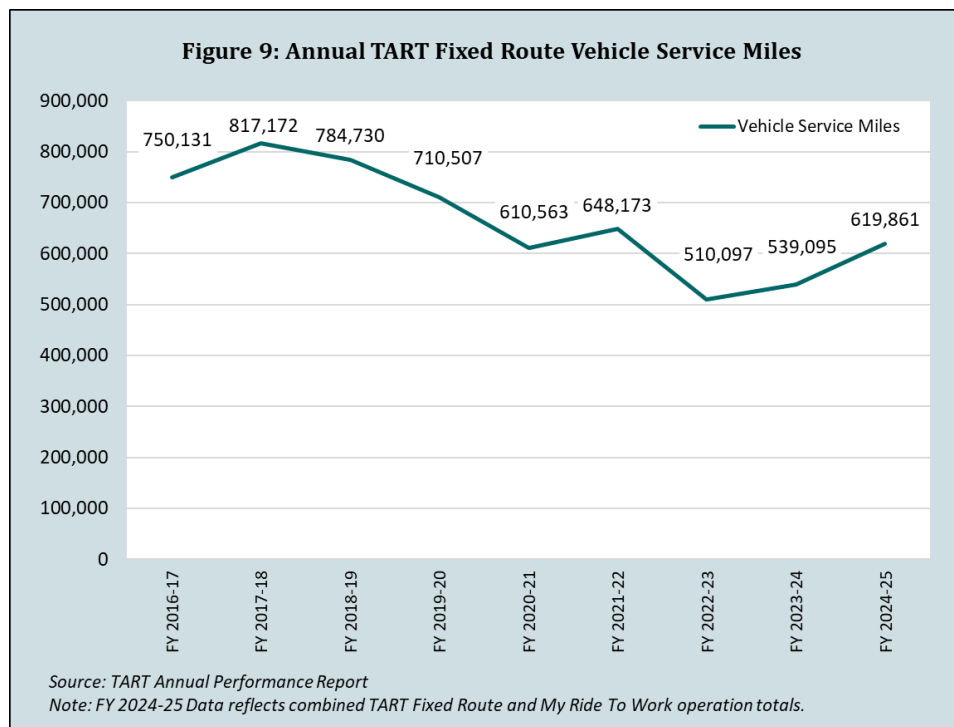
Vehicle Service Miles and Hours

Figures 9-14 show annual vehicle service miles (VSM) and vehicle service hours (VSH) for Placer TART fixed routes, paratransit services, and TART Connect for FY 2019-20 through FY 2024-25.

Fixed route service quantities (Figures 9-10) were highest in FY 2019-20 (710,507 VSM and 34,648 VSH) and lowest in FY 2022-23 (510,097 VSM and 24,665 VSH). In FY 2022-23, TART had 15 vacant bus driver positions, causing Night Service to be reduced and later suspended during FY 2022-23, and both Mainline and Hwy 89 routes were also subject to period reductions in service due to limited staff⁹.

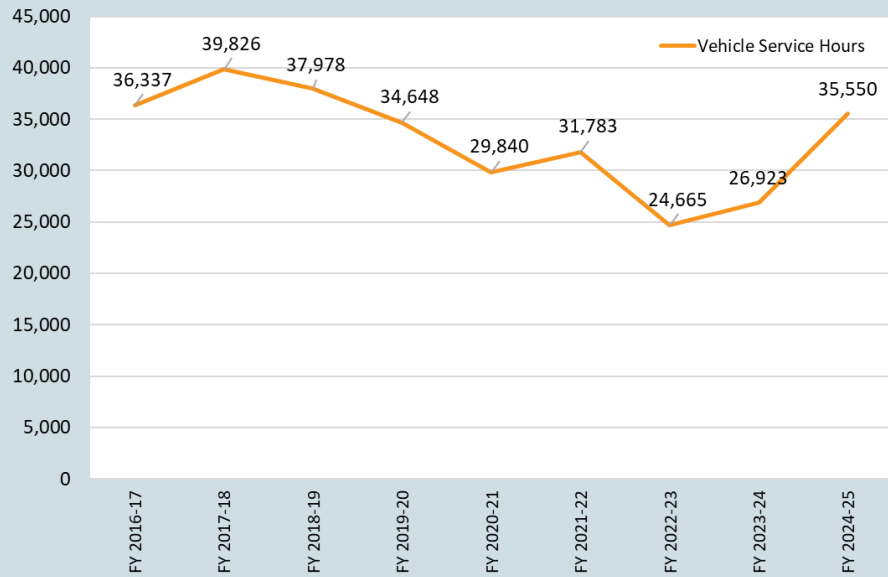
Paratransit service quantities have increased over the six-year period, with the highest quantities occurring in FY 2024-25 (26,282 VSM and 1,383 VSH) (Figures 11-12).

Placer TART Connect service quantities are only shown for four fiscal years (after implementation in FY 2021-22) (Figures 12-14). VSM and VSH increased significantly during the first two fiscal years to a peak in FY 2023-24 (914,086 VSM and 49,048 VSH). FY 2024-25 saw a decrease (to 762,803 VSM and 41,160 VSH) due to a reduction in service in Zone 3 (Incline Village).



⁹ WSP USA Inc. *Draft Task 2.1 Data Collection and Existing System Analysis Memorandum*. Consultant technical memorandum to Tahoe Truckee Area Regional Transit, System Plan Update, 2024.

Figure 10: Annual TART Fixed Route Vehicle Service Hours



Source: TART Annual Performance Report

Note: FY 2024-25 Data reflects combined TART Fixed Route and My Ride To Work operation totals.

Figure 11: Annual TART Paratransit Vehicle Service Miles

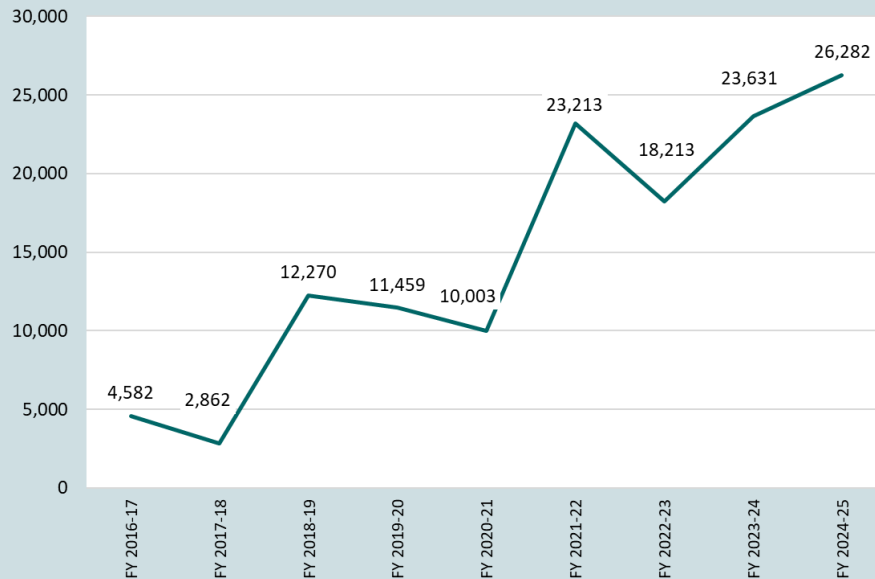


Figure 12: Annual TART Paratransit Vehicle Service Hours

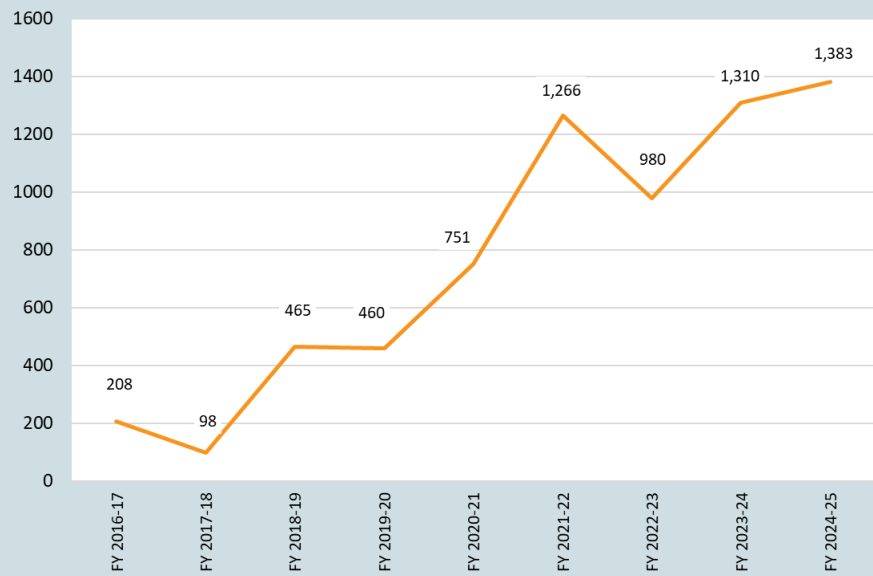
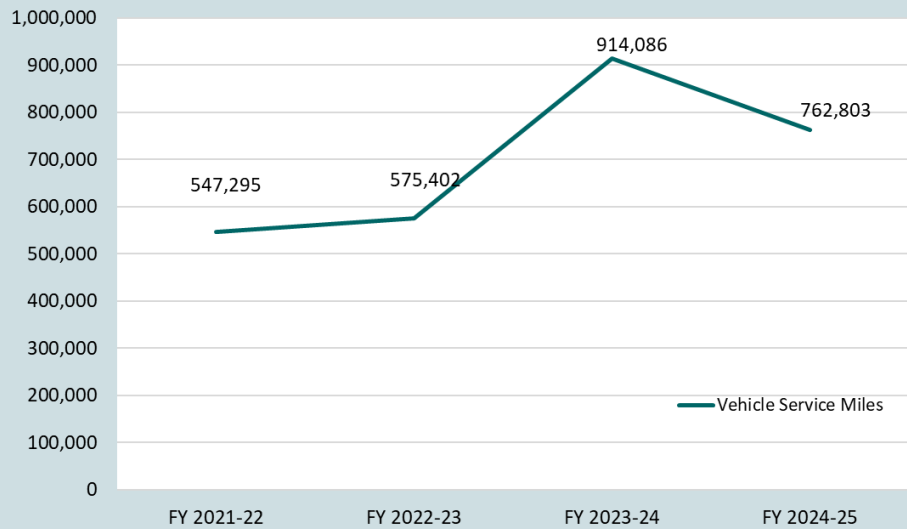
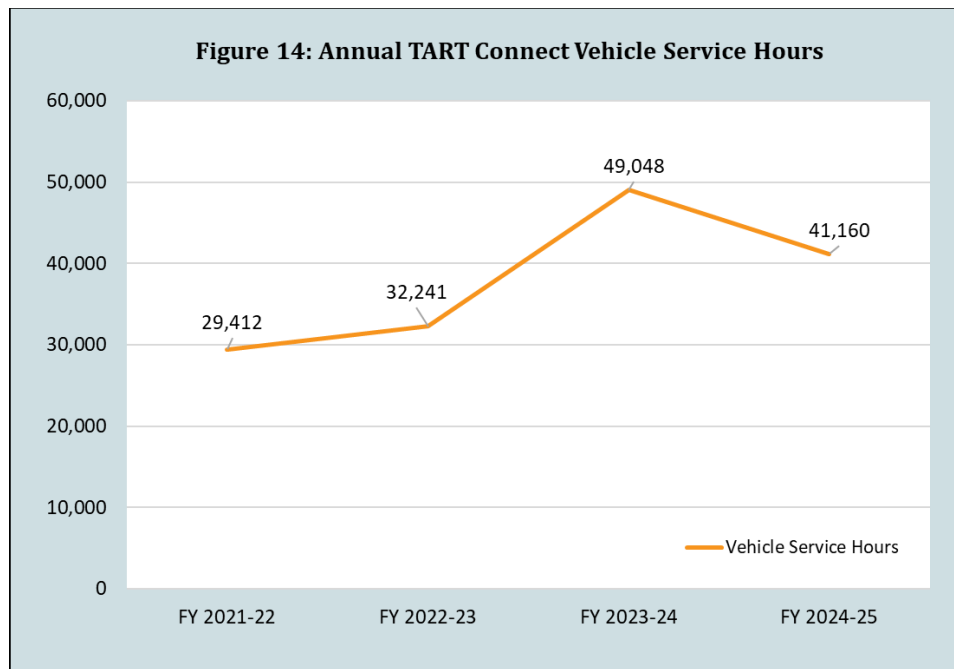


Figure 13: Annual TART Connect Vehicle Service Miles





Placer TART Services Performance

Table 5 presents Placer TART service parameters for FY 2024-25 and calculates standard performance metrics, such as passenger-trips per hour, for each route and service, and systemwide. Marginal operating cost represents the cost to operate each service, excluding fixed costs (such as utilities and training). To calculate marginal operating costs, a cost model for FY 2024-25 was first developed based on FY 2024-25 actual expenditures that allocates each expenditure as a fixed cost, as a per VSH cost, or as per VSM cost. From this, the marginal operating cost for each route or service type can be calculated, representing the variable cost to operate transit. Both the marginal operating cost and the fully allocated operating cost (including fixed costs) are presented. The performance analysis is shown graphically in Figures 15 through 18.

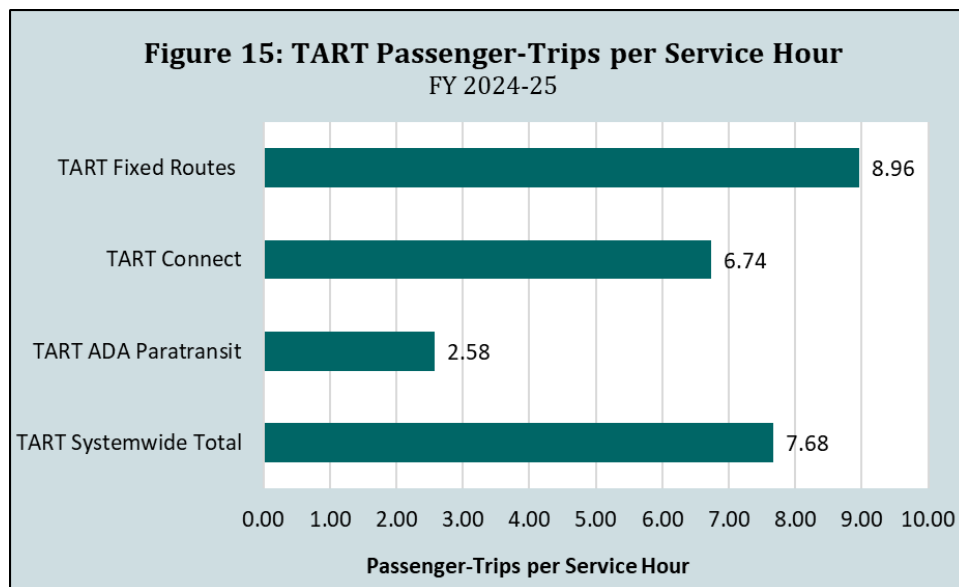
Routes	Service Parameters					Service Performance			
	Passenger-Trips	Service Hours	Service Miles	Fully Allocated Operating Cost	Marginal Operating Cost	Passengers per		Operating Cost per	
						Vehicle Service Hour	Vehicle Service Mile	Passenger-Trip	Service Hour
Fixed Routes	318,619	35,550	619,861	\$6,107,763	\$3,160,221	9.0	0.51	\$19.17	\$171.81
Mainline	145,540	15,279	267,246	2,626,403	1,359,561	9.5	0.54	\$18.05	\$171.89
Hwy 89	85,663	11,892	179,014	\$1,998,564	\$1,012,537	7.2	0.48	\$23.33	\$168.05
Hwy 267	87,416	8,321	172,492	\$1,472,749	\$782,844	10.5	0.51	\$16.85	\$176.99
Night Service	55	58	1,109	\$10,046	\$5,279	1.0	0.05	\$182.66	\$174.72
TART Connect	277,279	41,160	762,803	\$4,040,614	\$4,003,350	6.7	0.36	\$14.57	\$98.17
Zones 1 & 2 (Tahoe City & Kings Beach)	200,778	31,793	629,387	\$3,112,133	\$3,083,350	6.3	0.32	\$15.50	\$97.89
Zone 3 (Incline Village)	76,501	9,367	133,416	\$928,481	\$920,000	8.2	0.57	\$12.14	\$99.12
ADA DAR	3,573	1,383	26,282	\$172,037	\$163,403	2.6	0.14	\$48.15	\$124.38
TART Systemwide Total	599,471	78,094	1,408,946	\$10,320,413	\$7,326,973	7.7	0.43	\$17.22	\$132.15

Sources: TART, LSC

Passenger-trips per Hour

The relative productivity of transit service can be assessed by calculating the average number of passenger-trips completed per VSH (Figure 15). Based on this metric, TART fixed routes have the highest productivity (9.0 passenger-trips per hour) compared to TART Connect (6.7) and Paratransit (2.6). Hwy 267 has the highest average productivity among the fixed routes (10.5 passenger-trips per hour), while night service has the lowest (averaging 1.0 passenger-trips per hour).

TART Connect Zones 1 and 2 (Tahoe City and Kings Beach) averaged 6.3 passenger-trips per hour, and Zone 3 (Incline Village) averaged 8.2 passenger-trips per hour. Both of these figures represent very high productivity for a curb-to-curb type service.

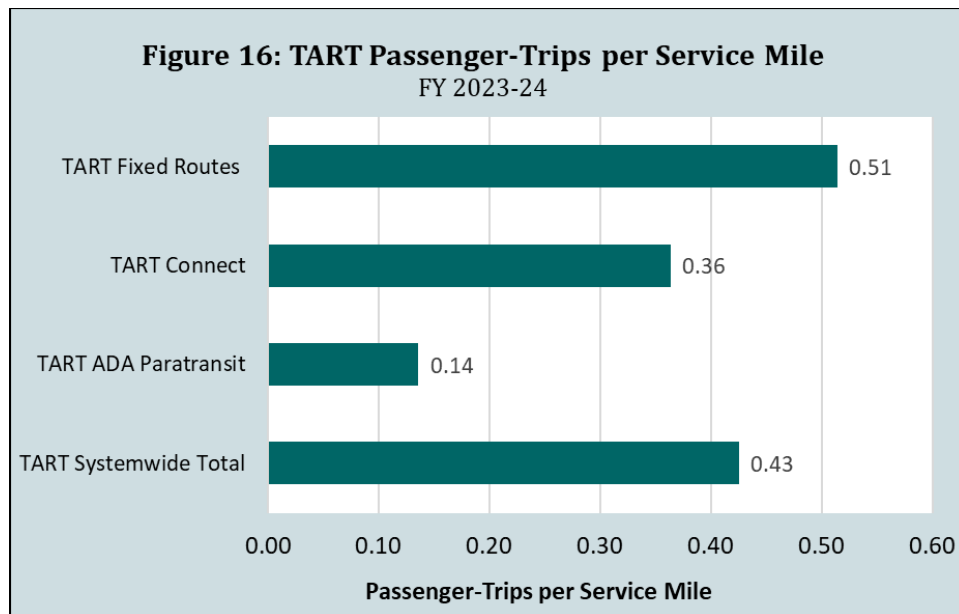


Passenger-trips per Mile

Passenger-trips per vehicle service mile provide another measure of transit productivity. Among all TART services, fixed-route operations carried the most passenger-trips per mile (0.51) (Figure 16). The Mainline route performs the strongest at 0.54 passenger-trips per mile. TART's ADA Paratransit service averaged 0.14 passenger-trips per mile in FY 2024–25.

TART Connect averaged 0.36 passenger-trips per mile. Zones 1 and 2 (Tahoe City and Kings Beach) performed similarly at 0.32 passenger-trips per mile, while Zone 3 (Incline Village) achieved the highest passenger-trips per mile at 0.57.

Overall, the system carried an average of 0.43 passenger-trips per mile.

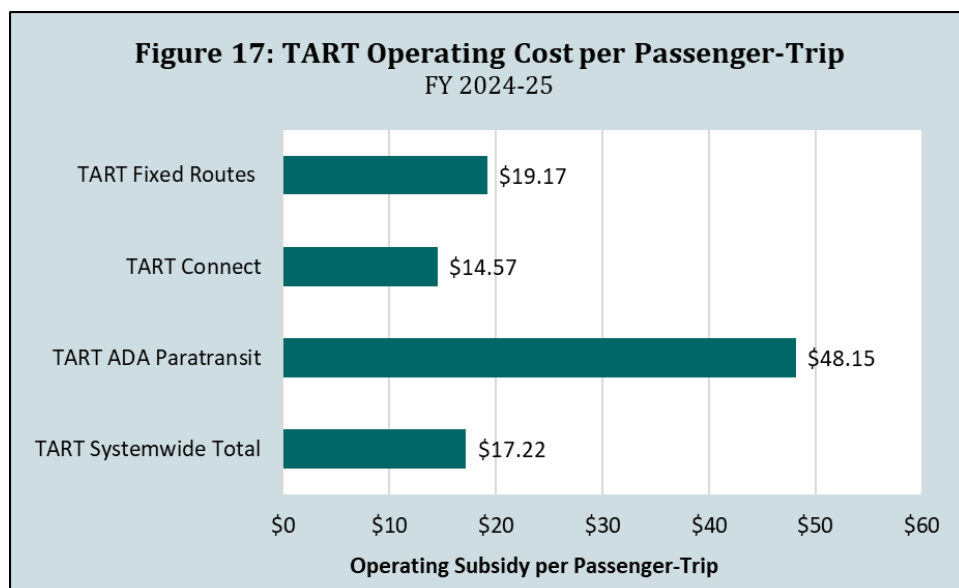


Total Operating Cost per Passenger-trip

Total operating cost per passenger-trip includes not only direct operating costs such as driver salaries and fuel, but also other fixed costs such as administrative personnel costs, facility costs, professional memberships, professional services, and training. Fixed costs are allocated to each route based on the proportion of the total systemwide vehicle service hours operated by said route.

Systemwide, the total operating cost per passenger-trip for all TART services in FY 2024-25 was \$17.22 (Figure 17). Fixed route services cost an average of \$19.17 per passenger-trip, with Hwy 267 having the lowest operating cost per passenger-trip (16.85) and night service having the highest (\$182.66). Placer TART Paratransit had an overall operating cost per passenger-trip of \$48.15.

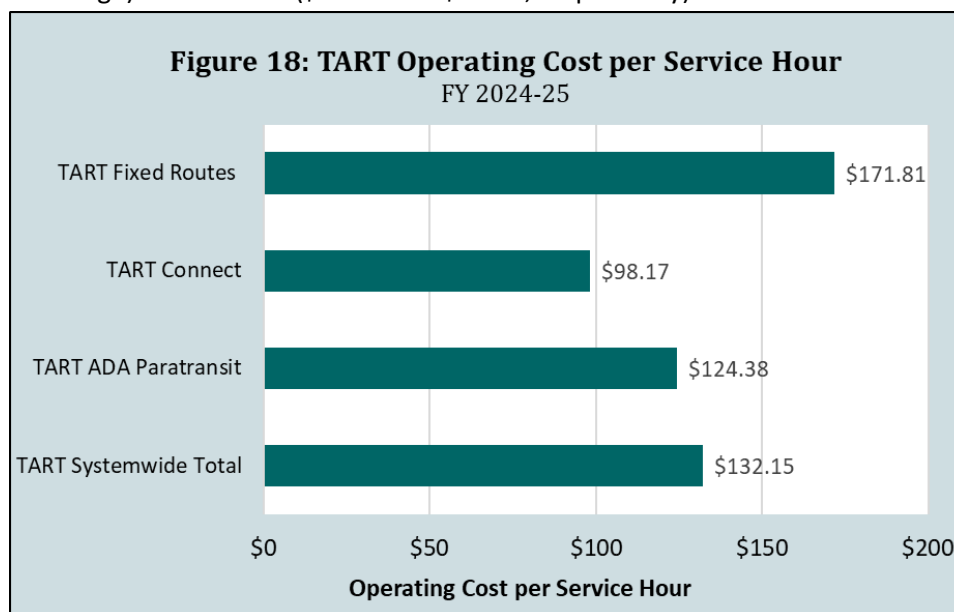
TART Connect had an overall average operating cost per passenger-trip of \$14.57. Zones 1 and 2 (Tahoe City and Kings Beach) had a higher operating cost per passenger-trip (\$15.50) than Zone 3 (Incline Village) (\$12.14).



Total Operating Cost per Hour

Another commonly tracked performance measure is the total operating cost per VSH (Figure 18). In FY 2024–25, TART services systemwide averaged \$132.15 per vehicle service hour. The average cost per VSH for fixed routes was \$171.81, with Hwy 89 having the lowest fixed route cost per VSH (\$168.05) and Hwy 267 having the highest (\$176.99). TART Paratransit service had an operating cost of \$124.38 per vehicle service hour.

TART Connect averaged \$98.17 per vehicle service hour. Zones 1 and 2 (Tahoe City and Kings Beach) and Zone 3 (Incline Village) were similar (\$97.89 and \$99.12, respectively).



Placer TART Unmet Transit Needs

As the regional transportation planning agency for the Lake Tahoe region, TRPA holds annual hearings to identify unmet transit needs in accordance with California’s Transportation Development Act (TDA). Before TDA funds can be allocated to non-transit purposes—such as streets and roads—the agency must first determine whether any unmet transit needs exist and whether they are “reasonable to meet” based on adopted parameters. This process ensures that transit needs are prioritized and addressed before Local Transportation Fund (LTF) dollars are used for other transportation projects. In the Lake Tahoe region, all available TDA LTF apportionments are currently dedicated exclusively to transit services.

The only identified unmet transit need that was reasonable to meet for Placer TART from FY 2022-23 to FY 2024-25 was in FY 2024–25: the implementation of real-time bus tracking and operational information for riders.

Because all TDA funding is already used towards transit operations, there are requested transit needs that are deemed “unreasonable to meet” without additional funding. Top requests between FY 2022-23 and FY 2024-25 included:

- Increasing the frequency and reliability of TART fixed route services.
- Transit services from the North Lake Tahoe area to the South Lake Tahoe area.
- Transit services from the North Lake Tahoe area to Reno, NV, and Carson City, NV.

- Expanded service area for TART Connect (including expanding Zone 2 and Zone 3 to be one zone).
- Service to Alpine Meadows by TART fixed routes.
- Expanded service hours beginning earlier in the morning and ending later at night.
- Express Routes from North Lake Tahoe to Truckee or Olympic Valley.

TRUCKEE NORTH TAHOE TRANSPORTATION MANAGEMENT ASSOCIATION

The Truckee North Tahoe Transportation Management Association (TNT/TMA) was established in 1990 following a landmark Regional/Urban Design Assistance Team (R/UDAT) study by the American Institute of Architects that identified critical transportation and land use challenges in the North Lake Tahoe–Truckee Resort Triangle. Formed as a grassroots, nonprofit membership organization, TNT/TMA was created to advance the R/UDAT recommendation to locally empower the region to identify and implement transportation solutions. Today, TNT/TMA is governed by a 15-member Board of Directors and supported by two experienced full-time staff members.

TNT/TMA’s mission is to foster public-private partnerships and advocate for innovative, sustainable transportation solutions that improve access and reduce congestion across the Resort Triangle. The organization serves as a forum for collaboration, advocacy, and action, working closely with local and regional governments, transit agencies, businesses, resorts, and community organizations. Its efforts span transit, trail, pedestrian, bicycle, and roadway initiatives, as well as marketing, program management, and policy input. TNT/TMA plays an active role in shaping regional transportation planning, supporting transit services and infrastructure, amplifying community input, and advancing projects that enhance mobility, connectivity, and environmental stewardship throughout the region.¹⁰

The TNT/TMA is funded through annual membership and development fees.

North Lake Tahoe Express

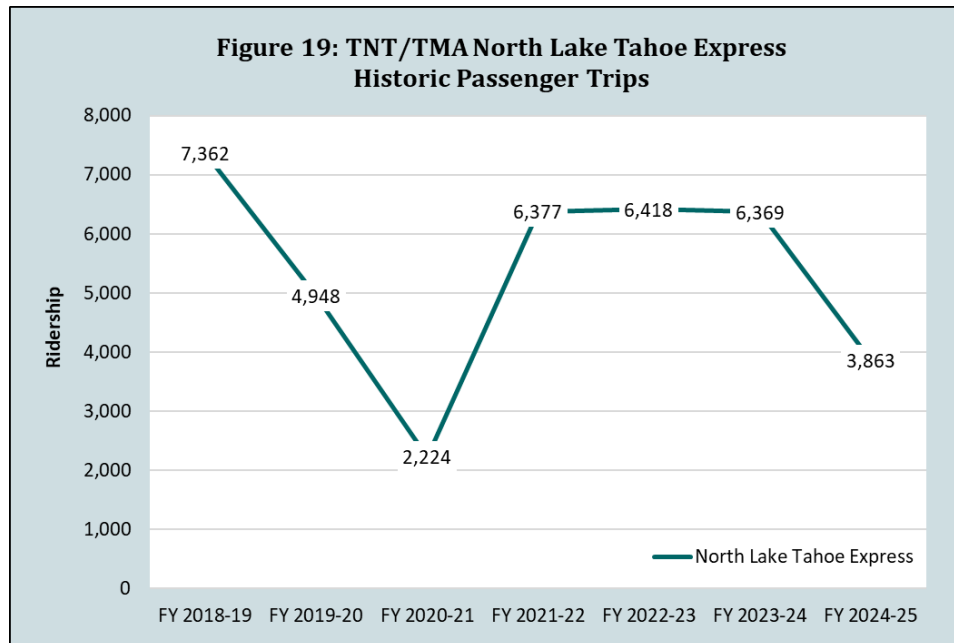
TNT/TMA contracts with My Ride to Work to operate an airport shuttle called the North Lake Tahoe Express. Funding partners for the service include the Washoe County Board of Commissioners, Placer County, Travel North Tahoe Nevada, Town of Truckee, and the Reno-Tahoe International Airport. Operations comprise of three routes:

- Red Route – Palisades Tahoe, Tahoe City, West Shore.
- Green Route – Truckee, Northstar.
- Blue Route – Carnelian Bay, Tahoe Vista, Kings Beach, Crystal Bay, Incline Village.

The one-way fare for this service is \$99 per person, with fare discounts if more than one passenger is traveling on the same reservation. Figure 19 shows historic ridership for the North Lake Tahoe Express. Total activity declined sharply during the pandemic and has only partially recovered in recent years. In FY 2018-19, ridership totaled 7,362, representing the pre-pandemic baseline. Ridership dropped to 4,948 in FY 2019-20 and 2,224 in FY 2020-21, reflecting the impacts of COVID-19 disruptions. Activity rebounded in FY 2021-22 to 6,377, nearly returning to pre-pandemic levels, and remained relatively stable in FY 2022-23 (6,418) and FY 2023-24 (6,369). However, FY 2024-25 shows a notable decline to

¹⁰ Truckee/North Tahoe Transportation Management Association. (n.d.). TMA board & staff. Retrieved December 19, 2025, from <https://tnttma.com/tma-board-staff/>

3,863, representing a decrease of approximately 39 percent compared to the prior year and about 48 percent below the FY 2018-19 peak.



North Tahoe Workforce Vanpool Program

Funded by TOT–TBID Dollars At Work, TNT/TMA sponsors vanpools for employees working in the North Lake Tahoe area. High housing costs in these communities limit the ability of many workers to live locally, resulting in a significant number of employees commuting from more affordable areas such as Reno, Nevada. The program is available to commuters who start or end their trips in eastern Placer County. Commuters and/or employers pay a monthly fee for the vanpool, with TNT/TMA providing a significant financial subsidy and directly leasing the vans from Enterprise. In addition, any vanpools that meet the requirements of neighboring vanpool programs, including the Washoe Smart Trips Program, are able to layer subsidies to further reduce the cost of leasing the van from Enterprise.

Participating employers who assist with coordinating vanpools regularly include Palisades Tahoe, Tahoe Truckee Sierra Disposal, Everline Resort, and Granite Peak Management. To qualify, a vanpool must include five or more participants traveling from a similar origin to the same workplace.

During FY 2024-25, the vanpool program served a total of 37,192 passenger-trips across an average of 15 vans per month, eliminating 29,848 vehicle trips (Table 6). This resulted in the reduction of approximately 1.16 million vehicle miles traveled (VMT), saving an estimated 45,694 gallons of fuel and reducing carbon dioxide emissions by 884,481 pounds.

On a monthly basis, the program averaged 3,099 passenger-trips, 2,487 trips eliminated, and 96,469 VMT eliminated, with corresponding average savings of 3,808 gallons of fuel and 73,707 pounds of CO₂. Vanpool activity peaked during the winter and early spring months (December through April).

Table 6: TNT/TMA Workforce Vanpool Program Summary - FY 2024-25

	Month	Total Passenger Trips	# of Vans	Trips Eliminated	Miles (VMT) Eliminated	Gallons of Fuel Saved	Dioxide Reduction (lbs.)
FY 2024-25	July	2,876	14	2,338	82,523	3,249	62,890
	August	2,583	14	2,033	75,447	2,970	57,497
	September	2,516	14	2,000	76,706	3,020	58,475
	October	2,766	14	2,216	80,505	3,169	61,352
	November	2,807	14	2,261	80,089	3,271	63,321
	December	3,391	16	2,713	109,193	4,299	83,215
	January	3,796	17	3,010	123,048	4,844	93,773
	February	3,315	17	3,131	128,588	5,063	97,955
	March	3,895	16	2,675	110,291	4,342	84,051
	April	3,892	16	3,204	129,455	5,097	98,656
	May	2,829	14	2,257	89,248	3,514	68,015
	June	2,526	13	2,010	72,539	2,856	55,281
	FY Total	37,192	179	29,848	1,157,632	45,694	884,481
	FY Avg Per	3,099	15	2,487	96,469	3,808	73,707

Source: TNT/TMA

TART Winter Park and Ride Shuttle Program

TNT/TMA also oversees a winter Ski Park and Ride Shuttle Program in partnership with Palisades Tahoe, Northstar at Tahoe, and Sugar Bowl. This program is funded by TOT-TBID funding, Placer County, and the participating ski resorts. The Ski Park and Ride Shuttle Program is designed to reduce the impact of seasonal ski traffic, particularly on weekends and during holidays. TNT/TMA handles marketing, fund administration, and reporting, with the ski resorts responsible for collecting data. Two of the three (Palisades and Northstar) resorts require parking reservations (either paid or free) on select peak days and/or in specific lots, which encourages use of the shuttles. Sugar Bowl Resort does not currently require parking reservations, but does charge for premium parking closer to the resort. The program for winter FY 2025-26 includes:

- Palisades Tahoe provides free shuttle service from Truckee High School and Tahoe City Transit Center through a third-party contractor. Three buses run daily from each lot during peak periods on select weekends from December through April. The service is coordinated with TART fixed route schedules to reduce overall headways. Total annual operations costs are capped at \$357,680, with Palisades Tahoe contributing \$119,000 and approving any additional expenses.
- TNT/TMA, in partnership with Northstar California Resort, will contract a third-party shuttle service between the Truckee Park-and-Ride at Lift Workspace and Northstar California Resort. In addition, TART provides hourly bus service to this lot on the weekends from December to April. The contracted shuttle will operate on January 17–18, 2026, and February 21–22, 2026, with operations funded jointly by Northstar California Resort (up to \$3,898.83) and TOT–TBID funds (up to \$7,426.35).

- The Sugar Bowl Donner Summit Shuttle to Sugar Bowl will operate daily from December 8, 2025, through April 12, 2026, connecting¹¹ Sugar Bowl Main Lodge to the Donner Ski Ranch, the western end of Donner Lake, and with the Cold Stream area in western Truckee, where connections are available to Truckee fixed route and microtransit services. TNT/TMA is providing \$172,106.25 in operating funds, with Sugar Bowl paying anything over that amount, with prior approval.

Table 7 shows FY 2024-25 Winter Park and Ride Shuttle ridership. The shuttle program served a total of 15,968 passenger-trips. The Palisades Tahoe shuttle accounted for the majority of ridership at 89 percent (14,248 trips), followed by Northstar at Tahoe (6 percent, 919 trips) and Sugar Bowl Resort (5 percent, 801 trips). Monthly ridership peaked in February with 6,588 trips (41 percent of the total), followed by January (3,642 trips, 23 percent) and March (3,732 trips, 23 percent). December and April had lower demand, representing 9 percent and 4 percent of total trips, respectively.

Table 7: TNT/TMA Winter Park and Ride Shuttle Program FY 2024-25						
	Month	Palisades Tahoe Shuttle	Northstar at Tahoe Shuttle	Sugar Bowl Resort Shuttle	Total	% of Total
FY 2024-25	December	1,248	0	181	1,429	9%
	January	3,116	264	262	3,642	23%
	February	5,781	638	169	6,588	41%
	March	3,570	12	150	3,732	23%
	April	534	5	39	578	4%
	Total	14,248	919	801	15,968	
	% of Total	89%	6%	5%		

Source: TNT/TMA

Other TNT/TMA TART Park and Ride Programs

In addition to the winter Ski Park and Ride Shuttle Program, TNT/TMA also provides Summer and Special Event Park and Ride Programs periodically throughout the year. In 2025, these included the Beach Bus from Northstar to Kings Beach State Park, shuttles to July 4th fireworks shows in Tahoe City, and drone shows in Kings Beach. During July 2025 and August 2025, 2,713 passenger-trips were carried on these services

(Table 8).

TNT/TMA recently secured TOT funding to pilot a series of Park and Ride shuttles during 27 prominent events throughout 2026 in Tahoe City. The Park and Ride Program, launching in partnership with Tahoe City Downtown Association and Palisades Tahoe, will connect the West Shore and Palisades Tahoe to Tahoe City.

¹¹ Truckee North Tahoe Transportation Management Association. (2025, November 6). Board meeting agenda.

Table 8: TNT/TMA Summer & Special Event Shuttle Program				
	Beach Shuttle Northstar to Kings Beach	July 4th Fireworks Northstar to Tahoe City	July 4th Fireworks Palisades to Tahoe City	Total
July 2025	603	566	1135	2304
August 2025	409	--	--	409
Total	1,012	566	1,135	2713

Source: TNT/TMA

NON-PROFIT AND PRIVATE TRANSPORTATION PROVIDERS

Mountaineer Transit

Mountaineer Transit Company operates a free microtransit service within Olympic Valley and Alpine Meadows. The service, in operation since winter 2018, is funded through an Olympic Valley/Alpine Meadows TBID. During the day, the shuttle primarily operates with two zones, with one zone allowing passengers to travel within the Olympic Valley area immediately adjacent to the Palisades Tahoe side of the resort, and the other zone operating within Alpine Meadows. During the evenings, the two zones become one and allow passengers to travel from Olympic Valley to Alpine Meadows or vice versa.

Palisades Tahoe Ski Resort

Palisades Tahoe operates a resort shuttle service, connecting Palisades Village and Alpine Meadows Base Area. However, during extremely congested traffic or when the Base to Base Gondola is open, the shuttle will not run between the bases.

Palisades Tahoe also operates employee shuttles in Alpine Meadows to connect to the TART fixed route in the early morning and after work. It is common for the evening shuttle run to extend all the way to the Tahoe City Transit Center due to ongoing capacity constraints of evening peak winter Hwy 89 runs. For the FY 2023-24 winter, over 7,000 passengers were recorded onboard. Due to these shuttles being operated in-house by Palisades Tahoe, there is flexibility to adjust schedules and the number of vehicles operating to meet demand.

Northstar at Tahoe Ski Resort

Northstar at Tahoe operates an extensive shuttle system to carry passengers from parking lots to the Northstar at Tahoe Village. This system primarily serves the free Castle Peak parking lot and carries passengers from that parking lot to the Village. In addition, Northstar offers a Dial-A-Ride shuttle for guests who are staying within the Northstar Village or in the HOA neighborhoods surrounding Northstar. Northstar also operates employee shuttles during the winter season with two buses in operation daily. The shuttles pick up employees in Incline Village (Hyatt) with two set runs in the morning and serve TART stops along Hwy 28 and Hwy 267, enroute to Northstar Village. The reverse occurs at night. These shuttles are operated in-house by the Northstar Transportation Team. Ridership numbers are not available; however, TART fixed route buses traveling to/from Northstar during these peak times are often over capacity, indicating that these shuttles are likely widely used by Northstar employees.

NORTH TAHOE REGIONAL SERVICES

Amtrak

Amtrak provides intercity passenger rail service through Truckee via the *California Zephyr*, with eastbound service to Chicago departing at 2:01 PM and westbound service to Emeryville departing at 10:42 AM. In addition, through a partnership with Capitol Corridor, Truckee is served by a connecting bus route linking Sacramento, California, and Sparks, Nevada, expanding regional intercity travel options.

Greyhound

Greyhound provides regional intercity bus service through Truckee, offering direct connections to Reno, Nevada, and Sacramento, California. Greyhound currently departs Truckee at 12:15 PM daily in both directions.

EXISTING TRANSPORTATION SERVICES – SOUTH LAKE TAHOE

INTRODUCTION

Transportation services in South Lake Tahoe are provided by one public transit agency and multiple private operators. This chapter presents an in-depth evaluation of the one public transit operator -- Tahoe Transportation District (TTD) -- and a summary of the various other transportation providers, as well as regional connecting services.

TAHOE TRANSPORTATION DISTRICT (TTD)

The Tahoe Transportation District (TTD) was established as a special transportation district in 1980 as a result of an amendment to the Tahoe Regional Planning Bi-State Compact. Per Article XI of the Bi-State Compact, TTD has the authority to implement cross-jurisdictional transportation projects and grants TTD the power to own and operate all public transit systems within the Tahoe Basin to the exclusion of all other publicly-owned transportation systems.

At present, TTD directly operates public transit services primarily on the South Shore (in both California and Nevada), extending out of the Basin to Minden/Garnerville and Carson City. TTD operates fixed routes, seasonal service, ADA Paratransit, and extended paratransit service.

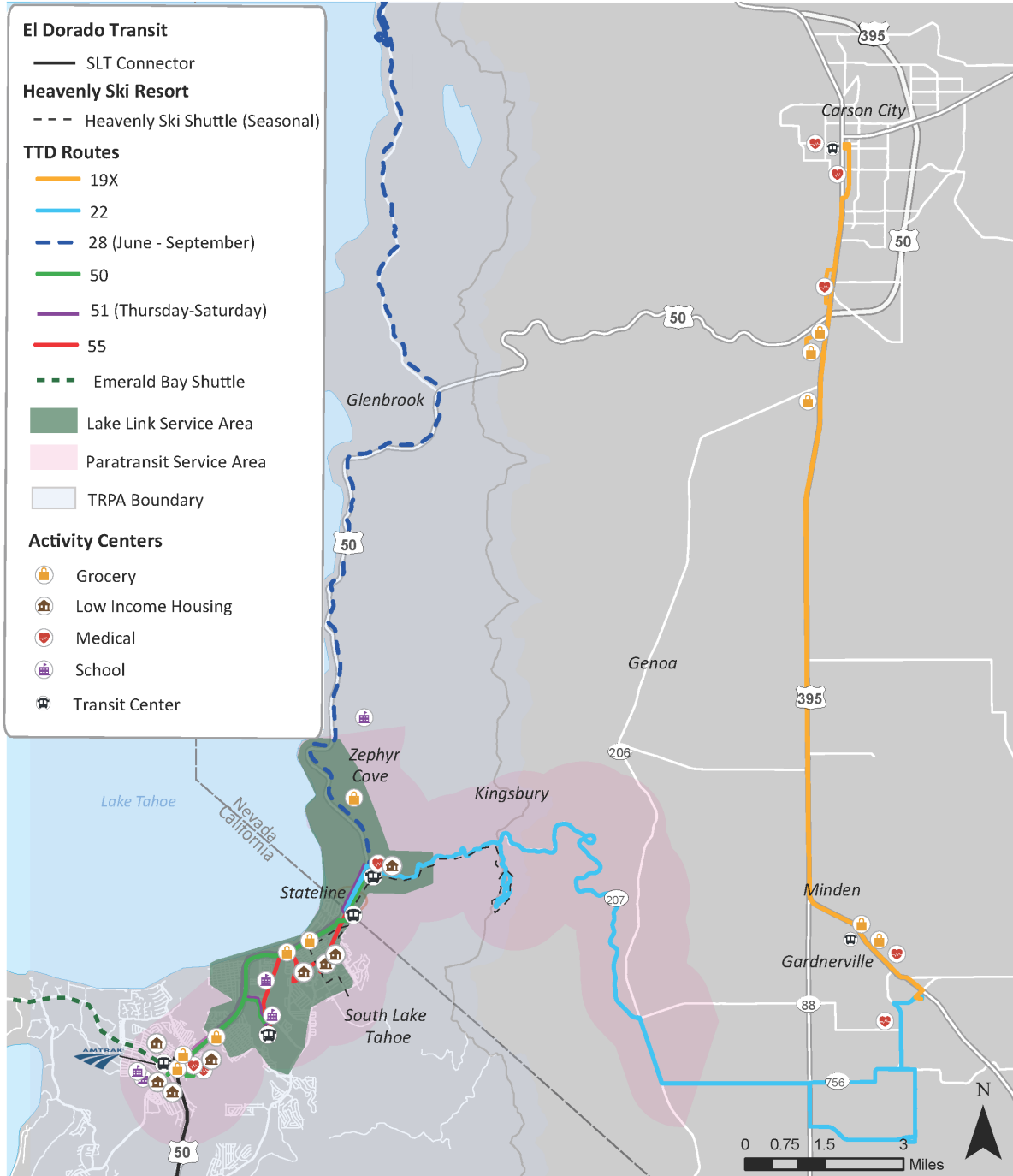
TTD Fixed Route Services

As shown in Figure 20, TTD operates five year-round fixed routes and one seasonal fixed route within South Lake Tahoe, CA, Stateline, NV, Carson City, NV, and Minden, NV regions. Since 2020, all TTD fixed routes have been fare-free for passengers.

- **Route 19X** – Year-round service between Minden/Gardnerville and Carson City, operating two morning, one midday, and two afternoon round-trips.
- **Route 22** – Year-round service between Stateline Transit Center and Douglas Community Center, with service to Kingsbury Transit Center, operating seven round-trips daily.
- **Route 28** – Summer only service between the end of June and the first week of September between Incline Village and Sand Harbor, operating on a continuous loop between 10 AM and 6 PM daily. Route 28 also provides one connection a day between the North and South Shore, with the bus starting and ending at Kingsbury Transit Center.
- **Route 50** – Year-round 30-minute service along Hwy 50 between Kingsbury Transit Center and the South Y Transit Center.
- **Route 51** – Year-round 30-minute night service Thursday-Saturday only between Kingsbury Transit Center and South Y Transit Center. This service was implemented in FY 2025-26.
- **Route 55** – Year-round hourly service between Stateline Transit Center and Lake Tahoe Community College (LTCC) with service to Bijou and Pioneer Trail neighborhoods south of SR 50.



Figure 20
South Tahoe Transit



TTD Paratransit Service

TTD provides ADA complementary paratransit services for ADA-certified passengers who are unable to use the fixed-route transit system. While federal regulations require origin-to-destination paratransit service within three-quarters of a mile of fixed routes, TTD’s paratransit service extends beyond this minimum requirement. Service is provided within one mile of fixed routes and also within an expanded service area to better serve neighborhoods. These areas include Meyers, Christmas Valley, North Upper Truckee, southern neighborhoods near Pioneer Trail, Tahoe Keys, and Round Hill. In addition, TTD provides paratransit services to residents in Douglas County within the Tahoe Basin.

TTD Capital Assets

Fleet Overview

Table 9 shows the vehicle fleet owned and operated by TTD¹². The agency’s revenue fleet as of January 2025 consists of a mix of heavy-duty buses, medium-duty cutaway buses, and vans. These are primarily diesel Gillig buses, although TTD has begun transitioning its fleet to low and zero-emission vehicles, including 3 Proterra battery electric buses and 4 Gillig hybrid-electric buses. The non-revenue fleet includes a mix of trucks, vans, and SUVs, with a mix of gasoline-powered vehicles and hybrid vehicles. TTD’s 2025 Short Range Transit Plan (SRTP) includes capital plans that will replace 11 revenue fleet vehicles, with 10 ordered and one funded. Although TTD’s transit fleet is technically a Nevada fleet, TTD’s board adopted a target goal consistent with CARB’s ICT rules, requiring public transit agencies to transition to a ZEB fleet by 2040¹³.

¹² Tahoe Transportation District. (2025). *Short Range Transit Plan – Fiscal Years 2024–2029* (Board approved January 8, 2025). <https://www.tahoetransportation.org/wp-content/uploads/2025/01/FY24-FY29-SRTP-Approved.pdf>

¹³ Stantec. (2024, December). Zero emission fleet conversion plan: Draft final report (Prepared for Tahoe Transportation District). Stantec.

Table 9: TTD Vehicle Fleet

Agency ID	Make	Fuel	Year	Length	Est. Vehicle Replacement Date
					Date
411	Chevrolet	Diesel	2007	22	2014
415	Chevrolet	Diesel	2007	22	2014
500	Turtle Top	Diesel	2022	32	2029
700	Hometown Trolley	Diesel	2013	31	2025
2301	Gillig	Diesel	2023	30	2035
2302	Gillig	Diesel	2023	30	2035
2303	Gillig	Diesel	2023	30	2035
2304	Gillig	Diesel	2023	30	2035
2405	Gillig	Diesel	2024	30	2036
2406	Gillig	Diesel	2024	30	2036
2407	Gillig	Diesel	2024	30	2036
2408	Gillig	Diesel	2024	30	2036
2409	Gillig	Diesel	2024	35	2036
2410	Gillig	Diesel	2024	35	2036
2411	Gillig	Diesel	2024	35	2036
2412	Gillig	Diesel	2024	35	2036
2513	Ford	Electric Battery	2023	N/A	2028
2514	Ford	Electric Battery	2023	N/A	2028
2515	Ford	Gasoline	2025	N/A	2030
2516	Ford	Gasoline	2025	N/A	2030
3290	NABI	Diesel	2007	35	2019
3312	NABI	Diesel	2009	35	2021
3313	NABI	Diesel	2009	35	2021
4001	Proterra	Electric Battery	2021	35	2033
4002	Proterra	Electric Battery	2021	35	2033
4003	Proterra	Electric Battery	2021	35	2033
1004	Tool Cat 5600	Diesel	2018	Service Vehicle	2023
1005	Chevrolet 2500HD	Diesel	2018	Service Vehicle	2026
1006	Toyota RAV4	Gasoline	2018	Service Vehicle	2026
1007	Ford F250 XLSD	Gasoline	2019	Service Vehicle	2027
1008	Ford E-350SD	Gasoline	2003	Service Vehicle	2011
1010	Toyota RAV4	Gasoline	2022	Service Vehicle	2030
1011	Toyota Tundra	Gasoline	2024	Service Vehicle	2032
Source: TTD Transit Asset Management Plan 2026				Support Fleet Vehicles are highlighted.	

South Lake Tahoe Y Transit Center

Located at 1000 Emerald Bay Road in South Lake Tahoe, just south of the junction between SR 89 and US 50, the South Y Transit Center is served by TTD Routes 50 and 51. The South Y Transit Center is also served by El Dorado Transit's Sacramento/South Lake Tahoe Connector, and seasonal employee shuttles for the two Vail-operated resorts (Heavenly Ski Resort and Kirkwood Ski Resort) and for Sierra at Tahoe. During Summer 2025, the Emerald Bay Shuttle also served it on weekends. The South Y Transit Center offers indoor and outdoor waiting facilities and can accommodate 3-4 buses at a time.

The South Y Transit Center facility is owned by the City of South Lake Tahoe and leased by TTD.¹⁴ El Dorado Transit, Heavenly Ski Resort, and the League to Save Lake Tahoe have each entered into a Right of Entry agreement with TTD to make use of the facility.

Stateline Transit Center

Located at 4114 Lake Tahoe Boulevard, the Stateline Transit Center sits in the heart of the Heavenly Village/Casino Corridor and adjacent to the South Tahoe Visitor Center. The Stateline Transit Center is served by TTD Routes 22, 50, 51, 55, and seasonally by Route 28 (first and last run). In addition, SSTMA's Lake Link, Heavenly Ski Resort's Kingsbury and California ski shuttle routes, the South Tahoe Airporter shuttle service, El Dorado Transit's Sacramento/South Lake Tahoe Connector, and other private transportation services use the Stateline Transit Center. The facility features indoor and outdoor waiting areas and has 12 total bus bays, although these include some reserved for private vehicles.

The Stateline Transit Center is also owned by the City of South Lake Tahoe and leased by TTD. TTD pays the Park Avenue Development and Management Association (PADMA) \$127,000 annually for use. El Dorado Transit and Heavenly Ski Resort have both entered into a Right of Entry agreement with TTD to make use of the Stateline Transit Center, which allows them to include the Stateline Transit Center facilities as part of their transit operations.

Kingsbury Transit Center

Located east of the US 50 and SR 207/Kingsbury Grade junction in Stateline, NV, and adjacent to the Douglas County administrative offices, the Kingsbury Transit Center is served by TTD Routes 22, 50, 51, and by the first and last stop of seasonal Route 28. In addition, the Kingsbury Transit Center is served by SSTMA's Lake Link. The facility is owned by Douglas County, and TTD has an agreement with the county allowing transit operations at no cost to TTD.¹⁵

¹⁴ Tahoe Transportation District. (2025). *Short Range Transit Plan – Fiscal Years 2024–2029* (Board approved January 8, 2025). <https://www.tahoetransportation.org/wp-content/uploads/2025/01/FY24-FY29-SRTP-Approved.pdf>

¹⁵ Tahoe Transportation District. (2025). *Short Range Transit Plan – Fiscal Years 2024–2029* (Board approved January 8, 2025). <https://www.tahoetransportation.org/wp-content/uploads/2025/01/FY24-FY29-SRTP-Approved.pdf>

Lake Tahoe Community College (LTCC) Mobility Hub and Electric Vehicle (EV) Charging Facility

Located at 1 College Drive in South Lake Tahoe, this facility is served by TTD Routes 50, 51, and 55. In addition, it is served by SSTMA's Lake Link service. The land on which the LTCC Mobility Hub and EV Charging Facility is located is owned by LTCC, as well as one shelter. TTD owns, operates, and maintains the other shelter and all charging infrastructure and equipment. This relationship is defined in a Memorandum of Understanding with LTCC.

TTD Operations and Maintenance Facility

The three separate buildings located at 1663, 1669, and 1679 Shop Street on the west side of South Lake Tahoe collectively support vehicle maintenance activities, parts storage, dispatch and supervisory offices, and workspace for TTD operations and maintenance management staff. The site is owned by the City of South Lake Tahoe and is leased by TTD on a month-to-month basis at an annual cost of approximately \$36,000. The property, adjacent to the City's Public Works complex, includes a paved yard that provides limited parking for employees and space for fleet storage. Maintenance capacity is constrained by the building configuration, with three service bays located in the 1679 Shop Street building and one maintenance bay and wash bay located in the 1663 Shop Street building¹⁶.

The Shop Street facility no longer meets the operational needs of a modern transit system. The buildings are aging, deteriorated, and undersized, resulting in safety, reliability, and efficiency challenges. Facility conditions have previously contributed to service disruptions, including a temporary closure in early 2020 due to structural safety concerns. Space limitations restrict TTD's ability to perform fleet maintenance in-house, increasing dependence on contracted services and driving up operating costs. The condition and layout of the facility also affect workforce recruitment and retention, as the perceived safety and quality of the work environment are deterrents for maintenance personnel. In addition, the existing facility lacks the infrastructure necessary to support emerging technologies such as battery electric buses and associated charging and maintenance equipment, leading TTD to develop battery charging facilities at the LTCC Mobility Hub.

Because TTD does not own the facility on Shop Street and does not have a long-term lease in place, there is limited eligibility for certain federal capital funding programs, including FTA Section 5339, that could be used for facility improvements. While the City has completed facility condition assessments in prior years, capital reinvestment has been limited. To address long-term operational needs, TTD is in the final stages of completing a Maintenance and Administration Facility Master Plan to evaluate facility requirements, potential development sites, and implementation strategies. Although an alternative site initially scored highest, deed restrictions significantly constrained its feasibility. As a result, TTD is exploring targeted improvements at the existing Shop Street facility as a short-term solution.¹⁷ While it is common for a transit agency to lease its facility from a local jurisdiction, it would be mutually beneficial to negotiate a long-term lease.

¹⁶ Tahoe Transportation District. (2025). *Short Range Transit Plan – Fiscal Years 2024–2029* (Board approved January 8, 2025). <https://www.tahoetransportation.org/wp-content/uploads/2025/01/FY24-FY29-SRTP-Approved.pdf>

¹⁷ Tahoe Transportation District. (2025). *Annual comprehensive financial report: Year ended June 30, 2025*. Finance Department.

Proposed renovations funded through SB 125 are intended to address critical safety and functionality issues rather than provide comprehensive modernization. Potential improvements include safety upgrades, drainage and flooding mitigation, rehabilitation of the bus wash facility, installation of EV charging infrastructure for maintenance operations, and modest upgrades to support staff needs. The scope and timing of these improvements remain dependent on funding availability and the continued success of the partnership between the City and TTD.¹⁸

TTD Administrative Office

Located at 128 Market Street, in Stateline, NV, TTD’s administrative offices are leased from TRPA. Per TTD’s SRTP 2025, this leased office space is primarily used by TTD administrative staff, as well as transportation planning, capital projects, finance, and other administrative staff.

TTD Bus Stops

TTD serves 129 bus stops with its fixed routes. Within the City of South Lake Tahoe, bus stop sites are owned by the City and maintained by TTD. Outside the City, the land underneath bus stops is generally owned by the local jurisdiction (e.g., Douglas County). In Nevada, outside of the basin, maintenance of the bus stops is the responsibility of Douglas County or JAC.

Heavenly Mountain Resort utilizes many of the centrally located TTD bus stops with the City of South Lake Tahoe for their seasonal ski shuttles. No agreement between TTD and Heavenly exists to define the shared use of these stops.

Technology and Software

TTD relies on a suite of integrated software platforms and hardware systems to support financial management, vehicle operations, scheduling, maintenance, and customer information. These systems collectively enable efficient service delivery, regulatory compliance, and data-driven decision-making across both fixed-route and demand-responsive services¹⁹. A brief description of key software and hardware services used to directly support TTD operations includes:

- Cambra is used to track TTD’s EV vehicle electricity usage and monitor charging activity at the LTCC Mobility Hub.
- The Reporting Solution (Solutions for Transit) is used by TTD as a data management and transit analytics platform. This system enables staff to track vehicle performance, maintenance activity, and asset management in real-time.
- Optibus is a fixed route scheduling software that enables schedule development and service planning.
- Via currently provides scheduling and dispatch software for ADA paratransit services, replacing Ecolane, which was used prior to 2025.

¹⁸ Tahoe Transportation District. (2025). *Annual comprehensive financial report: Year ended June 30, 2025*. Finance Department.

¹⁹ Tahoe Transportation District. (2025). Short Range Transit Plan – Fiscal Years 2024–2029 (Board approved January 8, 2025). <https://www.tahoetransportation.org/wp-content/uploads/2025/01/FY24-FY29-SRTP-Approved.pdf>

- TTD's fixed-route operations use Syncromatics Computer-Aided Dispatch and Automatic Vehicle Location (CAD-AVL) technology. This system provides real-time vehicle location data, supports operational monitoring, and powers a customer-facing mobile application with real-time service information. The platform also allows operators to complete pre- and post-trip vehicle inspections through an application called TransitCheck, with inspection data integrated into the maintenance management system.
- TTD vehicles are equipped with Automatic Passenger Counters (APCs) to support ridership tracking and performance reporting. Onboard camera systems are installed on both revenue and non-revenue vehicles to enhance safety and security. Additional cameras are located at transit centers and within TTD's operations and maintenance facilities on Shop Street.

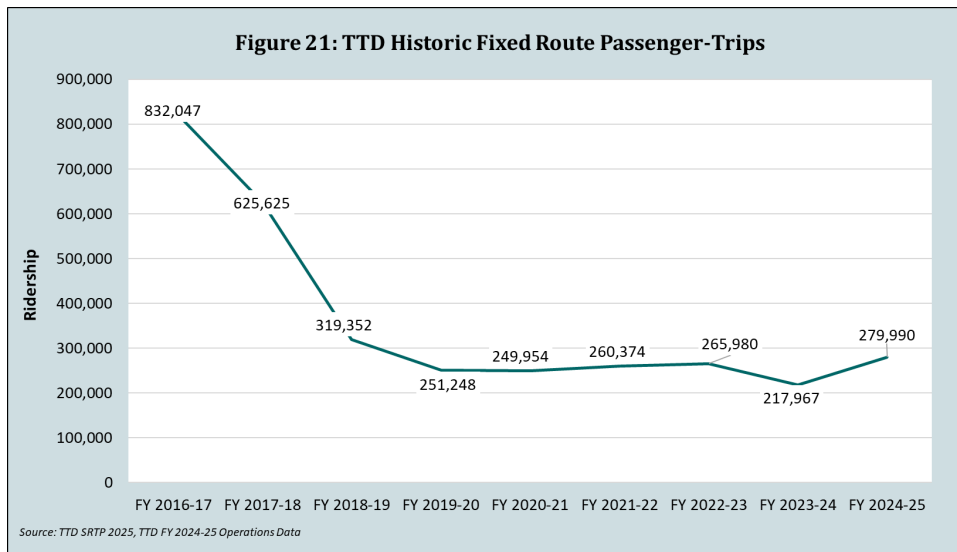
TTD Fixed Route Ridership

Historic Fixed Route Ridership

Figure 21 presents systemwide fixed route ridership for TTD from FY 2016-17 through FY 2024-25, measured in total passenger-trips. This nine-year period highlights the effects of institutional changes within TTD as well as external factors, including the termination of the Heavenly Resort ski shuttle contract, the COVID-19 pandemic, the introduction of microtransit service in South Lake Tahoe and Stateline, a fleet beyond its useful life (impacting reliability) and ongoing challenges in maintaining adequate staffing levels amid rising costs of living in the Tahoe Basin.

Ridership was highest in FY 2016-17 (832,047 passenger-trips). Following the end of the Heavenly ski shuttle contract at the end of FY 2017-18, ridership declined sharply, falling by 62 percent to 319,352 passenger-trips in FY 2018-19. This downward trend continued with additional service cuts at the end of 2019 and the onset of the COVID-19 pandemic, with ridership in FY 2020-21, 70 percent below the FY 2016-17 peak and 22 percent below FY 2018-19 levels.

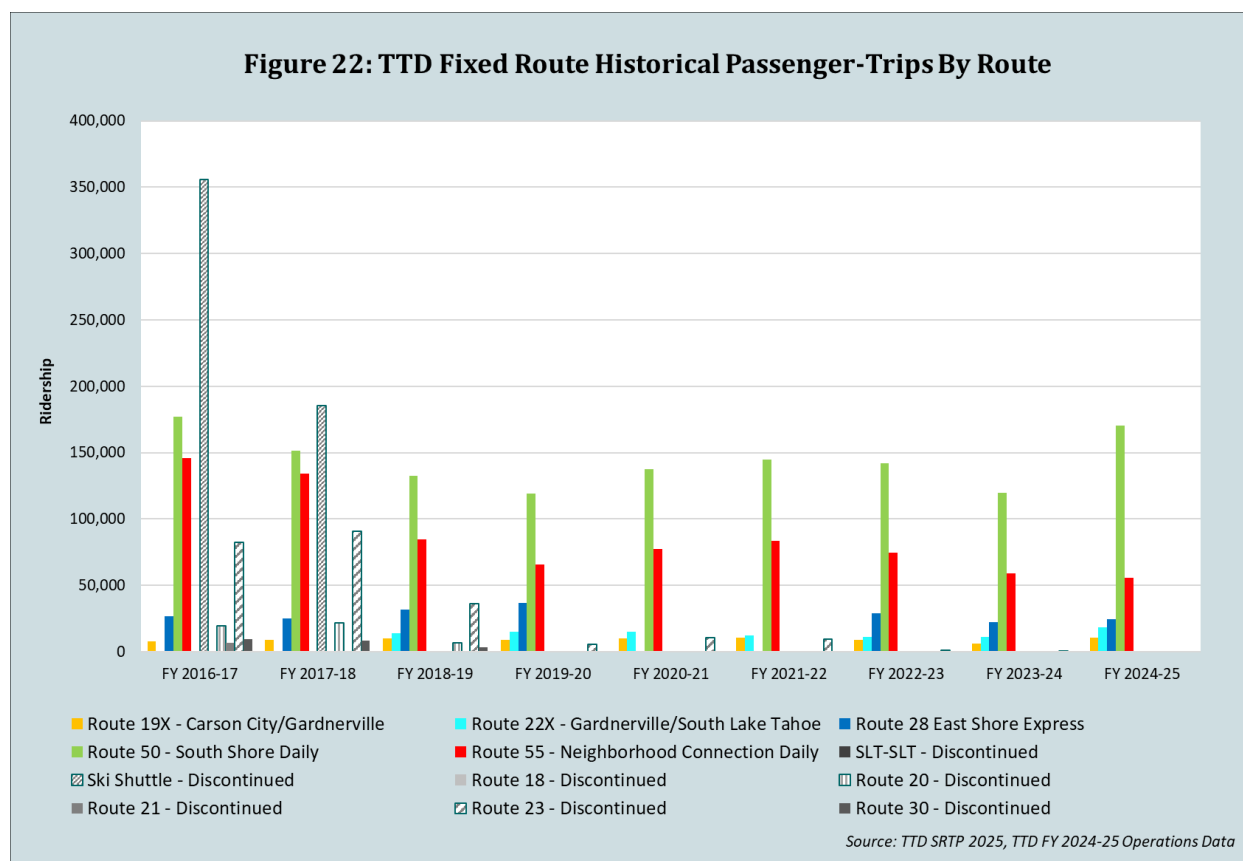
Fixed route ridership reached a nine-year low in FY 2023-24 (217,967 passenger-trips), coinciding with the introduction of microtransit service and a transition to counting passengers with Automatic Passenger Counters (APCs) onboard that led to data discrepancies. FY 2023-24 reflects a 74 percent decrease from the FY 2016-17 peak and a 32 percent decrease from FY 2018-19. In FY 2024-25, fixed route ridership rebounded to 279,990 passenger-trips (28 percent above FY 2023-24). This recovery is attributed to improved coordination with the SSTMA's Lake Link microtransit service, improved staffing levels following pandemic-related shortages, and the elimination of pandemic-era operating constraints such as social distancing.



Annual Fixed Route Ridership by Route

Passenger-trips by route/service by year are shown in Figure 22, from FY 2016-17 through FY 2024-25. In FY 2016-17, Heavenly Ski Shuttle accounted for 43 percent of fixed route ridership (355,919 trips). Core year-round routes, particularly Route 50 and Route 55, also carried a substantial portion of ridership, at 21 and 18 percent, respectively. Several lower-performing or seasonal routes, including Routes 18, 20, and the Emerald Bay Trolley (Route 30), were discontinued in subsequent years. Route 21x was also discontinued, this one due to the designation of the Lake Tahoe Basin as a UZA in 2016. All these factors contributed to a structural reduction in overall ridership. Some of these routes were incorporated into higher-performing routes. For example, Route 23 operated between Stateline Transit Center and the Ridge Resorts at the top of Kingsbury Grade, but when this route ceased operating, the affected service area was picked up by Route 22X.

By FY 2018-19, fixed route ridership had declined to 319,352 passenger-trips. The onset of the COVID-19 pandemic in FY 2019-20 further reduced ridership across most routes, with fixed route passenger-trips reaching a low of 249,954 in FY 2020-21. While core routes such as Route 50 and Route 55 continued to anchor the system, ridership remained below pre-pandemic levels through FY 2023-24, when fixed-route ridership reached a nine-year low of 217,967 passenger-trips (or 74 percent below FY 2016-17). In FY 2024-25, ridership rebounded slightly to 279,990 passenger-trips (28 percent above FY 2023-24), reflecting improved staffing levels, new fleet, the removal of pandemic-related operating constraints, and service refinements on key corridors.

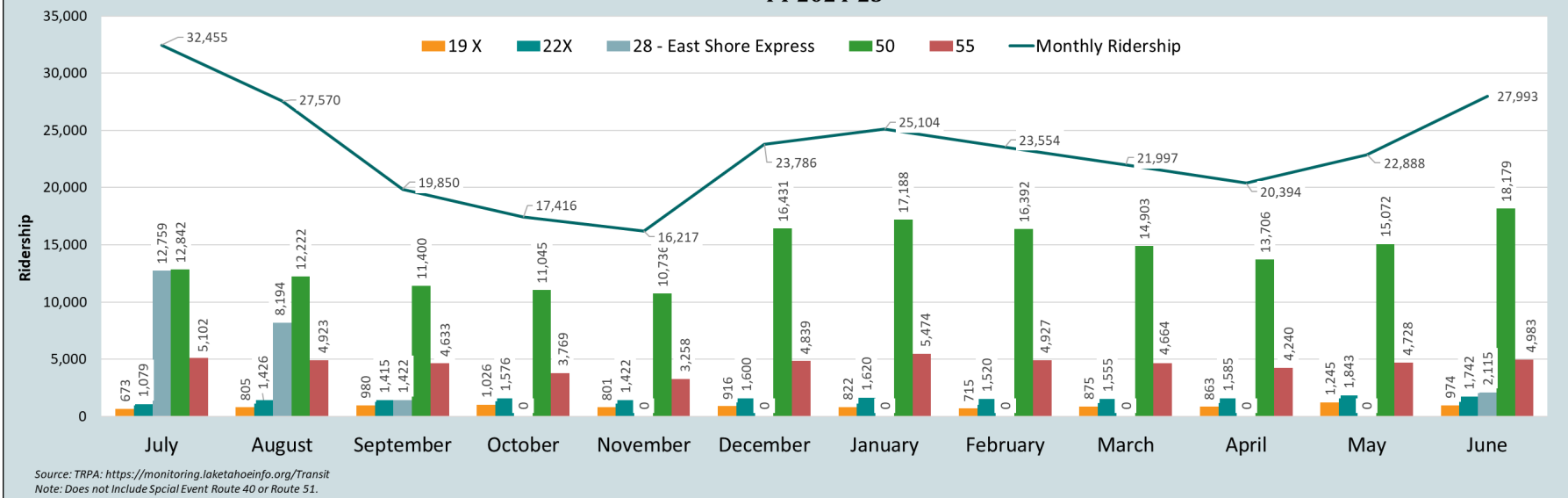


TTD Fixed Route Ridership By Month

Figure 23 summarizes FY 2024-25 monthly fixed route ridership data on TTD’s highest-ridership or core routes: Routes 19X, 22, 28, 50, and 55. TTD FY 2024-25 fixed route ridership peaks during Summer, with July 2024 (32,455 passenger-trips), August 2024 (27,570 passenger-trips), and June 2025 (27,993 passenger-trips) representing the busiest months of the fiscal year, driven largely by high demand on the seasonal East Shore Express (2,115 passenger-trips in June, 12,759 in July, 8,194 in August, and 1,422 in September). June 2025 also accounted for a peak for Route 50, with 18,579 passenger-trips. The second-highest ridership for TTD occurred in the winter months, with December 2024 (23,786 passenger-trips), January 2025 (25,104 passenger-trips), and February 2025 (23,554) each having elevated ridership. Route 50 and Route 55 both drive this winter increase, with Route 50 seeing a 60 percent increase from 10,736 passenger-trip increase from November 2024 to 17,188 passenger-trips in January of 2025, and Route 55 seeing a 68 percent increase from 3,258 passenger-trips in November 2024 to 5,474 passenger-trips in January of 2025.

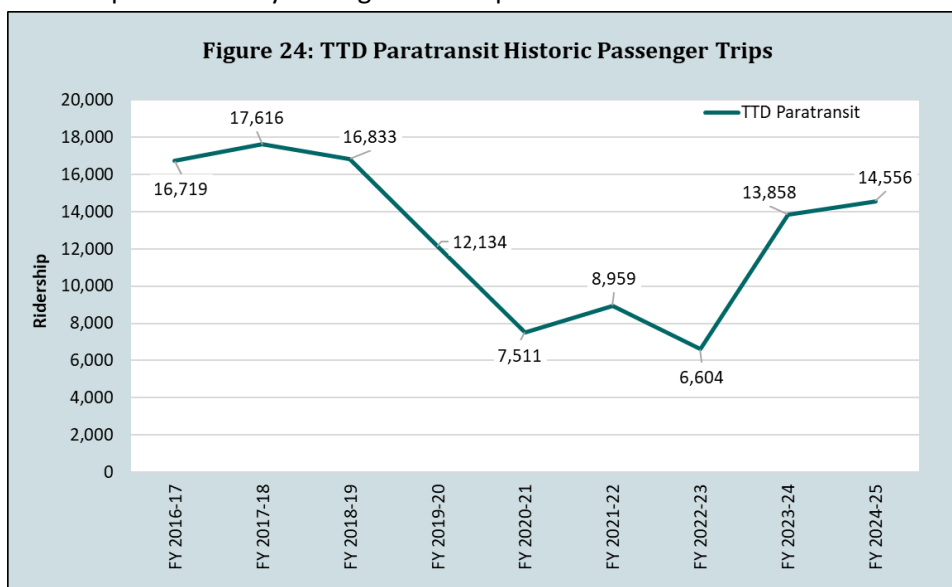
The lowest ridership occurred in the Fall shoulder season, with November (16,217 passenger-trips) and October (17,416 passenger-trips) recording the lowest monthly totals. Overall, the distribution of ridership by month highlights strong seasonal variation, with summer and winter tourism driving peak demand on TTD’s core fixed routes.

**Figure 23: TTD Fixed Route Ridership by Route by Month
FY 2024-25**



TTD Paratransit

Figure 24 shows historic ridership for TTD's paratransit service. Paratransit ridership remained relatively stable prior to the COVID-19 pandemic, averaging approximately 17,000 passenger-trips annually between FY 2016-17 and FY 2018-19. Ridership declined sharply beginning in FY 2019-20, reaching a low of 7,511 passenger-trips in FY 2020-21—a decrease of approximately 55 percent from pre-pandemic levels. The closure of Choices, a key adult day program that heavily relied on paratransit, coincided with COVID-related ridership impacts. Since that low point, ridership has steadily recovered, increasing to 14,556 passenger-trips in FY 2024-25, representing a 94 percent increase from FY 2020-21. Despite this recovery, paratransit ridership remains approximately 15 percent below FY 2016-17 levels, indicating continued but incomplete recovery among transit-dependent riders.

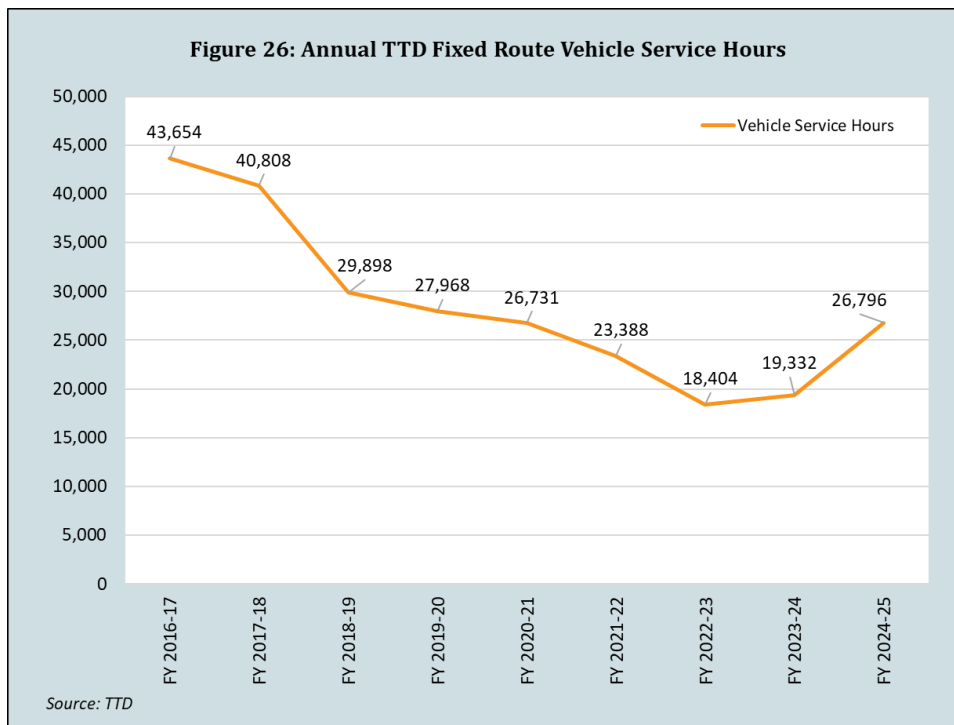
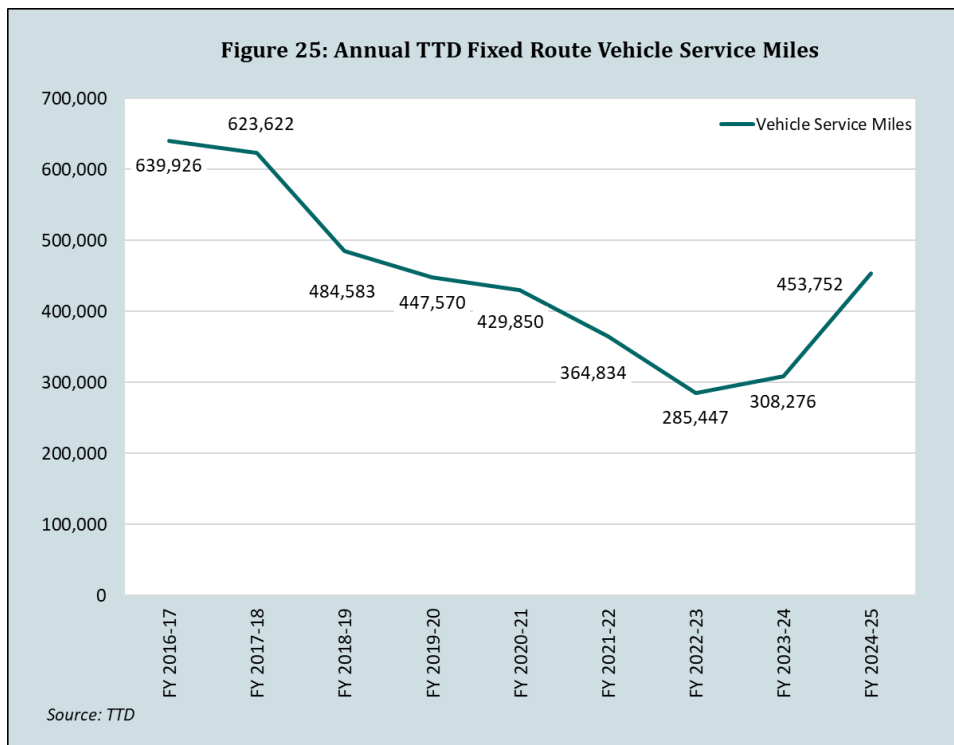


Vehicle Service Miles and Hours

TTD Fixed Route

Similar to ridership trends, TTD fixed-route service levels have been significantly affected by the COVID-19 pandemic and subsequent operational challenges (Figures 25-26). From FY 2016-17 through FY 2022-23, both VSH and VSM steadily declined for six straight years: VSH decreased by 58 percent (from 43,654 in FY 2016-17 to 18,404 in FY 2022-23), and VSM decreased by 55 percent (from 639,926 to 285,447). Discontinuation of services (including Heavenly Ski Shuttles in FY 2017-18), coupled with pandemic-related service reductions and staffing constraints that limited the ability to fully operate scheduled service, all contributed to this decline.

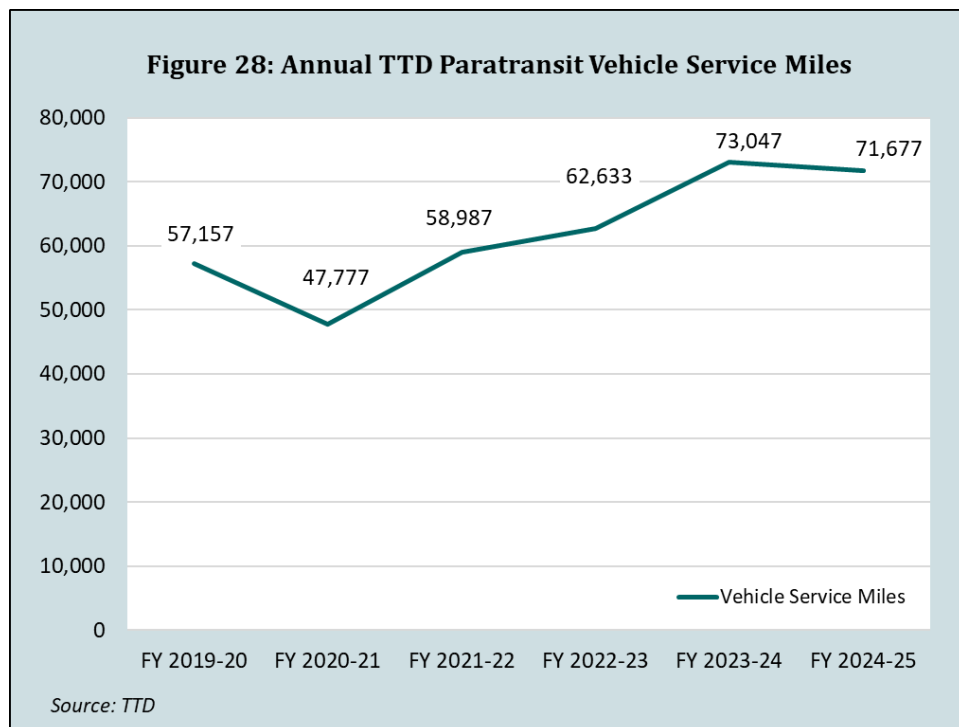
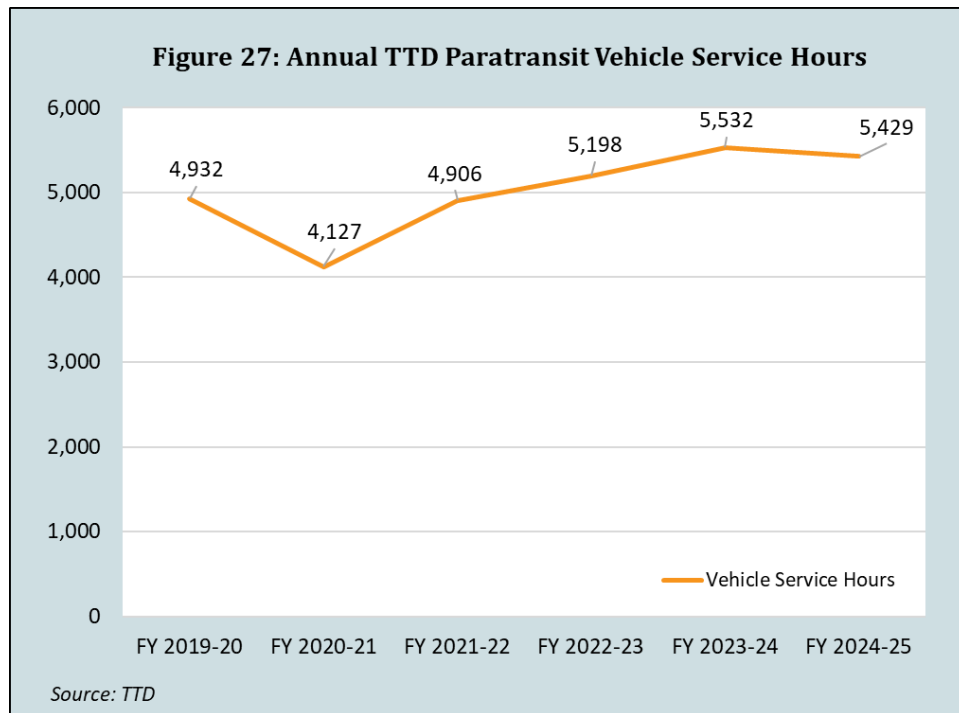
Between FY 2022-23 and FY 2024-25, however, fixed route VSH and VSM have trended upwards again. In FY 2024-25, TTD fixed routes operated 26,976 VSH (46 percent more than in FY 2022-23) and 453,752 VSM (59 percent above FY 2022-23). While these service quantities are still below the FY 2016-17 peak, improved staffing levels, fleet replacement, the easing of pandemic-related operating restrictions, and incremental restoration of service across the system have contributed to a positive trend.



TTD Paratransit Service

TTD Paratransit VSH and VSM declined sharply between FY 2016-17 and FY 2020-21, reflecting reduced travel demand and service adjustments during the service reductions that occurred in 2019 (Figures 27-28). VSH decreased from 50,566 in FY 2016-17 to 4,127 in FY 2020-21 (92 percent fewer). VSM decreased from 89,440 in FY 2016-17 to 47,777 in FY 2020-21 (47 percent less).

Beginning in FY 2021-22, paratransit service levels showed steady recovery. VSH increased from 4,127 in FY 2020-21 to 5,429 in FY 2024-25 (32 percent); however, VSH remains substantially below pre-pandemic levels. VSM increased from 47,777 miles in FY 2020-21 to 71,677 miles in FY 2024-25 (50 percent), though still about 20 percent below FY 2016-17 levels. Overall, recent trends indicate stabilization and gradual recovery of paratransit services, while highlighting the longer-term impacts of pandemic-related service reductions.



SOUTH SHORE TRANSPORTATION MANAGEMENT ASSOCIATION

The South Shore Transportation Management Association (SSTMA) is a nonprofit organization that is tasked with supporting the economic vitality of the South Shore Lake Tahoe community by providing a unified public-private leadership voice on transportation issues. SSTMA works collaboratively with local governments, transit agencies, employers, resorts, and community partners to advocate for and implement innovative mobility solutions that serve both residents and visitors. The organization is governed by an 11-member Board of Directors and supported by one contracted paid staff member.

SSTMA focuses on improving transportation access, reducing congestion, and advancing sustainable travel behavior through transportation project development, education and outreach, communications and marketing, and funding advocacy. The organization plays a key role in advancing South Shore transportation initiatives, supporting employee trip reduction programs, including the South Shore Vanpool program, promoting transit and other mobility options, and helping identify and secure sustainable funding for transportation services and infrastructure. Through coordination, advocacy, and partnership-building, SSTMA contributes to improved mobility, environmental sustainability, and overall quality of life on the South Shore of Lake Tahoe.

Unlike the TNT/TMA on the North Shore, SSTMA is not a membership organization and currently relies on private contributions.

SSTMA Lake Link Microtransit Service

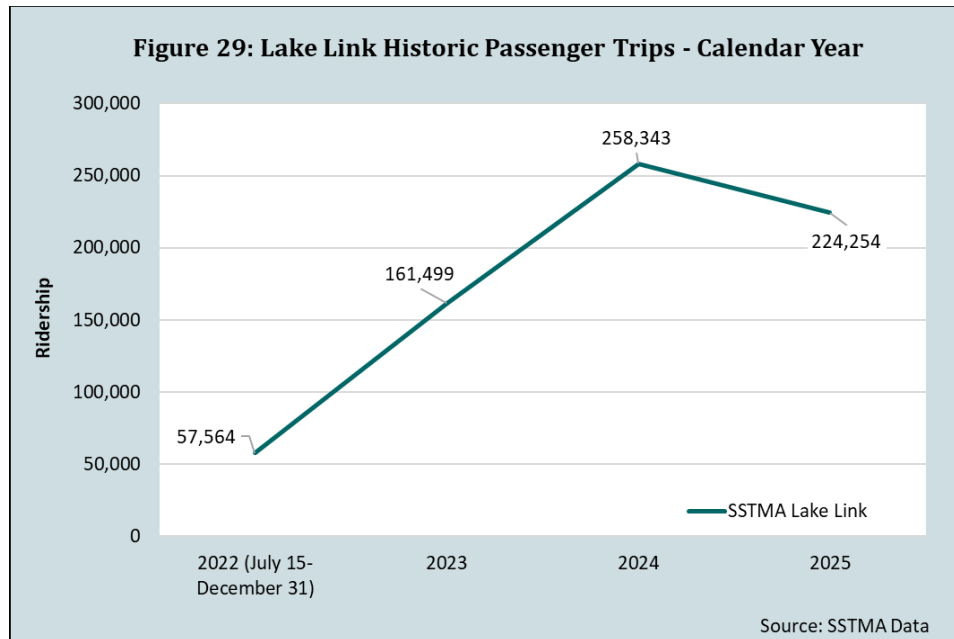
Piloted beginning on July 15, 2022, SSTMA manages Lake Link, a microtransit service operating in the South Lake Tahoe/Stateline Casino Corridor area. Lake Link is managed by SSTMA and operated by a third-party contractor. The service area includes Zephyr Cove, NV, Round Hill, NV, Lower Kingsbury, NV, and the casino corridor in Douglas County, Nevada, and extends west to Lodi Avenue in South Lake Tahoe, CA. The service operates 365 days a year between the hours of 7:00 AM and 9:00 PM on most days, with extended hours until 10:00 PM on Fridays and Saturdays. Lake Link is fare-free.

On-going fundings for Lake Link is provided through a fee on ticket purchases for events at the Tahoe Blue Event Center; however, additional funding comes from the City of South Lake Tahoe, Douglas County, South Lake Tahoe TID, Caesars Entertainment, Roundhill Pines Resort, and Heavenly Ski Resort. Other funding for Lake Link includes Advance Learning and LTCC. Beginning in FY 2025-26, SSTMA has secured SB 125 funding for Lake Link operations, and Douglas County has committed to three years of funding for Lake Link operations and expansion in Douglas County using Douglas County Transient Lodging Rental Tax. The City of South Lake Tahoe and SSTMA recently entered into a three-year agreement, which increased the City's contribution for FY 25-26 to \$850,000 and provides some short-term funding stability from the City. However, a significant majority of funding is not guaranteed in the long term.

Beginning in FY 2025-26, TTD now plays a role in Lake Link by being the entity to enter funding agreements with Douglas County and with TRPA for SB 125 funds. TTD then funds Lake Link through an agreement with SSTMA. Moving forward, Lake Link data will be included by TTD in annual National Transit Database (NTD) reporting, which will significantly boost TTD's total reported operating data (such as ridership) and positively impact performance-based funding totals.

Lake Link Ridership

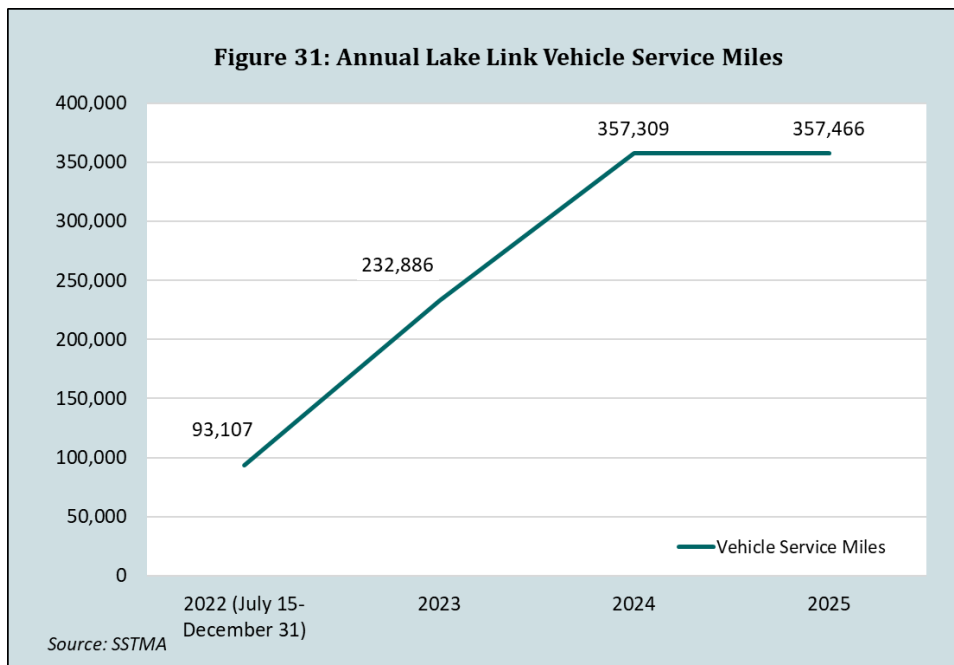
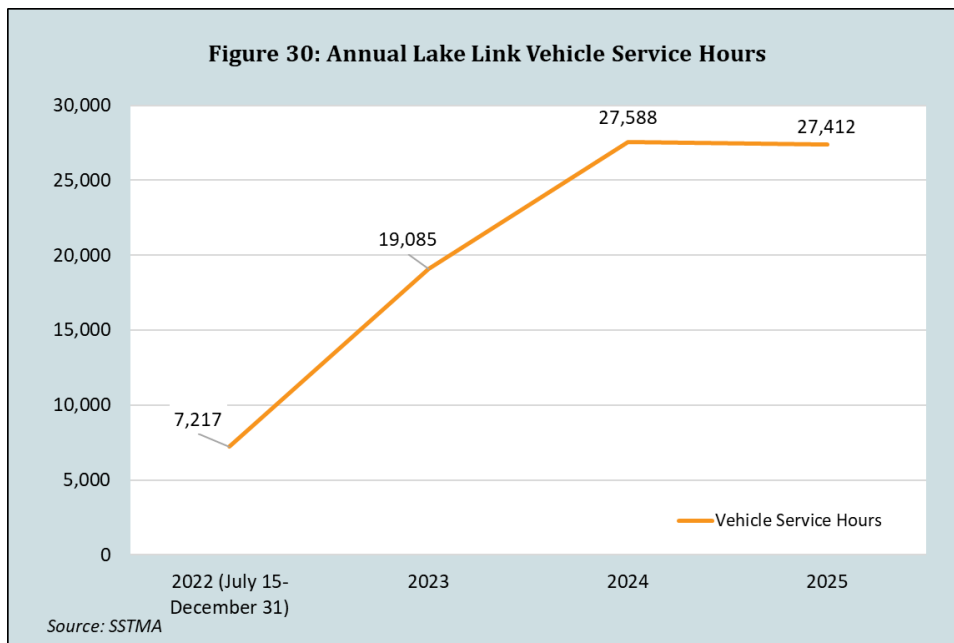
Lake Link has enjoyed success and popularity since its implementation, with ridership increasing from 57,564 passenger-trips during the pilot period in 2022 (July 15–December 31) to 161,499 trips in 2023, and further to a peak of 258,343 trips in 2024 (Figure 29). Ridership in 2025 totaled 224,254 passenger-trips, indicating continued high utilization. (Note: SSTMA’s fiscal year follows the calendar year.)



Lake Link Vehicle Service Hours and Miles

Lake Link service quantities (VSH and VSM) increased rapidly following the program’s launch in mid-2022, reflecting strong growth in demand (Figures 30-31). During the partial service year in 2022 (July 15–December 31), Lake Link recorded 7,217 VSH and 91,107 VSM. Service levels increased substantially in 2023, with VSH rising to 19,085 hours—an increase of approximately 164 percent—and VSM increasing to 232,866 miles, a 150 percent increase over the partial 2022 period.

Growth continued into 2024, when Lake Link reached peak service levels of 27,588 hours and 373,617 miles. This represents an additional 53 percent increase in VSH and a 45 percent increase in VSM compared to 2023. The 2025 service quantity totals indicate continued high use, with 27,412 VSH and 357,466 VSM. While 2025 service quantities are one percent below 2024, they suggest a period of stabilization following rapid expansion, likely reflecting service refinements and adjustments to better align supply with observed demand.



South Shore Vanpool Program

SSTMA organizes and subsidizes vanpools for commuters who live near each other and work for the same employer in South Lake Tahoe. SSTMA leases the vehicles from Enterprise Rental Car as part of the Commute with Enterprise program. The more passengers in one vanpool vehicle, the lower the monthly cost to the commuter, with SSTMA subsidizing up to \$600 per vanpool per month²⁰. Employees may pay as little as \$150 per month to commute to work in one of these vanpools.

²⁰ South Shore Transportation Management Association. (n.d.). *Vanpool*. <https://ss-tma.org/vanpool/>

Participating South Lake Tahoe employers who assist with coordinating vanpools regularly from the beginning of the program in February of 2024 through September of 2025 include Caesars Entertainment (16 vanpools), The Burks Company (3 vanpools), and Employer Solution Services (1 vanpool)²¹. The South Shore vanpool program carried an average of 50 passengers per day from February 2024 through December 2025. There are currently a total of 22 vanpools being operated as of January 2026.

TTD AND SSTMA LAKE LINK SERVICES PERFORMANCE

Similar to the process used to evaluate the performance of Placer TART in Chapter 3, a cost model was developed for TTD based on FY 2024-25 TTD actual operating expenditures and operations data. Then, standard performance metrics, including passenger-trips per service hour, passenger-trips per service mile, and operating cost per passenger-trip, were calculated and are presented in Table 10 and Figures 32-35. Performance metrics for SSTMA's Lake Link service are also presented, as TTD will now include Lake Link in its systemwide totals for NTD reporting. All TTD data reflects FY 2024-25, while Lake Link data reflects the 2025 calendar year.

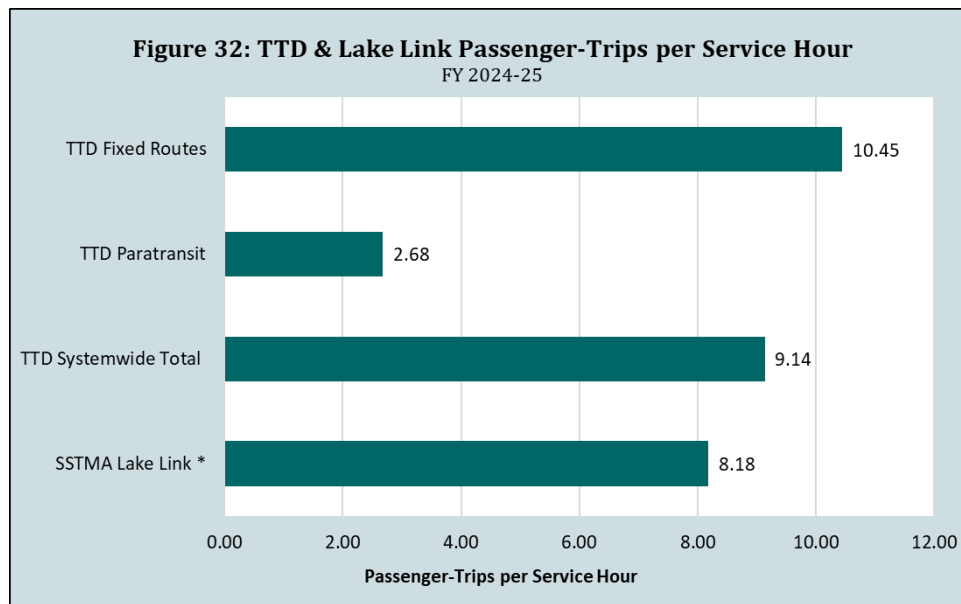
Table 10: TTD Service Parameters FY 2024-25									
Routes	Service Parameters					Service Performance			
	Passenger-Trips	Service Hours	Service Miles	Fully Allocated Operating Cost	Marginal Operating Cost ¹	Passengers per Vehicle Service Hour	Vehicle Service Mile	Operating Cost per Passenger-Trip	Service Hour
TTD Fixed Routes	279,990	26,796	453,752	\$5,318,101	\$3,720,992	10.4	0.62	\$18.99	\$198.46
19X - Valley Express Daily	10,747	2,250	61,381	\$480,964	\$346,837	4.8	0.18	\$44.75	\$213.72
22X - S.S. Service/Lake Express	18,457	4,410	121,654	\$944,473	\$681,653	4.2	0.15	\$51.17	\$214.19
50 - South Shore Daily	170,332	9,419	134,562	\$1,832,466	\$1,271,102	18.1	1.27	\$10.76	\$194.56
55 - Neighborhood Connection	55,609	9,312	111,689	\$1,780,257	\$1,225,235	6.0	0.50	\$32.01	\$191.17
28 - East Shore Express	24,699	1,193	22,330	\$239,855	\$168,769	20.7	1.11	\$9.71	\$201.10
TTD Paratransit	14,556	5,429	71,677	\$1,047,571	\$723,994	2.7	0.20	\$71.97	\$192.96
TTD Systemwide Total	294,546	32,225	525,429	\$6,365,672	\$4,444,985	9.1	0.56	\$21.61	\$197.54
SSTMA Lake Link *	224,254	27,412	357,466	\$1,949,160	\$1,949,160	8.2	0.63	\$8.69	\$71.11

Sources: TTD FY24-25 Transit Operations Budget, SSTMA, LSC
Note 1: Marginal operating costs do not include fixed costs.
Note *: SSTMA's Fiscal Year 2024 follows the Calendar Year 2024. All TTD data follows Fiscal Year 2024-25, from July 1, 2024 through June 30, 2025.

Passenger-Trips per Service Hour

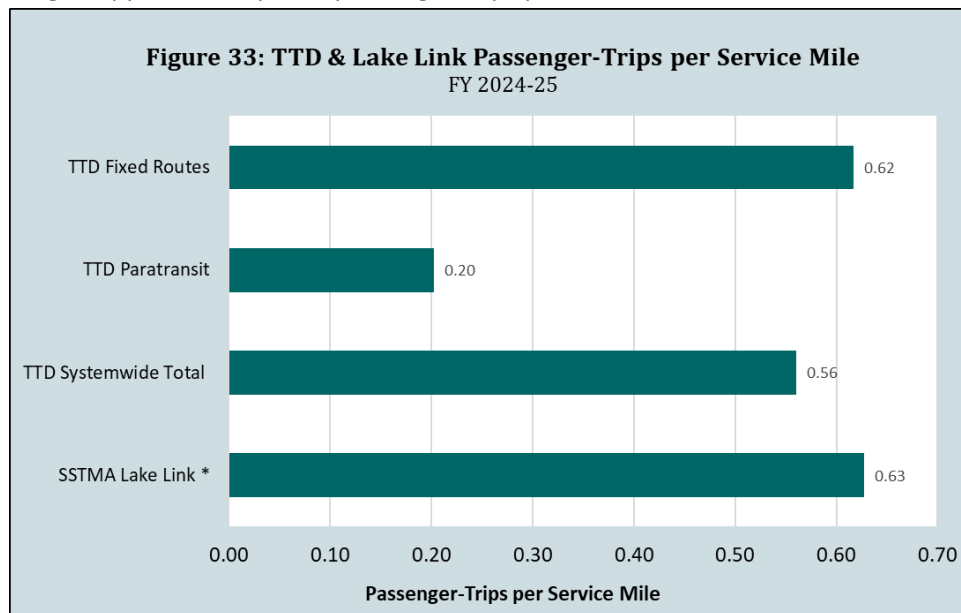
Passenger-trips per service hour provide a key measure of transit productivity by indicating how effectively service hours are utilized. In FY 2024-25, TTD fixed routes averaged 10.4 passenger-trips per hour, buoyed by high productivity on the seasonal Route 28 (20.7) and, notably, by the core TTD Route 50 (18.1) (Figure 32). TTD Paratransit averaged 2.7 passenger-trips per hour, similar to Placer TART ADA DAR. Systemwide, TTD averaged 9.2 passenger-trips per service hour in FY 2024-25. By comparison, in 2025, SSTMA Lake Link averaged approximately 8.2 passenger-trips per hour.

²¹ LSC Transportation Consultants, Inc. (2025, October 15). *Tahoe Blue Event Center Monitoring – 2025 Vanpool VMT* (Technical Memorandum).



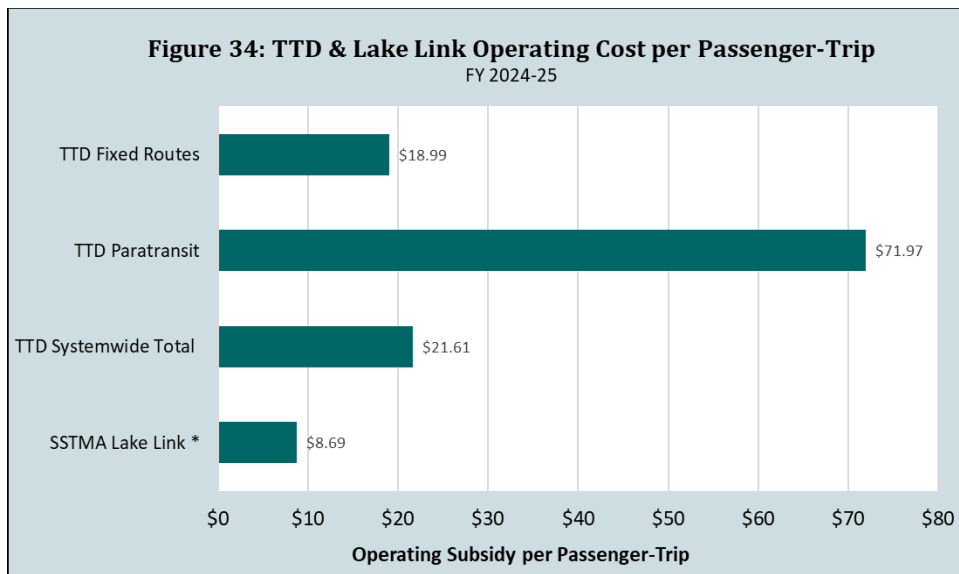
Passenger-Trips per Service Mile

Passenger-trips per service mile are another measure of transit productivity. TTD fixed routes averaged 0.62 passenger-trips per mile, and TTD Paratransit averaged 0.20 passenger-trips per mile (Figure 33). Across all TTD services combined, the system averaged 0.56 passenger-trips per mile. In 2025, SSTMA Lake Link averaged approximately 0.63 passenger-trips per mile.



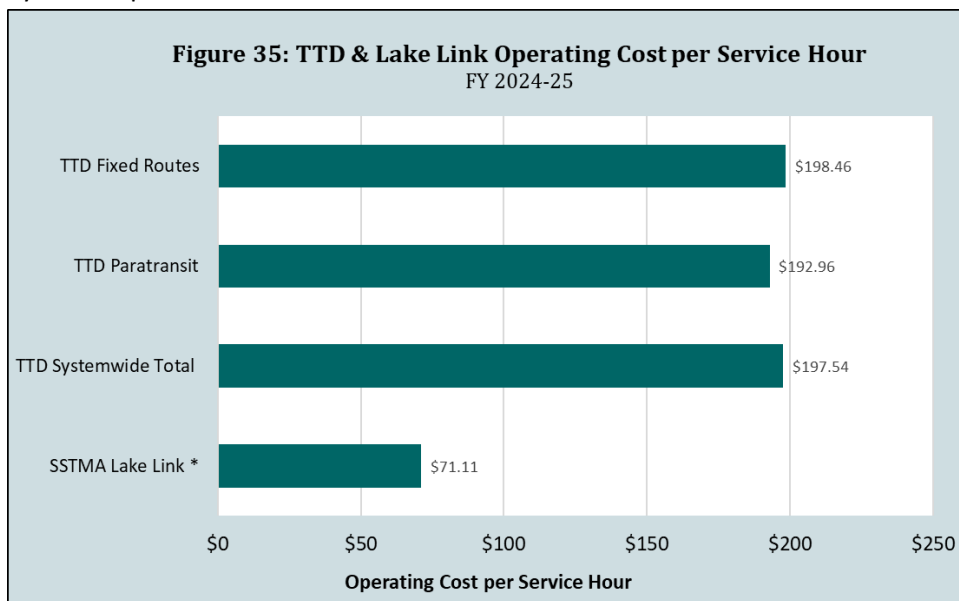
Operating Cost per Passenger-Trip

Total operating cost per passenger-trip includes direct operating expenses as well as fixed costs. In FY 2024–25, the TTD systemwide total operating cost per passenger-trip was \$21.61 (Figure 34). Fixed routes averaged \$18.99 per passenger-trip, while TTD Paratransit averaged \$71.97 per passenger-trip, reflecting the individualized nature of paratransit operations. SSTMA Lake Link reported a total operating cost per passenger-trip of approximately \$8.69.



Operating Cost per Service Hour

Total operating cost per service hour provides a measure of cost control and service efficiency. This performance metric is calculated to represent the actual cost of providing an hour of service and does not reflect official calculations for TDA funding eligibility or NTD reporting. In FY 2024–25, TTD services averaged \$197.54 per service hour systemwide (Figure 35). TTD fixed routes averaged \$198.46 per service hour, while Paratransit averaged \$192.96 per service hour. SSTMA Lake Link averaged approximately \$71.11 per service hour.



TTD Unmet Transit Needs

Annual Unmet Transit Needs hearings are conducted for TTD by TRPA in the same way as for TART (discussed in Chapter 3). From FY 2022-23 to FY 2024-25, one “reasonable to meet” transit need for TTD was identified in FY 2022-23 and one in FY 2023-24.

In FY 2022-23, a request to use additional informational outlets, including news and emails, when service changes are occurring to reach more riders was found to be reasonable to meet transit needs. In FY 2023-24, a request to have real-time information about routes and operations was found to be

reasonable to meet. TTD has since procured the necessary software/hardware to provide real-time information about routes and schedules to passengers.

Because all TDA funding is already used towards transit operations, there are requested transit needs that are unreasonable to meet without additional funding. Top requests between FY 2022-23 to FY 2024-25 included:

- Increasing the frequency and reliability of TTD fixed route services.
- Transit services from the South Lake Tahoe area to the North Lake Tahoe area.
- Expanded Service Area for TTD fixed routes into South Lake Tahoe and Stateline/Zephyr Cove neighborhoods, including Pioneer Trail, Gardner Mountain, Sierra Tract, Tahoe Keys, and Meyers.
- Transit services from the South Lake Tahoe area to Sacramento, Placerville, Reno, NV, Carson City, NV, Gardnerville, NV, and Meyers, CA.
- Expanded service hours beginning earlier in the morning and ending later at night.
- Recreational transit, including routes to Emerald Bay, D.L. Bliss State Park, and Sugar Pine Point State Park on the West Shore, Cave Rock State Park on the East Shore, and ski shuttles to Sierra at Tahoe and Kirkwood Ski Resorts.

NON-PROFIT AND PRIVATE TRANSPORTATION PROVIDERS

Heavenly Ski Resort Shuttle Program

Heavenly Ski Resort, owned and operated by Vail Resorts, Inc., plays a significant role as a seasonal winter transit operator. Heavenly Village and California Lodge serve as primary base areas for skiers and snowboarders; however, both locations experience insufficient parking during peak winter periods for employees and visitors. Boulder Lodge and Stagecoach Lodge on Daggett Summit also provide access to the lifts.

Prior to FY 2018-19, Heavenly provided funding to TTD to operate several seasonal fixed-route bus routes serving the resort. After FY 2018-19, TTD discontinued these ski shuttle services because the operating resources required exceeded the funding provided. As of now, Heavenly only contributes to SSTMA's Lake Link service.

Following the discontinuation of TTD-operated ski shuttles, Heavenly implemented its own shuttle system, which has grown significantly to accommodate the need to deliver passengers to the ski resort and move guests between base areas and to/from parking. During Winter 2025-26, the Heavenly Shuttle operates three routes:

- Kingsbury Route: Operates between Boulder Lodge/Stagecoach Lodge and the Stateline Transit Center from 6:40 AM to 5:30 PM.
- Lodging Route: Operates between California Lodge and lodging areas along U.S. 50, including a loop via Fremont Avenue, Sandy Way, and Takela Way, from 7:40 AM to 5:40 PM.
- California Route: Operates between the Stateline Transit Center and California Lodge from 6:30 AM to 6:00 PM.

Available operations data for Heavenly's shuttle program is limited, but anecdotal information from conversations with Heavenly's management reveals they operate up to 21 shuttle vehicles at a time and scale their operations based on visitor demand. In FY 2016-17, during the period when TTD still operated the Heavenly ski shuttle routes, those routes alone accounted for 355,919 passenger-trips, representing nearly half of the TTD systemwide total of 832,047 passenger-trips. Today,



Source: www.skiheavenly.com

Heavenly's shuttle operations use bus stops and transit centers leased and maintained by TTD, although Heavenly does not provide funding to TTD for use of these facilities. Heavenly is not located within the City of South Lake Tahoe boundary; however, the resort recently entered into an agreement with the City to compensate for wear and tear put on City streets by resort snow removal equipment in the amount of \$40,000.

Emerald Bay Shuttle

The Emerald Bay Shuttle service was piloted during Summer 2025 (from July 15 to September 28) as part of an effort to reduce illegal parking and traffic congestion and improve safety in the area of Emerald Bay. The service was operated by the same third-party contractor that operates Lake Link and TART Connect. The service was funded by a constellation of non-profit and public partners²² and cost a total of \$325,997, including fixed costs, 6 leased vehicles, fuel, maintenance, and driver payroll.

Advanced reservations to use the shuttle had to be made through the Keep Tahoe Blue website. The shuttle had three routes, which each ended at the Eagle Falls Trailhead in Emerald Bay:

- Camp Richardson to Eagle Falls Trailhead
 - Monday through Thursday, every 50 minutes (one vehicle)
 - Friday through Sunday, every 30 min (two vehicles)
- Sugar Pine Point State Park Campground to Eagle Falls Trailhead
 - Monday through Thursday, every 50 minutes (one vehicle)
 - Friday through Sunday, every 30 min (two vehicles)
- South Lake Tahoe Y Transit Center to Eagle Falls Trailhead
 - Friday through Sunday only, every 70 minutes (one vehicle)

The Emerald Bay Shuttle provided a total of 4,972 passenger-trips across 1,734 trip reservations with an average of 7.3 passengers per vehicle service hour across all three routes. The Camp Richardson to

²² Partners included: El Dorado County, Keep Tahoe Blue, Tahoe Transportation District, South Lake Downtowner, Caltrans, California State Parks, CHP, USFS, TRPA, City of South Lake Tahoe, Placer County, Tahoe Fund, Visit Lake Tahoe, North Tahoe Community Alliance, Sierra State Parks Foundation, TNT/TMA, SSTMA.

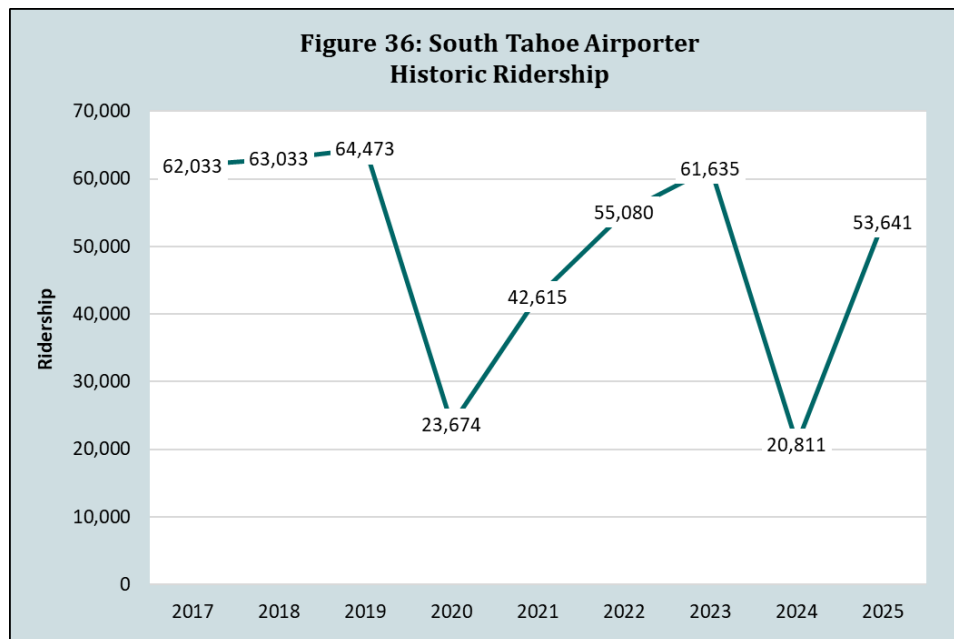
Emerald Bay route had the highest overall ridership (2,635 passenger-trips), while the South Y Transit Center route, which only operated Fridays through Sundays, still logged 1,140 passenger-trips despite its limited schedule. The Sugar Pine Point State Park to Emerald Bay route carried 1,197 passenger-trips, and the lowest number of reserved trips was 392.

TTD, in partnership with El Dorado County and the League to Save Lake Tahoe, has successfully secured TRPA Regional Grant Program funding and El Dorado County Assembly Bill (AB) 2766 funding to operate the Emerald Bay Shuttle in Summer 2026 and 2027. TTD does not currently have the capacity to provide this service with in-house resources and plans to contract services with a third-party operator.

South Tahoe Airporter

South Tahoe Airporter provides airport shuttle service between Reno-Tahoe International Airport and several casinos/resorts in the Stateline area of South Shore Tahoe, including Lakeside, Golden Nugget, Edgewood Lodge, Caesars Republic (formerly Harveys), Margaritaville, Harrah's, Ballys, and Edgewood Resort Lake Tahoe. Eastbound service operates between 7:00 AM and 11:20 PM. Westbound service begins at 10:30 AM and ends at 7:45 PM. Fare is \$32.75 for a one-way adult ticket and \$19.75 for a one-way child ticket²³. The South Tahoe Airporter is a partnership between the South Tahoe Alliance of Resorts and Amador Stage Lines (the bus operator). Advance reservations are required to guarantee a ride; however, walk-ons are welcome based on availability.

South Tahoe Airporter's historical ridership for the period from 2017 to 2025 is shown in Figure 36. Annual ridership totals show relatively stable demand between 2017 and 2019, with 62,033 passenger-trips in 2017, increasing slightly to 63,033 in 2018 and 64,473 in 2019. Ridership declined sharply in 2020 to 23,674 passenger-trips, reflecting the impacts of the COVID-19 pandemic. Ridership recovered between 2021 and 2023 (increasing from 42,615 to 61,635 trips), nearing pre-pandemic levels. While 2024 shows a lower total ridership of 20,811, in 2025, South Tahoe Airporter ridership reached 53,641 trips.



²³ South Tahoe Airporter. (n.d.). *South Tahoe Airporter*. <https://southtahoeairporter.com/>

SOUTH TAHOE REGIONAL SERVICES

El Dorado Transit Sacramento/South Lake Tahoe Connector

El Dorado Transit, through a funding partnership with Amtrak, operates daily bus service from the Sacramento Amtrak Station to South Lake Tahoe (Stateline Transit Center). One round trip is operated each day, departing from Sacramento Valley State at 10:45 AM and arriving at 1:35 PM at Stateline Transit Center, with service to South Y Transit Center on the way. The return trip departs the Stateline Transit Center at 2:30 PM and arrives in Sacramento (Amtrak) at 5:30 PM. The one-way fare between Sacramento and South Y Transit Center/Stateline Transit Center is \$34. This service began in FY 2021-22 and carried 9,743 passenger-trips in FY 2024-25.

Douglas Area Rural Transit

Douglas Area Rural Transit (DART) operates one deviated fixed route (DART Express) and DAR service for ADA-eligible individuals in the Minden/Garnerville/Gardnerville Ranchos area. DART does not provide service within the Tahoe Basin; however, passengers can transfer between DART and TTD Route 19X and Route 22, which both serve the Minden/Gardnerville area.

SUMMARY OF RECENT TRANSIT SURVEYS

INTRODUCTION

Surveying passengers onboard transit buses serves as a vital method of understanding why and how people are using public transit and how the service can be improved to better meet the mobility needs of those who use it. Several survey efforts have been conducted within the last two years across both TART and TTD services for this purpose.

As part of the 2024 TTD Short Range Transit Plan Update, onboard passenger surveys were conducted on Routes 50 and 55 during Summer 2024 (“TTD SRTP”). As part of the TART Systems Plan Update in 2025, onboard surveys were conducted on both fixed route and TART Connect services in Winter 2025 (“TART Winter”). Finally, TRPA conducted rider surveys on TART and TTD transit services in both Summer 2025 and Fall 2025 (“TART Summer”, “TART Fall”, “TTD Summer”, “TTD Fall”). Highlights of these survey efforts are presented below. The survey efforts are mostly referred to by the season they were completed. For detailed results, the reader is encouraged to refer to the original documents.

TRIP PURPOSE

Work was the top-identified trip purpose in all TART survey efforts. Recreation was second for all except TART Fall (where Home/Residence was second). Work was the first or second most common trip purpose for TTD survey efforts: TTD SRTP (top trip purpose), Summer TTD (second after Recreation), and Fall TTD (second after Home/Residence).

RESIDENT STATUS

Most TART survey respondents identified as full-time residents, with higher shares observed for TART Fall and Winter TART Connect. The primary exception was the Winter Fixed Route service, where a majority of respondents identified as seasonal residents or workers, reflecting the influx of seasonal resort employees on the North Shore and their reliance on transit.

TTD rider composition showed greater seasonal variation. In the TTD Summer survey, most respondents identified as visitors, with a smaller share identifying as full-time residents and very few identifying as seasonal residents. In contrast, the TTD Fall survey was dominated by full-time residents, with only a small proportion of respondents identifying as visitors or seasonal residents.

WHERE DO PEOPLE LIVE? (HOME IN TAHOE)

The most common home location of fixed route TART riders is Kings Beach across seasons, representing, by far, the largest share of respondents during Summer. The distribution of riders from other communities varies by season. During the TART Winter survey, many riders reported home locations in Tahoe City, Truckee, and Incline Village. In the TART Summer survey, the share of respondents from Truckee and Incline Village declined substantially, while the proportion of riders from Tahoe City, Tahoe Vista, and Olympic Valley increased. During the TART Fall survey, the proportion of respondents from Truckee increased, while the share from Olympic Valley declined.

TART Connect respondents during the TART Winter survey most frequently reported home locations in Truckee, Tahoe City, and Incline Village. Compared to fixed route services, Kings Beach residents represented a much smaller share of TART Connect respondents.

The most common home location of TTD riders residing in the Tahoe area is South Lake Tahoe across seasons, with much smaller proportions of respondents from Stateline, Gardnerville, and Carson City. Survey results indicate that ridership among residents of, or visitors to, the Carson Valley declines in the fall relative to summer, consistent with regional tourism and employment patterns.

The TTD SRTP survey collected more limited home location data but confirmed that respondents on most routes were local to the South Lake Tahoe area. The East Shore Express was a notable exception, where visitors comprised the majority of respondents. Washoe County residents accounted for a smaller share, while South Lake Tahoe residents represented an insignificant proportion of East Shore Express survey responses.

ORIGIN / DESTINATION

TART Winter survey results indicate that respondents were most commonly traveling from Truckee, Kings Beach, or Tahoe City to Olympic Valley, Northstar, or Truckee. In contrast, during the TART Summer survey, most trips occurred to or from Kings Beach, Truckee, Tahoe City, or Incline Village, while travel to/from Olympic Valley—and especially Northstar—declined substantially compared to winter. TART Fall survey results reflect travel patterns similar to those observed during the TART Summer survey.

TART Connect passengers were most frequently traveling within the community where they boarded, which is consistent with the service’s zone-based operating structure.

Both the TTD Summer and TTD Fall surveys indicate that respondents most commonly traveled to or from Al Tahoe, the Y, or Stateline—areas within South Lake Tahoe where housing and employment are most concentrated. The TTD Summer survey also captured a substantial number of East Shore Express trips between Incline Village and Sand Harbor.

Seasonal variation in TTD travel patterns is reflected in a broader distribution of origins and destinations during the summer compared to fall, which is likely due to an increase in visitors in the Summer, who show more varied travel patterns than those utilizing transit to get to and from work and home.

TOP DESIRED SERVICE IMPROVEMENTS

Across surveys for both agencies, the most frequently cited service improvement was expanded evening and night service, with riders commonly requesting service extending until 1:00 AM. This request was most prominent in summer surveys but remained the top priority across all seasons. Requests for improved service between the North Shore and South Shore were more frequently expressed by respondents to TART surveys than by those responding to TTD surveys, with these requests occurring more often in summer than in winter.

TART Winter, Summer, and Fall survey results indicate that, aside from expanded evening and night service and requests for service to the South Shore, bus stop improvements were the most commonly identified request. For TART Connect respondents, the most frequently cited improvement was shorter wait times.

In the TTD Summer survey, additional notable requests included expanding the service area to Meyers, Roundhill, and Zephyr Cove, particularly during the summer season. While some respondents requested service between the South Shore and North Shore, these requests were much less frequent than in the TART surveys, and do not stand out as a frequently requested TTD service improvement.

TAHOE BASIN TRANSIT FUNDING OVERVIEW

INTRODUCTION

Funding utilized to support transit services in the Tahoe Basin is complex and varies depending on geography, with the largest division existing between how transit is funded on the North and South Shores. This section summarizes the various funding sources currently being used (Tables 11-14) and attempts to paint a picture of how transit funding flows into the Basin (illustrated in Figure 37). Focus is given to TTD and TART revenue sources as the primary transit operators on the South and North Shore, respectively.

FEDERAL FUNDING SOURCES

The Federal Transit Administration (FTA) provides ongoing funding for public transit through Congressional authorizations generally renewed every five years. The most recent authorization came in the form of the Infrastructure Investment and Jobs Act (IIJA), which expires at the end of FY 2025-26. The FTA 5307, FTA 5311, FTA 5339, and FTA 5310 programs are all utilized by TART and/or TTD in some way (Table 11).

- FTA 5307 (Urbanized Area Formula Grants) is allocated based on a formula to the Tahoe Basin UZA, and the funding split between TART and TTD is determined by TRPA, as the TMPO, based on vehicle service miles operated by each agency, population, and ridership. TMPO has the authority to determine how to split FTA 5307 between TART and TTD and is codified in a memorandum of understanding (MOU) between TMPO, TTD, and Placer County.
- FTA 5311 (Formula Grants for Rural Areas) is allocated by formula to the State of California and the State of Nevada. The State of California provides 5311 funds to TART for operations outside the Tahoe Basin UZA (e.g., portions of the Hwy 89 and Hwy 267 corridors). The State of Nevada provides 5311 funds to TTD for services provided in rural Nevada outside the Tahoe Basin UZA (such as between Minden/Gardnerville and Carson City).
- FTA 5339 (Grants for Buses and Bus Facilities Formula Program) is allocated by formula to the Tahoe Basin UZA, to the State of California, and the State of Nevada. Unlike 5307 and 5311, 5339 funds are for capital expenditures and not operations. For the Tahoe Basin UZA, TMPO has the authority to determine how to split FTA 5339 funds between TART and TTD and currently allocates them based on vehicle service miles operated by each agency, population, and ridership. The allocation of funds is codified in the same MOU that determines the allocation of FTA 5307 funds. The State of Nevada provides FTA 5339 funds to TTD for eligible expenses incurred for services within the rural portion of Nevada. Placer County/TART does not apply for and receive 5339 funds from the State of California.
- FTA 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) is allocated by formula to the Tahoe Basin UZA, and TMPO has the authority to determine how funding is split between TART and TTD. Currently, TART receives the full UZA allocation every other year, with TTD getting it the other years, as determined in the same MOU that allocates FTA 5307 and 5309 funds to TART, and TTD would also be eligible for FTA 5310 funds allocated to the State of California and Nevada, respectively, for services provided in rural areas. However, these options have not been pursued historically.

Table 11: Overview of Funding Sources Utilized for Transit Operations in the Lake Tahoe Basin - Federal and State

Program/ Funding Entity	Federal Funds					
	FTA 5307 (Lake Tahoe UZA)	FTA 5310 (Lake Tahoe UZA)	FTA 5339 (Lake Tahoe UZA)	FTA 5311 (NV DOT)	FTA 5311 (Caltrans)	FTA 5339 (NV DOT)
Funded Transit System	TART/TTD	TART/TTD	TART/TTD	TTD	TART	TTD
Purpose	The Urbanized Area (UZA) Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas for transit capital and operating assistance and for transportation-related planning. A UZA is an area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.	This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting transit providers or private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet needs.	The Grants for Buses and Bus Facilities Program (49 U.S.C. 5339) makes federal resources available to states and designated recipients through formula and competitive grants to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities, including technology changes or innovations to modify low or no emission vehicles or facilities. A sub-program provides competitive grants for bus and bus facilities that support low and zero-emission vehicles.	The Formula Grants for Rural Areas program (49 U.S.C. 5311) provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.	The Formula Grants for Rural Areas program (49 U.S.C. 5311) provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.	The Grants for Buses and Bus Facilities Program (49 U.S.C. 5339) makes federal resources available to states and designated recipients through formula and competitive grants to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities, including technology changes or innovations to modify low or no emission vehicles or facilities. A sub-program provides competitive grants for bus and bus facilities that support low and zero-emission vehicles.
Eligible Activities	Planning, capital, operating, and the acquisition of public transportation services. Preventative maintenance and some ADA complementary paratransit service costs are considered capital costs. For urbanized areas with population less than 200,000, or areas with populations more than 200,000 and operate less than 100 buses, operating assistance is eligible.	Purchases of buses and vans, wheelchair lifts, ramps, and securement devices, transit-related information technology systems, mobility management programs, demand-response operations, acquisition of transportation services under contract, lease, or other arrangement.	Capital projects to replace, rehabilitate, or purchase buses and related equipment, and to construct bus-related facilities, including technology changes or modifications to low or no emission vehicles or facilities.	Planning, capital, operating, and the acquisition of public transportation services for rural Nevada and primarily for the benefit of non-urbanized areas.	Planning, capital, operating, and the acquisition of public transportation services for rural California and primarily for the benefit of non-urbanized areas.	Capital projects to replace, rehabilitate, or purchase buses and related equipment, and to construct bus-related facilities, including technology changes or modifications to low or no emission vehicles or facilities.
Oversight (who are you reporting to)	FTA Region IX	FTA Region IX	FTA Region IX	NDOT	Caltrans	FTA Region IX
Source	FTA	FTA	FTA	FTA	FTA	FTA
Frequency	Annual; subject to Congressional Appropriation	Annual; subject to Congressional Appropriation	Annual; subject to Congressional Appropriation	Biennial call for projects	Biennial call to projects	Biennial call to projects
Determination of Amount	Formula to UZA; then split with MPO concurrence	Formula to UZA; then split with MPO concurrence	Formula to UZA; then split with MPO concurrence	Formula to Nevada; then competitive application	Formula to California; then competitive application	Formula to Nevada; then competitive application
Restrictions	Lake Tahoe UZA and Nevada	ADA services and capital only	Lake Tahoe UZA and Nevada	Nevada only; rural component	California only; rural component	Nevada facilities; bi-state fleet ok
TTD Budgeted for Operations (25-26)	\$2,400,000	\$27,000	\$0	\$1,699,792		\$0
TART Budgeted for Operations (25-26)	\$2,500,000	\$0	\$0	\$0	\$450,000	\$0
Lake Link Budgeted for Operations (25-26)	\$0	\$0	\$0	\$0	\$0	\$0
Flow of Money	FTA, Transit Operator	FTA, Transit Operator	FTA, Transit Operator	FTA, NV DOT, Transit Operator		FTA, NV DOT, Transit Operator

Note 1: FTA 5339 and a portion of SGR and SB 125 funds are allocated to both TART and TTD for capital expenditures, however capital budget totals are not included in the table for either operator.

Source: TART and TTD Transit Budgets for FY 2025-26, Lake Link funding agreements, LSC.

STATE FUNDING SOURCES

State of California funding for transit within the Basin primarily comes from Transportation Development Act (TDA) programs: Local Transportation Fund (LTF) and State Transit Assistance (STA), and from State of Good Repair (SGR) funds. TDA funds are derived from a portion of general sales tax and diesel fuel tax revenue collected annually in the state and are then returned to the county of origin for public transit. SGR funds reflect a transit-specific program created under the Road Repair and Accountability Act of 2017 (Senate Bill 1). While the specific levels of LTF, STA, and SGR funds fluctuate each year, these sources serve as ongoing and relatively secure funding sources (Table 12).

- LTF is allocated to TRPA, as the RTPA, by formula in both El Dorado and Placer Counties based on the share of resident population within the Tahoe Basin in each county. TRPA apportions the LTF funds to TART and TTD from their respective counties. TART also receives funding from the LTF allocation to Placer County from the PCTPA LTF apportionment of LTF for the TART service outside of the Tahoe Basin (Highway 89 and 267). TTD does not receive an allocation from El Dorado County's LTF apportionment.
- In a similar fashion, STA is allocated to TRPA and is the split between TART and TTD based on population. TART also receives an STA allocation from Placer County's apportionment of STA based on the population of unincorporated Placer County (located outside of the basin) served by TART. TTD does not receive an allocation from El Dorado County's STA apportionment.
- Finally, SGR allocation to TART and TTD follows the same formula as STA.

California passed Senate Bill 125 (SB 125) in 2023 to provide a one-time flexible funding source for public transit in the State. A little over \$13 million in SB 125 funds were allocated to TRPA, which has subsequently been allocated to TTD for capital projects (e.g., microtransit charging infrastructure) and Lake Link operations (passed through to SSTMA); and to TART for capital projects (e.g., zero emission vehicle procurement).

State of Nevada currently allocates state funds to TTD for transit operations within Nevada at the direction of the Nevada Legislature. This funding source for TTD operations is not guaranteed, however, beyond 2027.

Table 12: Overview of Funding Sources Utilized for Transit Operations in the Lake Tahoe Basin - Federal and State

Program/ Funding Entity	State Funds						
	LCTOP	Local Transportation Funds (LTF)	State Transportation Assistance (STA)	State of Good Repair (SGR)	SB 125 (Operating)	Nevada State	Electrification Credits
Funded Transit System	TART/TTD	TART/TTD	TART/TTD	TART/TTD	TART/TTD/Lake Link	TTD	TTD
Purpose	The LCTOP program was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged and low income communities. For agencies whose service area includes disadvantaged communities, at least 50% of money received shall go to projects that will benefit disadvantaged communities.	Local Transportation Fund (LTF), is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the county based on population.	The STA funds are appropriated by the legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to transit operator revenues from the prior fiscal year.	The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 includes a program that provides additional revenues for transit infrastructure repair and service improvements. This investment in public transit is the SGR Program.	CA SB 125 guides the distribution of \$4 billion in General Fund on a population-based formula to RTPAs.	Budget allocation to TTD operations in Nevada.	Reimbursement to TTD for electrification credits earned through the use of electric fleet.
Eligible Activities	Projects that meet LCTOP guidelines and are selected. New or expanded bus services, expanded intermodal transit facilities. May include equipment acquisition, fueling, maintenance, and other costs to operate service or facilities.	Planning, capital, operating, and the acquisition of public transportation services.	Planning, capital, operating, and the acquisition of public transportation services.	Eligible transit maintenance, rehabilitation, and capital projects.	Flexible money to fund transit operations or capital improvements.	Operating and administrative support for service in Nevada.	Operating, capital
Oversight (who are you reporting to)	Caltrans	RTPA	RTPA	Caltrans	TMPO/PCTPA	TTD	TTD
Source	State of CA (5% of Cap and Trade Proceeds)	State of CA (sales tax)	State of CA (sales tax on fuel and diesel)	State of CA (gas tax and vehicles fees)	State of CA	FTA, State of NV	State of CA
Frequency	Biennial call to projects	Annual	Annual	Annual	One time	Annually	Annual
Determination of Amount	Allocation to recipient	Statutorily allocated to transit	Statutorily allocated to transit	Statutorily allocated to transit	Formula to Placer County; allocation determined by PCTPA. Formula to TRPA; allocation based on population.	Formula to NV, allocation determined by State of NV DOT	Formula based, reimbursement
Restrictions	CA only	CA and NV (operations only)	CA and NV (operations only)	Eligible transit maintenance and match for capital projects.	Existing STA recipients only.	NV	
TTD Budgeted for Operations (25-26)	\$0	\$1,200,000	\$400,000	\$0	\$0	\$346,500	\$8,000
TART Budgeted for Operations (25-26)	\$0	\$2,023,819	\$1,110,118	\$102,929	\$0	\$0	\$0
Lake Link Budgeted for Operations (25-26)	\$0	\$0	\$0	\$0	\$750,000	\$0	\$0
Flow of Money	State of CA, SCO, Transit Operator	State of CA, SCO, County Auditor, Transit Operator	State of CA, SCO, County Auditor, Transit Operator	State of CA, SCO, County Auditor, Transit Operator	State of CA, CalSTA, TRPA/PCTPA, Transit Operator	FTA, State of NV, TTD	State of CA, TTD

Note 1: FTA 5339 and a portion of SGR and SB 125 funds are allocated to both TART and TTD for capital expenditures, however capital budget totals are not included in the table for either operator.

Source: TART and TTD Trans Source: TART and TTD Transit Budgets for FY 2025-26, Lake Link funding agreements, LSC.

LOCAL FUNDING SOURCES

There are significant differences between the local funding sources available to TART and TTD (Table 13). Local funding sources available to TART include:

- Placer County maintains an interlocal agreement with the Regional Transportation Commission of Washoe County, NV (Washoe RTC) to provide funding for fixed route service operated by TART within Nevada. The amount of funding provided is based on vehicle revenue miles operated in Nevada, less FTA funding allocated to TART and credited towards this service. Washoe RTC largely funds its portion through a half-cent sales tax.
- Placer County maintains an ongoing funding agreement with the Town of Truckee for Placer TART Hwy 89 and Hwy 267 fixed route service outside of Placer County to the Town of Truckee.
- TART receives Transient Occupancy Tax (TOT) revenue from Placer County. This funding source, collected in eastern Placer County, is annually allocated by the Board of Supervisors to a variety of high-priority needs, with public transit being one of them. While TOT revenue has consistently been available to TART for fixed route and microtransit operations, expanded fixed route services, and to provide free fares within Placer County, this funding source is not guaranteed and is dependent on the Board of Supervisors maintaining that public transit is a high priority for local funding.
- TART also receives contributions from private North Shore resorts. These funds are provided for specific transit services that mitigate resort-related congestion, such as route deviations to serve resort parking during the peak winter season, and to contribute to free fares. Exact funding amounts are established annually, and funding is not guaranteed.
- Annual contributions from several Zones of Benefit in Martis Valley are available to TART annually for transit services provided within the Hwy 267 corridor within Placer County.

Local funding currently available to TTD includes:

- Nevada Division of State Parks contributes funding annually to TTD for the operation of the SR 28 summer service (East Shore Express). The amount provided is negotiated annually and is not guaranteed.
- Tahoe Douglas Visitors Authority has contributed funding to TTD in FY 2025-26 for extended evening service. This is a one-time contribution that may be renegotiated pending the results of the first year of service.
- While not allocated to operating, TTD receives local apportionments from Douglas, Washoe, and Placer Counties, and Carson City totaling approximately \$145,000. These funds support general fund expenses that cannot be charged to other funding sources, covering costs where no other eligible funds are available. Given that TTD has been able to reduce the amount of administrative support (ICAP) charged to the Transit Operations Fund, these funding sources indirectly support TTD transit operations.
- It is worth noting that TOT revenue is collected by both the City of South Lake Tahoe and El Dorado County within the Tahoe Basin; however, none of these revenues are currently allocated to TTD.

Table 14 shows that local funding currently utilized for the Lake Link microtransit service only includes:

- The City of South Lake Tahoe provides funding yearly to SSTMA to operate Lake Link. The previous funding agreement ran for one year: FY 2025-26. In January 2026, the South Lake Tahoe City Council and SSTMA negotiated and signed a three-year funding agreement.
- Douglas County Transient Lodging Rental Tax (TLRT) is approved for FY 2025-26 through FY 2027-28 for Lake Link microtransit operations in Douglas County. These funds are passed through TTD to SSTMA.
- Ongoing funding from mitigation measures associated with the Tahoe Blue Events Center is provided to SSTMA for Lake Link services.
- A few major Stateline private businesses and resorts, including Heavenly and Caesars Entertainment, as well as the SLT Tourism Improvement District (SLTTID), provide funding to SSTMA for Lake Link services. No written funding agreements are in place.
- Lake Tahoe Community College provides funding for Lake Link services.

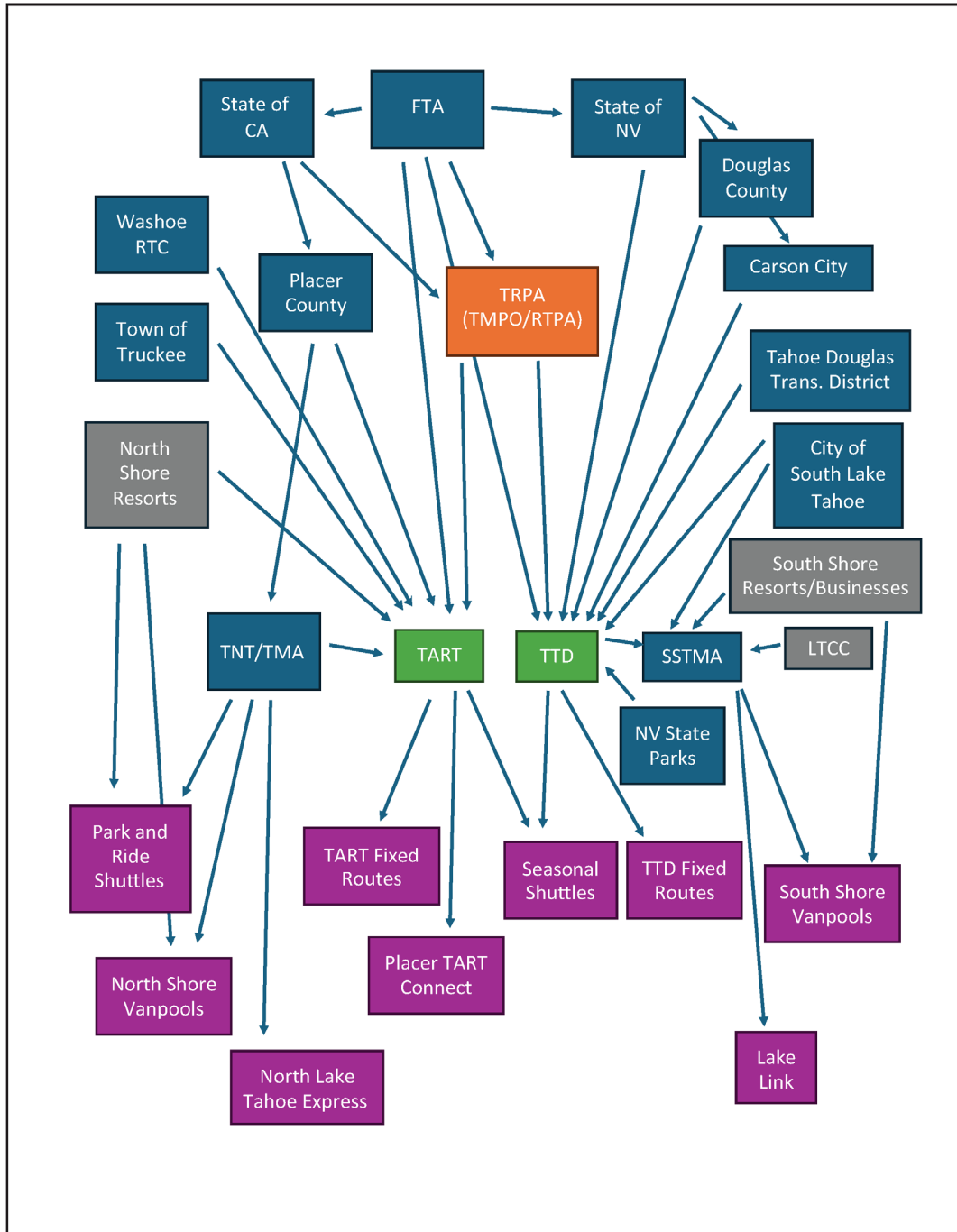
Table 13: Overview of Funding Sources Utilized for Transit Operations in the Lake Tahoe Basin - Local

Program/Funding Entity	Local Funds								
	Local appropriation (Douglas, Washoe, Placer, Carson City)	Washoe RTC	Placer County (Transient Occupancy Tax)	Town of Truckee	North Shore Resort Partners	North Shore Local Partners (Free Fares)	Martis Zones of Benefit	Nevada State Parks	Tahoe Douglas Visitor Authority
Funded Transit System	TTD	TART	TART	TART	TART	TART	TART	TTD	TTD
Purpose	Local appropriation to TTD General Fund for planning and administration.	Budget contribution to TART from Washoe RTC for fixed route service in Nevada; budget contribution to TTD for services operated in Washoe County.	Budget contribution to TART from Placer County TOT general revenue for transit operations, including to provide free fares, expanded fixed route service, and TART Connect microtransit.	Budget contribution to TART from the Town of Truckee.	Private resort contributions to TART for additional levels of service during winter season and to support free fares.	Local budget contribution to TART to provide free fares by the Tahoe Truckee Airport District, resorts, and Town of Truckee.	Budget contribution from Martis Zones of Benefit to TART for Hwy 267 transit service. Zones of Benefit and County Service Areas formed pursuant to California Proposition 218 passed by voters in 1996.	A budget contribution to TTD from the Nevada Division of State Parks (for Route 28).	Budget contribution to TTD for expanded transit service (Route 51).
Eligible Activities	Planning and administrative support for transit services.	Operations in Nevada	Operating	TART Hwy 89 and Hwy 267 fixed route service	Operating support for TART service	Operating (free fares)	Operating	Operating, capital, and administrative support for East Shore Express	Operating
Oversight (who are you reporting to)	TTD	Washoe RTC	Placer County	Town of Truckee	Placer County	Placer County	Placer County	TTD	TTD
Source	FTA, State of NV/CA	Local Funds	TOT	LTF	Private resorts	Local Funds	Martis Zone of Benefit	State of NV	Local funds
Frequency	Annual Request	Annually	Annual	Annual	Annually	Annually	Annually	Annual	One time
Determination of Amt	Formula to NV/CA, allocation to TTD	Formula to RTC accounting for FTA credit from TART	Amount allocated determined by BOS	Contract between Placer County and Truckee based on percentage of service	Funding agreements	Negotiated amount each year	Allocation determined annually by Placer County	Negotiated amount with NV State Parks each year	One time. Possible negotiated annually in future years
Restrictions	Planning and administrative support	Fixed route service in Nevada	Various usage restrictions based on funding subcategory	TART Hwy 89 and Hwy 267 fixed route service	TART operating only; Operation Contribution Earmarked for winter service	TART operations; free fares	Hwy 267 TART service only	East Shore Express	TTD expanded operations
TTD Budgeted for Operations (25-26)	\$232,235	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$65,000
TART Budgeted for Operations (25-26)	\$0	\$288,746	\$5,463,510	\$256,402	\$60,000	\$148,500	\$50,000	\$0	\$0
Lake Link Budgeted for Operations (25-26)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Flow of Money	FTA/CA/NV, TTD	FTA, Washoe RTC, TART	Placer County, Transit Operator	State of CA, SCO/BoEqual, Town, TART	Resort Partners, Placer County, TART	Partners, Placer County, TART	ZOB, Placer County, TART	State of NV, TTD	TDVA, TTD

Table 14: Overview of Funding Sources Utilized for Transit Operations in the Lake Tahoe Basin - Local

Program/Funding Entity	Local Funds								
	Douglas County	City of South Lake Tahoe	Tahoe Blue Events Center Mitigation Fee	South Lake Tahoe Tourism Improvement District (SLTTID)	Heavenly	Ceasars Entertainment	Roundhill Pines Resort	Advance Learning	Lake Tahoe Community College (LTCC)
Eligible Transit System	Lake Link	Lake Link	Lake Link	Lake Link	Lake Link	Lake Link	Lake Link	Lake Link	Lake Link
Purpose	Contribution for Lake Link microtransit services operated in Douglas County passed through TTD to SSTMA. Derived from a portion of Douglas County Transient Lodging Rental Tax (TLRT). Approved for FY 2025-26 through FY 2027-28.	Budget contribution to SSTMA for Lake Link operations.	Ongoing budget contribution to microtransit service in the Stateline/South Lake Tahoe area originating from transportation mitigation fee imposed on ticket sales for events at Tahoe Blue Events Center.	Budget contribution to SSTMA for Lake Link operations to mitigate tourism impacts.	Budget contribution to SSTMA for Lake Link operations.	Budget contribution to SSTMA for Lake Link operations.	Budget contribution to SSTMA for Lake Link operations.	Budget contribution to SSTMA for Lake Link operations.	Budget contribution to SSTMA for Lake Link operations.
Eligible Activities	Operating	Operating	Operating	Operating	Operating	Operating	Operating	Operating	Operating
Oversight (who are you reporting to)	Douglas County	City of South Lake Tahoe	Tahoe Douglas Visitor's Authority	SLTTID	Heavenly	Ceasars Entertainment	Roundhill Pines Resort	Advance Learning	LTCC
Source	TLRT	Local	Private	TID	Private	Private	Private	Private	Private
Frequency	Semi-annually	Quarterly	Quarterly	Annually	Annually	Annually	Annually	Annually	Annually
Determination of Amt	Negotiated for three-year period (FY 2025-26 - FY 2027-28)	Negotiated annually (one year contract for FY 2025-26)	Fixed fee rate on ticket sales.	Negotiated annually	Negotiated annually	Negotiated annually	Negotiated annually	Negotiated annually	Negotiated annually
Restrictions	Lake Link in Douglas County	Lake Link in City of SLT	Lake Link service	Lake Link service	Lake Link service	Lake Link service	Lake Link service	Lake Link service	Lake Link service
TTD Budgeted for Operations (25-26)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TART Budgeted for Operations (25-26)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Lake Link Budgeted for Operations (25-26)	\$650,000	\$850,000	\$687,724	\$25,000	\$15,000	\$70,000	\$30,000	\$25,000	\$25,000
Flow of Money	Douglas County, TTD, SSTMA	City, SSTMA	TDVA, SSTMA	SLTTID, SSTMA	Heavenly, SSTMA	Ceasars, SSTMA	Roundhill Pines Resort, SSTMA	Advance, SSTMA	LTCC, SSTMA

Figure 37
Flow of Transit Funding in the Lake Tahoe Basin



KEY FINDINGS

- While both TART and TTD receive federal funding for transit operations, TTD is slated to receive 1.2 times more than TART in FY 2025-26. TTD will collect FTA 5307, FTA 5310, and FTA 5311 (NV) while Placer TART will collect FTA 5307 and FTA 5311 (CA).
- The inverse is projected to be true for State of California funding, with TART receiving 1.7 times that of TTD.
- TART is budgeted to receive 34 times the amount of local operations funding that TTD will receive in FY 2025-26. However, it is important to note that Lake Link, which is currently not under TTD management, receives local funding, including from Douglas County Transient Lodging Rental Tax, the SLT Tourism Improvement District, Heavenly Resort, Caesars Entertainment, Roundhill Pines Resort, Lake Tahoe Community College, and the Tahoe Blue Events Center mitigation fee.

SUMMARY AND CONCLUSIONS

SUMMARY OF TRAVEL PATTERNS VERSUS ACTUAL SERVICES

A comparison of regional travel patterns around the Lake Tahoe region to existing transit services reveals valuable insights for transit planning and collaboration between transit operators in the area.

Key takeaways include:

- There is limited commuter demand between North Lake Tahoe and South Lake Tahoe. Instead, there is seasonal demand – primarily in summer – for recreation-focused transportation along the East Shore (SR 28) and West Shore (SR 89), although the destinations are not necessarily community centers; rather, beaches, trailheads, and other outdoor destinations. Traffic congestion and parking constraints during the peak summer season along these corridors further suggest that demand exists for recreation-based transit along these corridors. A key strategy to further recreational transit ridership would include identifying locations with higher parking and traffic congestion and market transit to those areas as an alternative to driving.
- Existing transit services meet the seasonal change in demand due to an increase in visitors in the following ways:
 - On the North Shore, TNT/TMA and individual resorts (Palisades Tahoe and Northstar Resort) partner to offer winter Park and Ride Shuttles that complement Placer TART fixed route service. In summer, TNT/TMA also manages intercept shuttles for special events, including for July 4th fireworks shows and a pilot Beach Shuttle from Northstar to Kings Beach State Park.
 - On the North Shore, Palisades Resort and Northstar Resort both offer limited employee shuttles during peak winter with in-house transportation services.
 - On the South Shore, TTD offers summer-only fixed route service from Incline Village to Sand Harbor, with a morning and evening connection to Stateline Transit Center. In addition, the League to Save Lake Tahoe piloted the Emerald Bay Shuttle in Summer 2025, connecting South Lake Tahoe, Camp Richardson, and Sugar Pine Point State Park. This service has been funded for Summer 2026.
 - On the South Shore, Heavenly Ski Resort operates its own transit system during the winter season, consisting of three different shuttle routes that serve Kingsbury Grade, Stateline Transit Center, and the various lodging options concentrated near Stateline, and a portion of the US 50 corridor west of Stateline.
- Commuting to the Tahoe Basin from Reno and from the Carson City/Minden/Gardnerville areas represents two of the top regional travel patterns, but transit services connecting the Reno metro and Carson City area to the Basin are limited.
 - On the North Shore, TNT/TMA's Vanpool Program offers an option for commuters; however, this type of program requires more commitment from the user than a traditional fixed route. In the past, Washoe RTC has piloted commuter routes from Reno to Truckee, but they have had mixed success.
 - There are more options on the South Shore, as TTD does offer fixed route service from Minden/Gardnerville to Stateline (Route 22). In addition, SSTMA manages a Vanpool Program for commuters working on the South Shore. Transit service between Reno and

commuters would need to transfer to Washoe RTC services in Carson City from TTD's service.

- In the past, TTD operated a direct fixed route between Carson City and South Lake Tahoe via US 50 over Spooner Summit (Route 21X); however, this was discontinued due to funding limitations. Instead, Route 19X and Route 22 now connect Carson City to Minden/Gardnerville and then to Stateline and the South Lake Tahoe region.
- Interregional transit options consist of an airport shuttle to and from the Reno Airport (North Lake Tahoe Express and South Tahoe Airporter), Amtrak/Capital Corridor service (consisting of rail service on the North Shore through Truckee and bus service connecting Sacramento and South Lake Tahoe), and one Greyhound route that provides service to Truckee from Sacramento or Reno.
- The predominant demand for interregional transit options beyond that of commuters and visitors is for medical and shopping opportunities. Truckee and South Lake Tahoe do have local medical centers that provide essential services; however, they are regional hospitals, and patients may need to be treated at larger and more specialized facilities beyond Lake Tahoe, including those in Reno, NV, or Sacramento, CA. Additionally, particularly in North Lake Tahoe, shopping choices are limited, and many residents of the region wish to travel to commercial centers in Reno or the wider Sacramento area.
- Microtransit service has proven a successful local transit option on both the North Shore (TART Connect) and on the South Shore (Lake Link). Used by both residents and visitors, microtransit now provides a popular curb-to-curb service that expands transit service.
 - Although it was a high-performing service (in terms of passenger-trips per hour), TART Connect in Incline Village was recently suspended in December 2025 due to a lack of local funding. While Placer TART fixed routes still service Incline Village, there are efforts to secure new funding to re-implement TART Connect in this area. Travel patterns from this TART Connect zone show that most trips in Incline Village had origins and destinations that were within Incline Village; microtransit provided a first/last mile option to access fixed routes aside from walking.
 - SSTMA's Lake Link provides microtransit service in South Lake Tahoe, Stateline, Round Hill, and Zephyr Cove. However, it currently only extends to Lodi Street in the western area of the City of South Lake Tahoe. This leaves a sizable area of the City of South Lake Tahoe outside of the microtransit service zone, including the Tahoe Keys and Tahoe Valley (in close proximity to the Y US 50 and CA SR 89 junction). TTD Route 50 only travels as far west as Julie Street before ending at the Y Transit Center, so these South Lake Tahoe neighborhoods north of US 50 and West of Lodi Street do not have a first/last mile transit option to reach fixed route transit services. However, the funding agreement between City of South Lake Tahoe and SSTMA will provide funding to expand this service area to include the Y Transit Center area, which is planned for July 1st, 2026.

Transit Service Operations Performance Comparison and Summary

Table 15 shows a performance summary for FY 2024-25 of the overall major transit services in the Lake Tahoe region, particularly TART in the North Lake Tahoe area and TTD and SSTMA's Lake Link in the South Lake Tahoe area. Notable takeaways include:

Table 15: Transit Operator Performance Summary FY 2024-25

	Ridership	Vehicle Service Hours	Operating Cost	Passenger-trips per VSH	Operating Cost per Pass. Trip	Operating Cost per VSH
TART Fixed Routes	318,674	35,550	\$6,107,762.63	9.0	\$19.17	\$171.81
Mainline	145,540	15,279	\$2,626,403.31	9.5	\$18.05	\$171.89
Highway 89	85,663	11,892	\$1,998,563.69	7.2	\$23.33	\$168.05
Highway 267	87,416	8,321	\$1,472,749.20	10.5	\$16.85	\$176.99
TART Night Service	55	58	\$10,046.43	1.0	\$182.66	\$174.72
TART Connect Microtransit	277,279	41,160	\$4,040,614.33	6.7	\$14.57	\$98.17
Zones 1 & 2 (Tahoe City & Kings Beach)	200,778	31,793	3,112,133	6	\$15.50	\$113.25
Zone 3 (Incline Village)	76,501	9,367	\$928,480.84	8.2	\$12.14	\$99.12
TART ADA Dial-A-Ride	3,573	1,383	\$172,036.51	2.6	\$48.15	\$124.38
TART Systemwide	599,471	78,094	\$10,320,413.46	7.7	\$17.22	\$132.15
TTD Fixed Routes	279,990	26,796	\$5,318,101.44	10.4	\$18.99	\$198.46
19X - Valley Express Daily	10,747	2,250	\$480,964.47	4.8	\$44.75	\$213.72
22 - S.S. Service/Lake Express	18,457	4,410	\$944,472.91	4.2	\$51.17	\$214.19
50 - South Shore Daily	170,332	9,419	\$1,832,466.05	18.1	\$10.76	\$194.56
55 - Neighborhood Connection	55,609	9,312	\$1,780,257.47	6.0	\$32.01	\$191.17
28 - East Shore Express	24,699	1,193	\$239,855.47	20.7	\$9.71	\$201.10
TTD Paratransit	14,556	5,429	\$1,047,571.04	2.7	\$71.97	\$192.96
TTD Systemwide	294,546	32,225	\$6,365,672.48	9.1	\$21.61	\$197.54
SSTMA Lake Link Microtransit	224,254	27,412	\$1,949,160.00	8.2	\$8.69	\$71.11

Source: TART Operating Data and Budgets, TTD Operating Data and Budgets, SSTMA Budget and Lake Link Operating Data.

Fixed Route Services

Passenger-Trips per Vehicle Service Hour -- TART fixed route operations carried 9.0 passenger trips per vehicle service hour, while TTD's fixed route operations carried 10.4 passenger trips per vehicle service hour. TART's core fixed routes (Mainline, HWY 89, and HWY 267) were fairly consistent in passenger trips per VSH. TTD's core fixed routes - 50 and 55- were more varied in this metric, with Route 50 carrying 18.1 passenger trips per VSH and Route 55 carrying 6.0 passenger trips per VSH. Routes 19X and 22 are commuter routes from Minden and Carson that only operate a few times per day. Notable is seasonal TTD fixed route service, the East Shore Express, which had the highest passenger trips per VSH (20.7 passenger-trips per VSH), carrying beachgoers from Incline Village to Sand Harbor State Park.

Operating Cost Per Passenger-Trip -- TART fixed route operations cost \$19.17 per passenger-trip. TTD's fixed route operations cost \$18.99 per passenger-trip. The route productivity shows all three of TART's core fixed routes as being consistently ridden overall, while there is more variation in cost effectiveness in TTD's core fixed routes, with the lowest cost per passenger-trip being Route 50 (\$10.76 per passenger-trip). The commuter routes saw the highest cost per passenger-trip (Route 19X (\$44.75) and Route 22 (\$51.17). Seasonal Route 28, despite only operating from May to September, had the lowest operating cost per passenger-trip at \$9.71.

Operating Cost per Vehicle Service Hour -- TART's fixed routes average \$171.81 per vehicle service hour to operate. TTD fixed route operations had an operating cost of \$198.46 per VSH. While TART maintained similar operating costs per VSH on its individual fixed routes, TTD route cost per VSH varied slightly more.

Paratransit Services

Passenger-Trips per Vehicle Service Hour -- TART's ADA Dial-A-Ride service carries 2.6 passenger trips per vehicle service hour. TTD's Paratransit service carries 2.7 passenger trips per vehicle service hour.

Operating Cost per Passenger-Trip -- TART's ADA DAR service cost \$48.10 per passenger trip. TTD's Paratransit service cost \$71.97 to operate per passenger-trip. TART's ADA DAR service area extends three-fourths of a mile past the fixed route service area, with the Town of Truckee operating Placer TART's DAR operations through a contract. TTD's paratransit service operates within one mile of the fixed route, plus within an expanded service area outside of the fixed route operations area, including within Zephyr Cove, Roundhill, and Stateline, where TTD operates the ADA services for Douglas County.

Operating Cost per Vehicle Service Hour -- TART's ADA DAR service costs \$124.38 per VSH, with service reservable to schedule available seven days per week from 6:00 AM – 6:00 PM. TTD's Paratransit service costs \$192.96 to operate per vehicle service hour, with service available from 6:00 AM to 8:00 PM, seven days per week.

Microtransit

Passenger-Trips per VSH -- TART Connect carried 6.7 passenger-trips per VSH, and SSTMA's Lake Link carried 8.2 passenger-trips per VSH.

Operating Costs per Passenger-Trip -- TART Connect has an operating cost of \$14.57 per passenger-trip. SSTMA's Lake Link's operating cost per passenger-trip was \$8.69.

Operating Cost per Vehicle Service Hour -- TART Connects operating cost per service hour was \$98.17. SSTMA's Lake Link cost \$71.68. Microtransit services are both operated by a third party and do not

require drivers with commercial licenses, and can be operated with smaller vans, rather than medium-sized or large-sized buses.

OPERATIONAL PEER COMPARISON SUMMARY

Table 16 presents an adapted version of Table 8-4 in the TTD SRTP that compares TTD and TART operations and services to those in comparable resort areas. Key takeaways include:

- TTD and TART fixed route services operate less frequently (on higher headways) than those in peer resort areas (particularly local routes). Many of the peer local routes and town shuttle services operate on 15-20 minute headways.
- Ridership is noticeably higher for many peer areas that have smaller resident populations (and that also cater to tourism).
- The Lake Tahoe Basin has the unique challenge of having so many separate jurisdictions among which coordination is required to achieve an easy-to-understand transit system for residents and visitors alike.
- Similarly, the Lake Tahoe Basin and immediate region are home to multiple resort destinations that drive tourism-based transportation demand. For the peers identified, one primary resort acts as a focal point for destination-based travel in each area. This complicates efforts to coordinate transit that serves these resorts in and adjacent to the Basin.
- The other difference to highlight is that Placer TART receives annual funding from private resort partners (e.g., Palisades Tahoe and Northstar Resort) while TTD does not receive similar funding from Heavenly.
- Lake Link continues to leverage a variety of local funding sources, although annual contribution totals have varied since inception.

Table 16: Peer Comparison - Resort Area Transit Services

Comparable Ski Resorts	South Lake Tahoe TTD & SSTMA's Lake Link	Placer TART	Aspen/Pitkin County, CO	Vail, CO	Mammoth Lakes, CA	Jackson Hole, WY	Sun Valley, ID	Steamboat Springs, CO	Park City, UT	Whistler, BC
Resident (base) Population	22,500	37,000 ⁽²⁾	7,700	5,600	8,300	10,500	21,200	13,000	7,600	11,800
Service Types/Routes	Corridor connector Regional routes Local routes, Microtransit	Regional routes Corridor connector Shuttle services On-demand Microtransit	Regional BRT routes Regional connector routes Local routes	2 main routes Local routes Connector routes	Regional connections Local, late night trolley DAR connections to resort	2 commuter routes Connector routes to ski hills Town shuttle	Primary route Community route Local routes	Regional route Local route On-demand service area	Regional services Commuter/Local routes On-demand service area	Express routes Local routes In-town shuttle
Ridership¹	518,800	599,500	2,754,300	1,714,600	792,200	1,049,400	596,000	1,167,800	1,689,500	N/A
Annual Service Hours	59,637	78,700	183,000	51,000	54,100	64,000	34,700	41,100	124,800	72,000
Peak Vehicle Requirement	19	31	103	27	44	N/A	24	20	40	22
Peak Frequencies	30-60 min: Main routes 20-40 min: Seasonal route 4-5 roundtrips/daily: Regional routes	60 min: Regional/corridor routes 30 min: Peak service during winter	10-15 min: Local routes 15 min: Connector to ski hill 30 min: Regional connector routes	15 min: Main routes 30/45/60 min: Local/connector routes	30 min: Main/Local routes 60 min: Regional routes	30 min: Commuter/Connecto r services 15 min: Town shuttle	15 min: Primary route 30/60 min: Community/local routes	20 min	60 min: Regional service 60 min: Commuter service 20-30 min: Local/connector services	15-20 min: Main routes
Seasonal Routes	Seasonal services and frequencies	Seasonal services and frequencies	Seasonal services and frequencies	Seasonal services and frequencies	Summer and Winter shuttles	Seasonal services and frequencies	Seasonal service to ski hills	Winter service to ski hills	Summer and Winter shuttles	Seasonal services and frequencies
Fares	Free service (all routes)	Free service (all routes)	Free in-town service	Free service (all routes)	Free local, in-town service DAR: \$3-\$4 Regional service: \$7-\$46	Free in-town service \$1-\$3 other routes	Free service (all routes)	Free in-town service	Free commuter/ local services	Free in-town shuttle service

Note 1: Ridership data reflects FY 24-25 systemwide totals for the transit agency that services each peer area, except for Mammoth Lakes (reflect only Mammoth Lakes routes). Steamboat Springs and Park City reflect FY 23-24 ridership.

Note 2: Includes Town of Truckee.

Source: TTD SRTP Table 8-4: Peer Comparisons (page 125), LSC

CURRENT STRENGTHS OF THE TRANSIT SYSTEM

- Placer County (TART) effectively utilizes local revenue sources to provide additional transit services, such as increased frequency of service during peak times and microtransit service.
- Placer County (TART) has established funding partnerships with multiple private resort partners.
- TTD has recently made positive changes to its transit services to improve the overall experience and encourage ridership, such as reducing headways on Route 50, and to improve cost-efficiency, as seen in a reduction in operating cost per vehicle service hour.
- TTD has improved coordination with SSTMA to begin including Lake Link in its annual reporting, effectively increasing its systemwide ridership and service quantities. This will have positive impacts on funding levels and performance.
- In recent years, several new services have been piloted to meet the transportation needs of the region, such as the Emerald Bay Shuttle and Lake Link.
- Local jurisdictions in the South Lake Tahoe area have increased funding in the last several years, primarily towards SSTMA's Lake Link. Continued cooperation between jurisdictions will increase opportunities for better transit options for visitors and residents of the Lake Tahoe Basin.

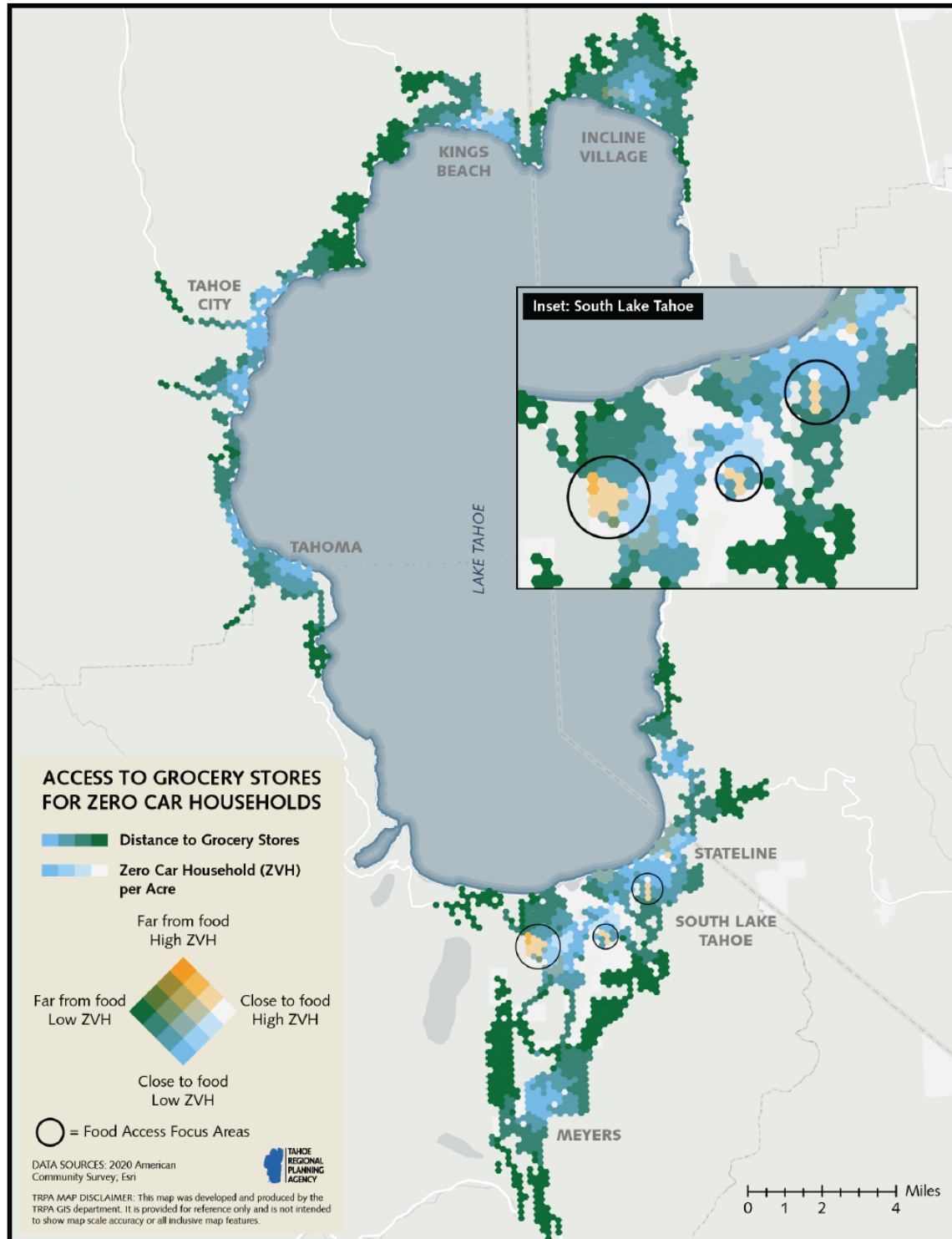
POTENTIAL AREAS FOR IMPROVEMENT

- Increased frequency of service on TART fixed routes.
- Increased span of TART fixed routes (Consistent evening/night service).
- Encourage TART ridership during summer visitor peaks.
- Expanded transit connections to Reno, Carson City, and Minden/Gardnerville.
- Implement North/South connection. Starting with connections to recreation destinations.
- Address staffing challenges at both TART and TTD that act as significant obstacles to providing optimal levels of service.
- Serve resident neighborhoods with limited service, such as Meyers in South Lake Tahoe.
- Improve or find a new operations facility for TTD.
- Increased funding to meet identified transportation needs and provide optimal levels of regional service.

As demonstrated in this memorandum, transportation is quite complicated in the Lake Tahoe Basin. Demand for public transit services exceeds the level currently provided. At the heart of this issue is funding, labor shortages, and a region that involves two states, five counties, and one incorporated city. As this study progresses, the project team will explore transit service changes, governance framework shifts, and potential funding opportunities to assist the region with getting closer to meeting transit demand.

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Figure A1
Access to Grocery Stores For Zero Vehicle Households



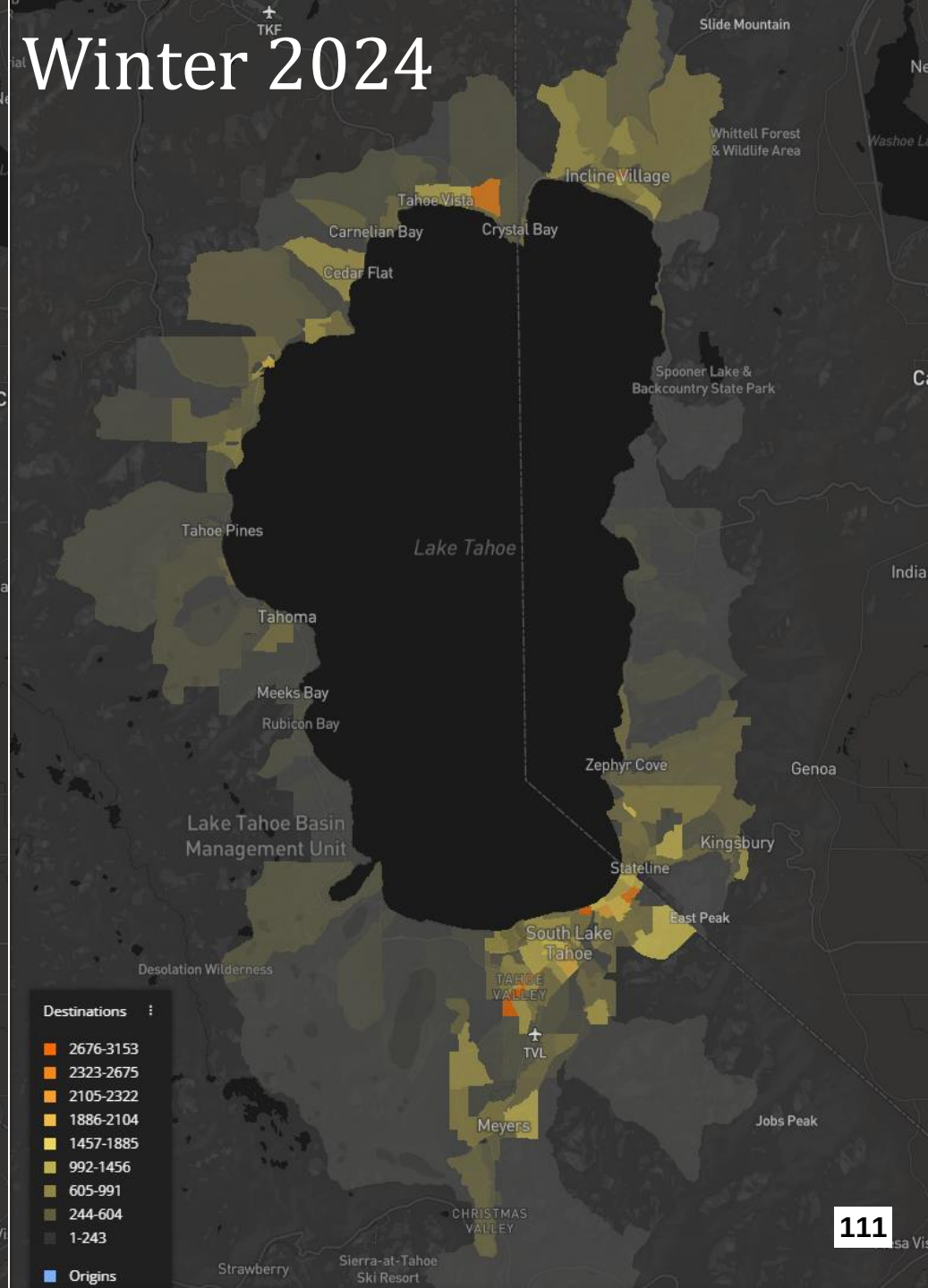
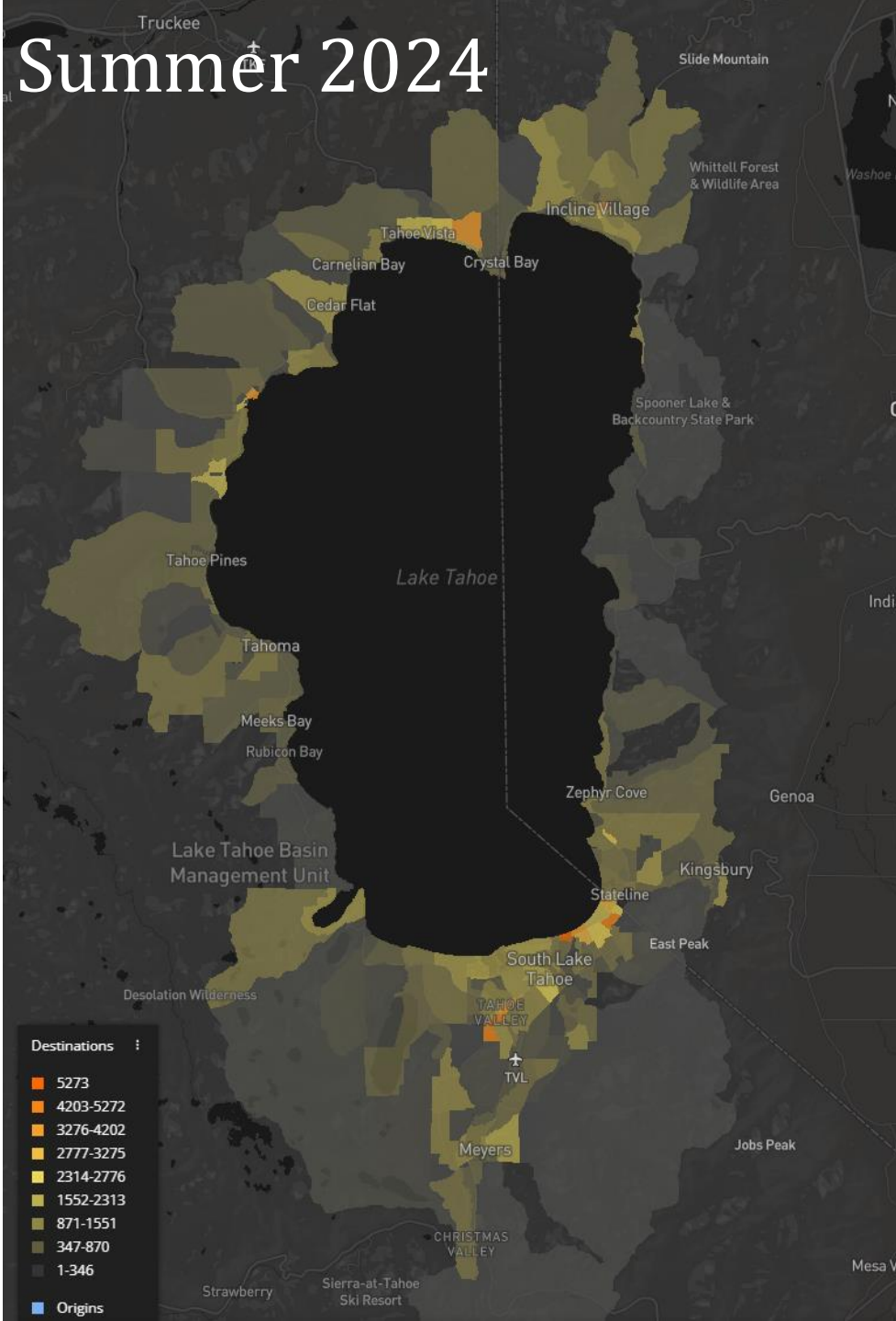
Source: TRPA Transportation Equity Study (2023)

Appendix B
TRAVEL PATTERNS

2024 (WEEKDAY)

- South Shore is busy in the summer and the winter
- North Shore more active in the summer than the winter

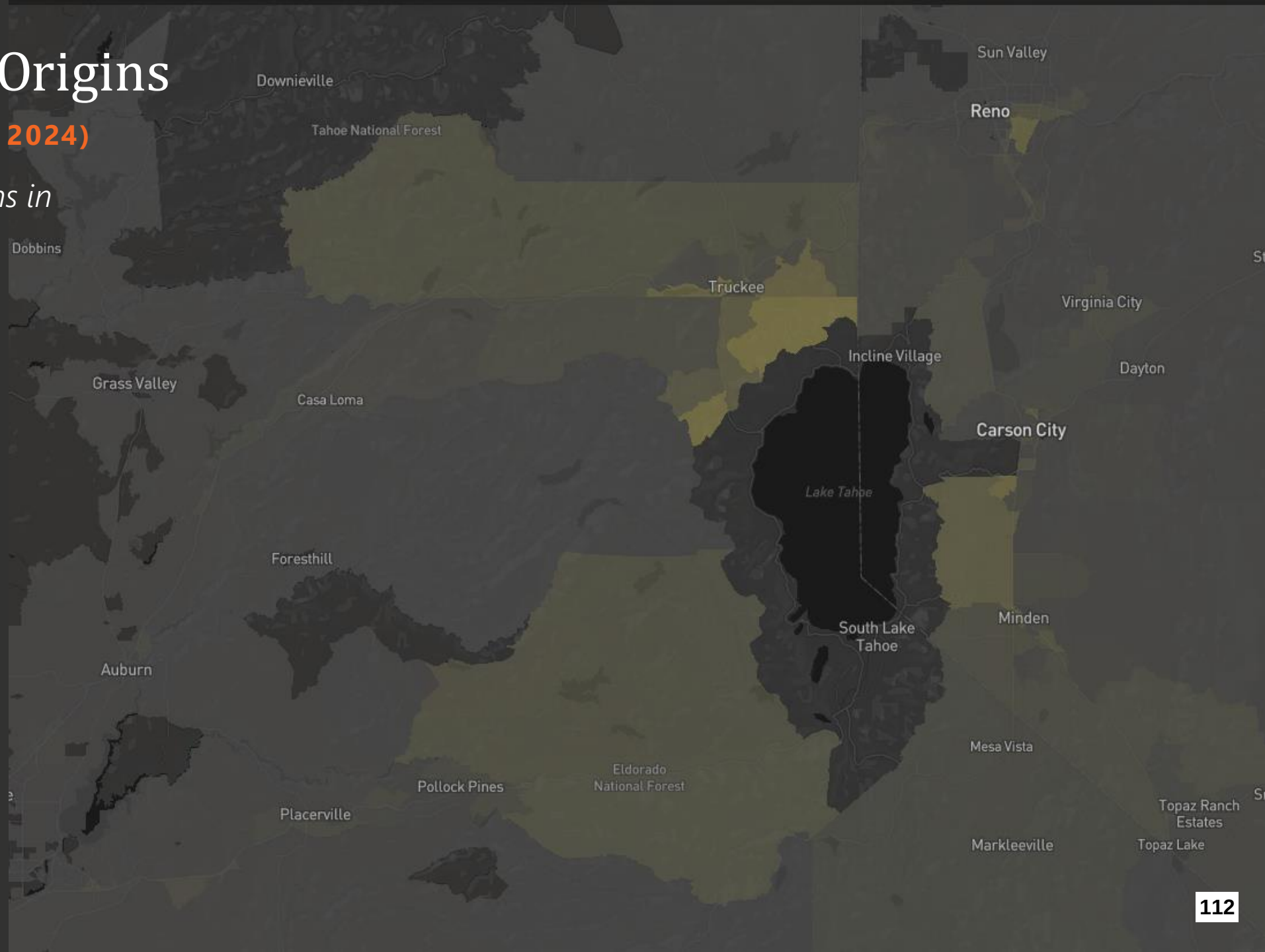
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Major Regional Origins

DESTINATIONS (SUMMER 2024)

❖ *Note: Excludes destinations in Tahoe Basin*



DESTINATIONS (WINTER 2024)

Major Regional Destinations

ORIGINS (SUMMER 2024)

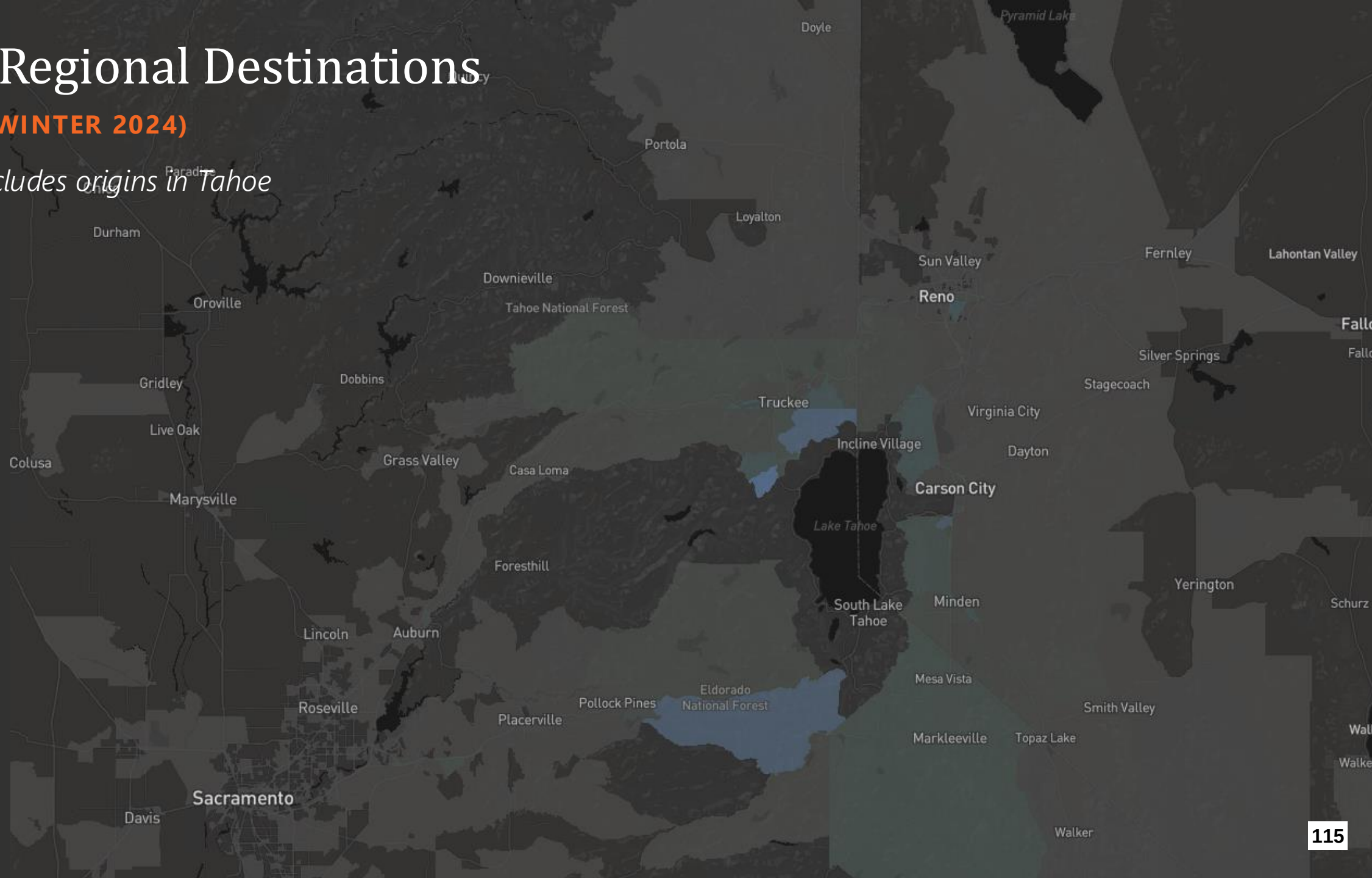
❖ *Note: Excludes origins in Tahoe Basin*



Major Regional Destinations

ORIGINS (WINTER 2024)

❖ *Note: Excludes origins in Tahoe Basin*



RELEVANT PLANNING EFFORTS

TART SYSTEMS PLAN 2025

The TART Systems Plan was recently updated and adopted by the Placer County Board of Supervisors. The plan outlined two scenarios:

Preferred Service Scenario – Operating budget increase of \$2 million (15%)

- 30-minute frequency during the winter and summer months.
- Maintain the West Shore route as “separate” and extend it into Tahoe City.
- Evening service (2 RT between 6 PM and 8 PM) during peak season.
- Implement fares on TART Connect when fixed routes are operating.
- Expand TART Connect service to Ponderosa Palisades and Martis Valley

“Baseline” Scenario (No TOT revenue available)

- Fixed routes between 7 AM and 6 PM year-round with hourly frequencies.
- No TART Connect.
- Under this scenario, there would be an annual operating deficit of \$550K with status quo service levels. Although TOT revenues are still expected to be available for the foreseeable future, this scenario highlights the importance of additional competitive or local funding sources.

TTD SRTP

Completed in 2024, the most recent SRTP update outlined the following recommendations for immediate implementation:

- FY 25: 30-minute headways on Route 50 (implemented Sept 2024).
- FY 25: Truncate Route 55, discontinuing duplicate service west of LTCC (implemented January 2026).
- FY 25: Discontinue Tina and Tramway loop on Route 22 (implemented November 2025).
- FY 25: Reduce the paratransit service area to one mile.

Other recommendations included:

- Expand microtransit and micromobility services to address connectivity gaps.
- Develop mobility hubs to integrate various modes of transport and reduce congestion.
- Leverage state, federal, and private funding opportunities to support transit operations and infrastructure projects.
- Promote equity through targeted services for disadvantaged communities and individuals with disabilities.

TRPA Equity Study 2023

- Through extensive stakeholder and public outreach as well as comprehensive demographic data analysis, this study outlined a series of policies to ensure equity for planning studies and projects. The study identified Community Priority Zones representing high concentrations of individuals and families with transportation challenges:

- Kings Beach
- Incline Village
- Bijou
- Sierra Tract
- Tahoe Verde

Relevant policies to this study include:

- Improve access to transit stops in the winter
- Explore incentives for employer and resort-based transportation solutions for employees and visitors year-round.
- Implement physical devices such as transit kiosks to communicate arrival schedules and aid trip planning.
- Support micro-mobility options that are accessible and do not have barriers for use, including requiring smart devices.
- Proactively seek federal and state funding for electric charging infrastructure implementation in the Tahoe Basin.
- Collaborate across jurisdictions and agencies to ensure the development, maintenance, and implementation of integrated regional transportation planning meets the needs of Tribes and transportation-disadvantaged communities.
- Coordinate with Caltrans, Nevada Department of Transportation, and local jurisdictions to support installation of cloud-based Transit Signal Priority (TSP) systems at signalized intersections within urbanized areas of the Tahoe Basin.

Tahoe Transportation District Zero Emission Fleet Conversion Plan 2024

Despite the TTD fleet being based in Nevada and thus not required to meet the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) rules, TTD has committed to a fully zero-emissions bus (ZEB) fleet by 2040. The plan established that the preferred fleet would be comprised of battery-electric (BE) vehicles, rather than all-hydrogen fuel cell electric (FCF) vehicles. It also established a vehicle implementation plan to accomplish this. The plan includes:

- Implementing the preferred BE ZEB fleet is projected to cost \$74.3 million in cumulative capital and operating costs through 2040, compared to \$66.1 million for if TTD replaced aging buses with fossil fuel-powered vehicles.
- Fleet conversion accelerates from 2035–2040 as remaining fossil fuel vehicles reach the end of their useful lives.
- Facility upgrades will need to include both the Facility and infrastructure for charging.

Placer County Dept. of Public Works Zero Emission Bus Rollout Plan 2023

In order to comply with CARB's ICT mandates, Placer County Department of Public Works developed a ZEV fleet transition plan for both Placer County Transit (which serves Western Placer County) and TART. The plan considered possible challenges to implementation, but ultimately recommended a BE vehicle fleet. Accomplishing this in the long term will require upgraded facilities to accommodate charging the BE buses.

- In order to implement the preferred BE ZEB TART fleet, Placer County is projected to cost \$60 million in cumulative capital and operating costs through 2045, compared to \$48 million if TART's aging buses were replaced with fossil fuel-powered vehicles.
- Current BE bus ranges are not able to serve most of TART's fixed route operations, which is a challenge to the ZEV fleet transition.
- TART's ADA Dial-A-Ride fleet should be able to be replaced by BE buses.
- The plan recommends continuing ZEB procurement beginning in 2025, with steady replacements continuing, assuming that technology improves.

Placer County Resort Triangle Transportation Plan 2020

The Resort Triangle on the North Shore of Lake Tahoe is generally defined as the area bound by the SR 89, SR 267, and SR28 corridors. It includes the communities located both within and outside of the TRPA jurisdiction boundary, such as Tahoe City, Kings Beach, Northstar, Truckee, Olympic Valley, and Alpine Meadows (Palisades). The resort triangle area has struggled with traffic congestion, particularly during peak winter periods, for years. This plan recommends a variety of projects and programs which encourage and enable people to take transit, carpool, walk, or bike, such as:

- Transit signal priority
- Transit queue jump lanes
- Reversible bus only lanes
- Reversible High Occupancy Vehicle Four-Plus/High Occupancy Toll
- Paid parking programs
- Reduce parking requirements
- Unbundled parking
- Ski resort parking management
- Microtransit
- Expanding non-motorized trails
- Town Center Improvements

Connections 2050: Regional Transportation Plan (2025)

As the Regional Transportation Planning Agency for the Lake Tahoe region, TRPA has the responsibility to develop a regional transportation plan every 5 years that establishes goals and strategies for transportation planning and develops and maintains a list of regional transportation projects and funding sources for those projects. As a result of this process, TRPA developed the Connections 2050 RTP plan and identified key transportation challenges in the region, including limited access to service information (particularly in Spanish), gaps in transit service coverage, ADA accessibility and walkability barriers, long commuter travel distances, and the need for improved emergency preparedness throughout the Tahoe Basin.

- **Active Transportation & Safety:** Connections 2050 envisions a year-round, interconnected bicycle and pedestrian network that provides safe, low-stress access to town centers, essential destinations, and recreation areas throughout the Lake Tahoe region, supported by ample bicycle parking, public e-bike charging, and enhanced safety through buffered (Class IIb) and protected (Class IV) bicycle facilities to encourage shifts away from automobile travel.

- **Vision Zero & Active Transportation Funding:** TRPA has adopted a goal of zero fatal or serious roadway injuries by 2050, to be achieved through roadway designs that serve all users, reduced speeds, updated policies, and proactive safety actions, supported by construction of over 30 miles of trail facilities by 2050 and \$323 million in foreseeable funding over the next 25 years.
- **Technology & System Management:** Technology improvements will provide real-time travel and parking information, enhance transit operations through upgraded traffic signal communications, improve safety and evacuation planning through better data collection, and advance system reliability through updated Intelligent Transportation System and Transportation Resiliency Plans, supported by \$21 million in identified funding over the next 25 years.
- **Mobility Hubs, Complete Streets & Community Development:** Mobility hubs located in town centers will integrate transit, local services, and housing, while complete streets and walkable, bikeable neighborhoods support environmental goals and a range of housing options, including middle- and low-income housing, with \$318 million in planned investments by 2050 to improve connections to and from town centers.
- **7-7-7 Funding Strategy:** The 2020 RTP identified a major funding gap, prompting bi-state partners to adopt the 7-7-7 strategy, which commits federal, state, and local/private partners to contribute at least \$7 million annually each and has successfully generated new funding and improved long-term revenue certainty.
- **Connections 2050 Funding Needs:** Implementing the \$2.46 billion in constrained projects will require increasing and sustained funding commitments from all sectors, consistent with plan assumptions, and continued pursuit of additional revenue sources.
- **Transit Operations Gap:** The most significant unmet funding need is for transit operations, and expanding service beyond current levels will require local partners to secure stable, long-term operating funding to achieve a world-class transit system.
- **Implementation:** Tahoe's public and private partners have made meaningful progress in securing local, state, and federal transportation funding, advancing key projects that address emergency preparedness, real-time travel management, town center redevelopment, access to high-demand recreation corridors, and mobility hubs, while continued collaboration and sustainable transit operations funding remain critical to fully achieving the Connections 2050 vision.

Linking Tahoe: Lake Tahoe Basin Transit Master Plan (2017, Updated 2023)

TTD's Linking Tahoe: Lake Tahoe Basin Transit Master Plan was developed in 2017 as a roadmap to provide improved connections between communities in Lake Tahoe and to increase ridership among different groups of people, including local workers commuting and visitors sightseeing. Key drivers (or strategies) were identified to guide transit planning to fulfil the goals of the plan, with short-term, mid-term, and long-term phases to scale implementation. The plan proposes:

- Increasing route frequency for both TART and TTD fixed routes.
- Implementing local South and North Shore ferry shuttles and implementing a Shore to Shore ferry.
- Expanded transit service areas for both North Shore and South Shore transit operations.
- Interregional transit routes.

- Development of transit infrastructure (mobility hubs, vehicle maintenance facilities, etc.).

FY 2017-2019 Triennial Performance Audits (TPA) (2020)

Triennial Performance Audits are required to be submitted to the California Department of Transportation every three years as a condition of TDA Funding. The most recently completed TPAs were prepared and submitted in October of 2020, and reviewed FY 2016-17, FY 2017-18, and FY 2018-19. The period of FY 2019-20, FY 2020-21, and FY 2021-2022 are currently being prepared for TRPA, TART, and TTD, and is not anticipated to be completed until mid-2026.

Tahoe Regional Planning Agency TPA

- TRPA is largely compliant with TDA requirements, fully meeting 12 of 14 compliance measures, with the remaining two not applicable.
- TRPA has implemented most prior audit recommendations, strengthening public participation, farebox policies, governance coordination, and claims oversight, with one recommendation carried forward.
- Core TTD administration and regional transportation planning activities remained stable and aligned with federal planning goals, supported by expanded use of TDA funds across work elements.
- TRPA enhanced coordination and transparency through updated planning processes, an online transit performance dashboard, a TDA Handbook, and formal agreements with regional transit operators.
- Additional coordination frameworks are in place to support the region's urbanized status and successful procurement of federal transit funding.
- The audit recommends developing TDA Article 3 bicycle and pedestrian funding policies and strengthening ongoing stakeholder engagement in transit productivity and performance monitoring.

Tahoe Transportation District TPA

- TTD has been compliant with 8 out of 9 TDA requirements, with partial compliance reached with farebox recovery attainment.
- All four of the recommendations from the prior round of TPAs have been implemented, including submitting separate reports for fixed route and ADA paratransit service to the State Controller, adopting an urbanized farebox recovery ratio, using locally generated revenue in farebox recovery, and calculating the farebox ratio in yearly financial statements.
- Farebox recovery remained low and stable from FY 2017–2019, with the region transitioning to an urbanized farebox standard while rural ratios still applied during the audit period.
- Operating costs per service hour increased significantly due to bringing operations in-house, higher maintenance standards, staffing investments, and a 33 percent reduction in service hours tied to funding and fleet constraints.
- Cost per passenger rose sharply as ridership declined more than 58 percent following service restructuring, elimination of visitor services, workforce shortages, fleet limitations, and funding gaps.

- Service productivity declined system-wide, with passengers per service hour and per mile falling over 37 percent and 40 percent, respectively, though ADA demand-response productivity improved modestly.
- TTD's transition to in-house operations improved organizational stability and accountability, but aging fleet conditions and limited capital funding continue to drive rising maintenance costs.
- Service restructuring prioritized increased local route frequency over ridership growth, reflecting constrained resources and limited local and regional financial support for transit.
- Key recommendations focus on securing additional local revenue, strengthening partnerships, and redefining performance metrics to align with the agency's new organizational structure and goals for safety, reliability, and attractiveness.

Tahoe Truckee Area Regional Transit TPA

- TART complied with all nine applicable TDA requirements during the audit period, with recommendations developed to further improve operational efficiency and effectiveness.
- Two of four prior recommendations were fully implemented, which were urbanized farebox recovery adoption and inclusion of local revenues. One of four was partially implemented (performance reporting). Reporting fixed route and paratransit separately to the State Controller remains unimplemented.
- Farebox recovery increased over the review period, supported by local revenues, contracted shuttle services, and supplemental funding partners.
- Cost efficiency generally improved despite service expansion: Operating cost per vehicle service hour decreased 4.0 percent system-wide as service hours increased faster than operating costs; ADA paratransit costs declined while fixed-route costs increased modestly.
- Cost effectiveness remained stable with ridership growth: System-wide cost per passenger increased only 3.7 percent while ridership grew 13.7 percent, reflecting effective scaling of service; ADA paratransit showed notable efficiency gains.
- Service effectiveness showed mixed results: Passengers per hour and per mile declined slightly due to expanded service levels, while ADA paratransit productivity increased significantly.
- Key recommendations carried forward from the prior TPA round, with the recommendations being to continue frequent performance reporting to the Placer County Board of Supervisors and to begin to prepare separate annual State Controller Reports for fixed-route and ADA paratransit services to improve transparency and compliance.

Coordinated Public Transit Human Services Transportation Plan

As the RTPA of the region, TRPA is responsible for developing and updating the Lake Tahoe Region Coordinated Human Services Transportation Plan every 4-5 years to ensure continued eligibility for FTA Section 5310 program funding. Funding must be used to improve the mobility of seniors and disabled persons by increasing their access to transportation. TRPA developed the CHSTP as an appendix to the Connections 2050 RTP, providing findings and recommendations that are summarized below:

- Using an aggregated analysis of transit-dependent populations in the Lake Tahoe area, TRPA determined that the areas with the highest barriers to transportation included Kings Beach, Incline Village, Bijou, Sierra Tract, and Tahoe Verde areas within the City of South Lake Tahoe. These were identified as the community priority zones where prioritizing investments is anticipated to most improve transportation access.

- The development of the CHSTP also used extensive community and stakeholder outreach, which helped TRPA to identify significant gaps in transit access, safety, reliability, geographic coverage, information, and emergency preparedness for transit-dependent populations.
- Many unmet transit needs persist due to funding limitations, including increased frequency and hours of service, improved ADA accessibility and stop infrastructure, expanded service to underserved areas (such as Meyers and inter-shore connections), and better real-time and multilingual rider (specifically Spanish) information.
- Projects have been structured to maintain eligibility for FTA Section 5310 funding, and include a mix of programs, capital investments, specialized services, and fixed-route improvements that address identified coordination and access gaps. Proposed projects address long-standing regional service gaps, including ADA fleet needs, improved real-time information and mobility management, enhanced accessibility at stops, expanded late-night service, and new or improved fixed routes to underserved areas.
- Implementation is constrained by limited and uncertain funding, with reliance on local contributions and discretionary grants; future progress will depend on identifying new regional funding sources through upcoming coordination and analysis efforts. A tiered prioritization framework (Tier 1–3) guides implementation, emphasizing near-term, feasible, and high-impact needs such as ADA vehicle replacement, accessible infrastructure, and extended paratransit services.

One Tahoe: Transportation Funding Initiative (2021)

The One Tahoe Transportation Funding Initiative addresses worsening congestion, environmental impacts, safety concerns, and evacuation challenges in the Lake Tahoe Basin caused by heavy automobile reliance and growing visitation. With roadway expansion prohibited to protect the Basin’s environment, the initiative advances a regional vision for an integrated, multimodal transportation system and identifies sustainable, equitable funding solutions to close a major transportation funding gap. Public and stakeholder outreach confirms strong agreement that transportation conditions are deteriorating and that visitors—who generate most travel demand—should play a greater role in funding solutions.

- The Lake Tahoe Basin experiences more than 50 million vehicle trips annually, with visitation projected to increase.
- Roadway expansion is restricted, limiting the ability to address congestion through traditional infrastructure solutions.
- Regional plans call for fare-free transit, ferries, active transportation, mobility hubs, interregional connections, and digital tools to reduce vehicle travel.
- Implementation is constrained by a \$1.53 billion funding shortfall (approximately \$67 million per year).
- Transit represents the majority of unmet needs, with operating costs exceeding 60% of total funding requirements.
- The One Tahoe Plan recommends Basin-wide transportation user fees, not taxes, to equitably capture visitor impacts.
- Approximately 95% of new revenue would come from non-residents, with Bi-State Compact amendments required to enable implementation.

South Tahoe Transit Joint Powers Authority (JPA) Board Report

Meeting Date: April 30, 2026

Title: Tahoe Transit Study Existing Conditions and Governance Alternatives Presentation

Action: Receive presentation

Background: TRPA staff, in collaboration with regional transit partners, initiated the Tahoe Transit Study in late 2025 to help create a more coordinated, efficient, and sustainable transit system through the Tahoe Basin. The multi-stage planning process will consist of a transit governance study, regional comprehensive operational analysis, and optimized transit funding model. Planning efforts will utilize and build upon recently completed transit and transportation plans including TTD's Short Range Transit Plan (adopted January 2025), Placer County's Tahoe Truckee Area Regional Transit Systems Plan Update (adopted November 2025), and the Connections 2050: Regional Transportation Plan (adopted July 2025).

The Tahoe Transit Study and deliverables will be overseen by the Transit Working Group, which is an informal collaborative body dedicated to addressing local and regional transit issues within the Lake Tahoe Basin. The Transit Working Group is facilitated by TRPA staff and has staff level representatives from each local jurisdiction, TTD, the South Shore Transportation Management Association (SSTMA), and the Truckee North Tahoe Transportation Management Association (TNT/TMA).

Issue and Discussion: TRPA Staff will present an analysis from the Existing Conditions memo and provide information on additional deliverables and the project timeline. Project information is available at www.trpa.gov/transitstudy.

Environmental Considerations: Receiving a presentation is not a project requiring environmental review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(5) (organizational or administrative activities that will not result in direct or indirect physical changes to the environment).

Financial Implications: None.



South Tahoe Transit Joint Powers Authority

Meeting Agenda

Thursday, October 30, 2025 at 9:30 am

City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

NOTE: The Meeting Minutes represent actions taken during the meeting of the South Tahoe Transit JPA. Complete Board Member discussions on Regular Session meeting items can be viewed in archived video recordings on the City's website at <http://www.cityofslt.us> Public submittals on items are retained in the administrative record and can be viewed in the City Clerk's repository at <http://www.cityofslt.us>

Call to Order/Pledge of Allegiance

Chair Laine called the meeting to order at 9:33 a.m., then lead the Pledge of Allegiance.

Roll Call

Present were Chair Laine and Board Members Bass and Roberts. Also present were Legal Counsel Gillick, Ex Officio Members Marino, Proctor, and Hales, Executive Director Roverud, Director of Finance Tikhomirova, and Secretary Blankenship.

Presentations

1. Fixed Route Transit Service and Transportation Development Act (TDA) Funding Update

Action: Received presentation.

The following people addressed the Board:

1. Jim Marino, Executive Director, Tahoe Transportation District
2. Kira Richardson, Tahoe Regional Planning Agency

Public Communications

None.

New Business

2. South Tahoe Transit JPA Meeting Minutes

Action: Moved/Seconded: Bass/Roberts

Yes: Laine, Bass, Roberts

Action: Passed a Motion approving the February 28, 2025, meeting minutes.

3. South Tahoe Transit JPA Fiscal Year 2025/2026 Budget

Action: Moved/Seconded: Bass/Roberts

Yes: Laine, Bass, Roberts

Action: Passed **Resolution 2025-006** approving the Fiscal Year 2025/2026 Budget (October 1, 2025 through September 30, 2026) South Tahoe Transit JPA Budget and directing staff to send requests to the City of South Lake Tahoe and El Dorado County to submit funding to the JPA.

The following person addressed the Board:

1. Allison Winters, EDC Chief Administrative Officer

4. South Tahoe Transit JPA Reimbursement Agreement with City of South Lake Tahoe

Action: Moved/Seconded: Roberts/Bass

Yes: Laine, Bass, Roberts

Action: Pass Resolution 2025-007 authorizing the Chair to execute the reimbursement agreement between the South Tahoe Transit JPA and the City of South Lake Tahoe for Managing Agency administrative expenses in an amount of \$52,326.

5. Fiscal Year 2025/2026 Meeting Calendar

Action: Moved/Seconded: Bass/Roberts

Yes: Laine, Bass, Roberts

Action: Passed Resolution 2025-008 adopting the Fiscal Year 2025/2026 JPA regular Board meeting calendar.

Updates and Announcements – South Tahoe Transit JPA

Executive

Director Roverud

1. Next Meeting, January 29, 2026, at 9:30 a.m.

Staff Boardmember Reports and Comments Adjournment

Ex Officio Member Marino

1. Route Service Change proposal at the next TTD Board Meeting

2. Evening Transit Service now available

Approved:

Brooke Laine, Chair

Susan Blankenship, Secretary

South Tahoe Transit Joint Powers Authority (JPA) Board Report

Meeting Date: April 30, 2026

Title: South Tahoe Transit JPA Goals and Priorities

Action: 1) Motion to affirm the South Tahoe Transit JPA Transit Service Goals and Policies; 2) Discussion and potential direction on advocacy strategies

Background: On February 28, 2025 the Board adopted Resolution 2025-004 establishing the goals and priorities of the South Tahoe Transit JPA and directing the Executive Director to begin discussion with partner agencies regarding the content of a Request for Proposals (RFP) from private transit operators in support of the identified goals.

Issue and Discussion: Without start up funding from member agencies, the JPA could not pursue the private operator RFP. At this time, the only funding allocated to the JPA is \$51,551, the City of South Lake Tahoe share of funding necessary for minimal JPA staffing and administration. However, even with fiscal constraints, the Transit JPA has been effective in establishing a vision for transit improvements and supporting implementation by other agencies.

Priority #1: Fixed route 50

- 30-minute headways
- Route extended to D Street
- Additional Route 51 extends Hwy 50 service hours to 12:40am Thursday-Sunday (Tahoe Transportation District)
- Fixed Route 50/55 efficiency route modifications with transfer at LTCC mobility hub

Priority #2: Microtransit zones

- A three-zone system integrated with fixed route will be implemented in July 2026

Priority #3: Microtransit in Meyers zones.

- No changes

Partnership Support

- Members of the Transit JPA and other community partners facilitated the launch of the Emerald Bay Shuttle seasonal pilot program in 2025. The shuttle will begin May 25 for the 2026 season.
- Route 28 East Shore Express continues to operate. The shuttle will begin June 22 for 2026 season.

South Tahoe Transit Joint Powers Authority (JPA) Board Report

- Route 19 and 22 are being evaluated to determine if there are other administration, operator and funding options to consider for services provided by TTD.
- Funding options are being explored to establish Route 21x in coordination with development of the Spooner Summit mobility hub.

The Tahoe Transit Study being conducted by TRPA is expected to provide guidance on creating greater efficiency in transit funding and operations in the Tahoe Basin. The results of that study may provide additional opportunities for the Transit JPA to lead and advocate for additional transit improvements. Once that study is completed, the Board may also consider whether to adjust goals and priorities or to reconsider pursuit of private transit operation options.

Strategic Approach

The JPA Board should discuss strategy for achieving stated goals and priorities. The discussion below provides some context and options as a starting point for the Board to consider.

Transportation Development Act funds

The Board has previously discussed approaches to address concerns with California Transportation Development Act (TDA) funds being used as matching funds for operation of a transit segment in Nevada and outside of the Tahoe Basin. Individual Board members have suggested that the Transit JPA seek to obtain control of how TDA funds are allocated.

TRPA is the state-designated regional transportation planning agency responsible for the administration of the TDA funds received for the Lake Tahoe Region. Although eligible claimants for allocation of TDA funds include, county auditors, TRPA, cities, counties, CTC's, operators, and transit districts, TRPA has a Memorandum of Understanding (MOU) between TRPA, TTD, and Placer County which was developed to ensure that transit funds are distributed in the Lake Tahoe Region in compliance with federal requirements. TRPA receives and distributes funds in accordance with the sub-allocation methodology in the MOU. TRPA receives and distributes funds in accordance with the sub-allocation methodology in the MOU which uses a population-based formula that is updated annually to distribute funds between transit operators and planners. TRPA uses this methodology to allocate LTF and STA funds. TRPA prioritizes TDA claims for claimants directly operating transit services over services provided by a claimant contracting for transit services.

TRPA has established April 30th as the deadline to submit a Letter of Intent to Submit a Claim for TDA Funds. The letter of intent simply certifies that the claimant intends to

South Tahoe Transit Joint Powers Authority (JPA) Board Report

submit a claim for TDA allocations for the 26/27 fiscal year. However, to receive TDA money, transit operators must file a claim with TRPA later in the year. Claims must be accompanied by a claim packet. The claim packet requires specific information from transit operator claimants on how they intend to use TDA funds for that fiscal year. The packet contains a checklist and certifications, which confirms the transit operator has satisfied all requirements and is eligible to receive TDA funds. The Transit JPA is not currently positioned to submit a claim as a transit operator and would not meet the criteria for eligibility. Startup costs of becoming an eligible transit operator are a significant barrier and are not currently available.

Alternatively, the Transit JPA Board could consider advocating for a process in which representatives of California jurisdictions within the TTD operating area have more oversight over the use of TDA funds. As an example, this oversight could be provided by the Transit JPA Board in the form of review and recommendations to the TTD Board. In this role would be as an advisory body to the TTD Board on south shore transit and funding related actions.

Another option could be to advocate for a modification to TTD Board decision making protocols that would require a majority vote of the California jurisdiction representatives on the TTD Board to approve expenditures of TDA funds on transit operations or capital projects outside of California.

Transit JPA Board members have also expressed an interest in advocating for the State of Nevada to identify a funding source to provide federal funding match in order to maximize the available federal funding for TTD operations, without using TDA funds as match. Through representation on the TRPA and TTD Boards and committees, Transit JPA Board members are positioned to conduct this advocacy. Additionally, state legislators in both California and Nevada could be valuable partners in advocating for this change.

Long Term Sustainable Transit Funding

Although progress has been made in improving transit services in the South Shore area, long term sustainable funding to continue to maintain and grow these services has not been identified. Current levels of state and federal funding sources are not enough and committed local funding is short term. There are several efforts underway that the Transit JPA Board may consider supporting.

TRPA and partners have been advocating the California legislature to amend the methodology for allocating state funds to align with federal funding by acknowledging that the year round resident population in the Tahoe Basin is not representative of the amount of transit demand associated with the tourism experienced in the area. Federal

South Tahoe Transit Joint Powers Authority (JPA) Board Report

funding recognizes the Tahoe Basin as an urban Transportation Management Zone (TMZ). TRPA submitted a formal budget request through Assemblymember Heather Hadwick and Senator John Laird and presented the request to the Assembly Budget Sub-Committee in 2024, however it was not approved. TRPA staff is re-evaluating the request for potential submittal in 2027. Staff can update the JPA Board on this effort at that time.

South Shore Transit Management Association (SSTMA) has been evaluating the feasibility of establishing a Transportation Business Improvement District (TBID) to raise private sector funds to support transit. If determined feasible, the Transit JPA could take an active role in supporting this effort.

Environmental Considerations: Discussion of goals and priorities is not a project requiring environmental review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(5) (organizational or administrative activities that will not result in direct or indirect physical changes to the environment).

Financial Implications: None.

Resolution 2025-004

Adopted by the South Tahoe Transit Joint Powers Authority Board of Directors

February 28, 2025

Adopting South Tahoe Transit JPA Transit Service Goals and Priorities and providing direction to the Executive Director to begin discussions with partner agencies regarding the content of a Request for Proposals (RFP) from private transit operators.

BACKGROUND

1. The South Tahoe Transit Joint Powers Authority (JPA) was established on October 15, 2024 by the City of South Lake Tahoe and El Dorado County, pursuant to Section 9 of Article XI of the California Constitution and Government Code Sections 26002 and 39732., and a Joint Exercise of Powers Agreement.
2. The purpose the JPA is to provide for the planning, programming, financing, acquisition, ownership, and operation of public transit services and facilities to serve the Lake Tahoe south shore area with an intent to benefit the Lake Tahoe south shore area, which may include transit service within and outside the territory of the City and/or County as permissible by California law.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED,
that the South Tahoe Transit Joint Powers Authority Board of Directors:

1. Approves the South Tahoe Transit JPA Transit Service Goals and Priorities (Exhibit A).
2. Directs the Executive Director to begin discussions with partner agencies regarding the content of a Request for Proposals from private transit operators in support of the identified goals.

Passed and adopted by the South Tahoe Transit Joint Powers Authority Board of Directors on February 28, 2025 by the following vote:

Yes: Laine, Bass, Roberts

Brooke Laine

Brooke Laine (Mar 4, 2025 12:36 PST)

Brooke Laine, Chair

Date:

04/03/25

Attest:



Susan Blankenship (Mar 4, 2025 08:54 PST)

Susan Blankenship, Secretary

04/03/25

The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Tahoe Transit JPA.

Exhibit A

South Tahoe Transit JPA Transit Service

Goals and Priorities

Goals

- To increase the frequency and hours of operation for fixed route 50.
- To expand microtransit throughout the City of South Lake Tahoe and to Meyers, North Upper Truckee, and Pioneer Trail areas of the unincorporated areas of El Dorado County.
- To integrate microtransit designated zone services with fixed route 50 to provide an expanded service area, more reliable service, rider options, and increase efficiency of the transit system.
- To determine whether transit services can be more cost efficiently run through private operator contracts.
- To support the TRPA in regional planning to enhance the connectivity, accessibility and safety of the regional transportation system while supporting the economic vitality of the Tahoe Region.
- To support the Tahoe Transportation District or other agencies in coordinating regional transit connectivity and supporting capital infrastructure.
- To support partner agencies in providing improved transit services for residents and visitors.

Priority #1: Route 50

Route Description: The route operates from the Y Transit Center (or D Street pending an assessment of operational feasibility) to the Kingsbury Transit Center.

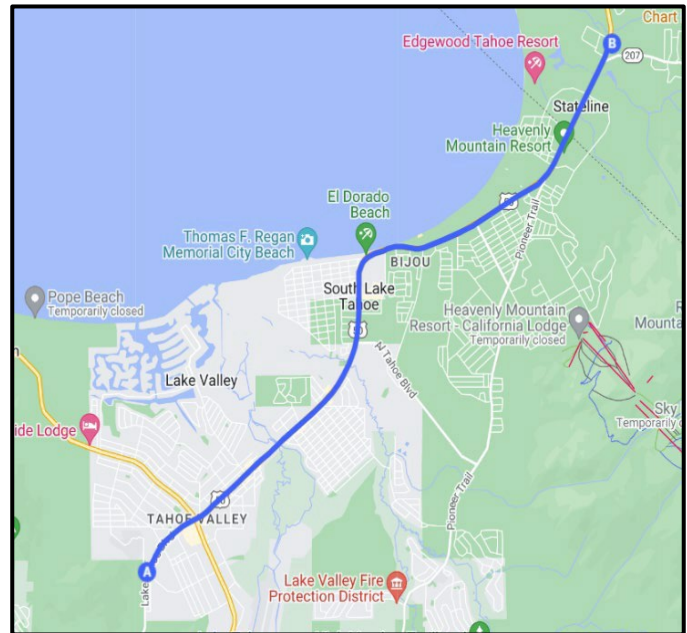
Length: 6.6 miles

Headway: 30 minutes

Service Span: 6am – 11pm

Operational Changes

- Streamline route to remove portions of the route that currently deviates from Hwy 50 (Barton Hospital and Lake Tahoe Community College)
- Extend route to the Kingsbury Transit Center
- Extend route to D Street, if feasible



Priority #2: Microtransit Zones 1, 2, 3, 4, and 5

Route Description: Paratransit comingled with microtransit and service within each zone, feeding to fixed route 50 for cross zone. Paratransit riders would receive rides within the service area.

Zone 1 covers Round Hill and Kingsbury in Douglas County

Zone 2 covers the Bijou/Ski Run neighborhoods and the Stateline

Zone 3 covers the Al Tahoe neighborhood, 56-Acres area, and

Zone 4 covers the Sierra Tract and Wood neighborhoods

Zone 5 covers the Tahoe Keys, and Tahoe Valley neighborhoods

Wait-times: 15-minute average

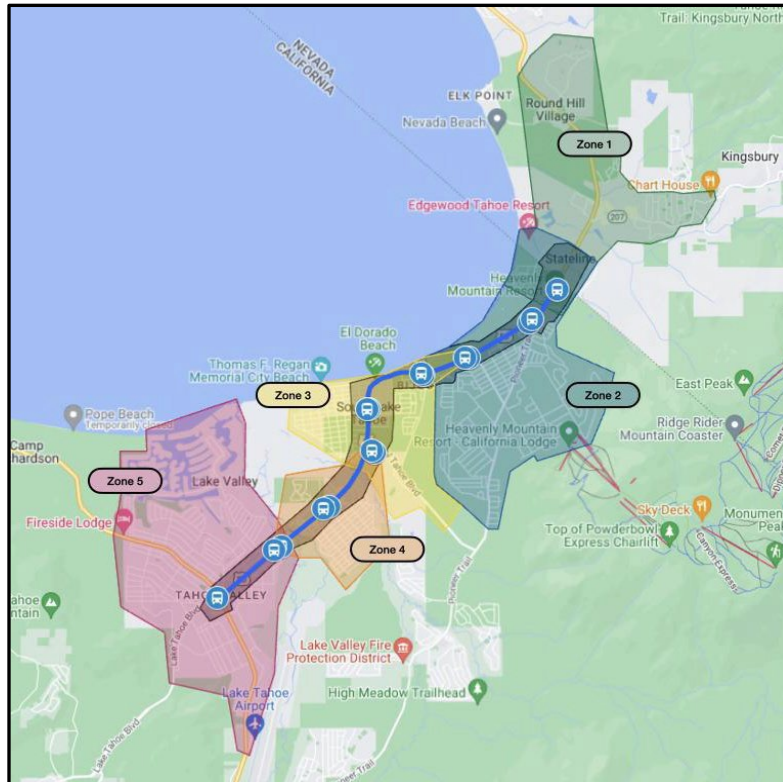
Service Span:

7am-9pm Sunday-Thursday

7am – 11pm Friday – Saturday

Operational Changes

- Extend Friday and Saturday hours to 11pm
- Extend service area citywide
- Split service area into zones with vehicles providing rides within each zone only
- Replaces fixed Route 55



service is
provides
passengers
rides.
door to door

Lower

core

LTCC

Highland

Tahoe Island,

wait

Priority #3: Meyers Microtransit (Zone 6)

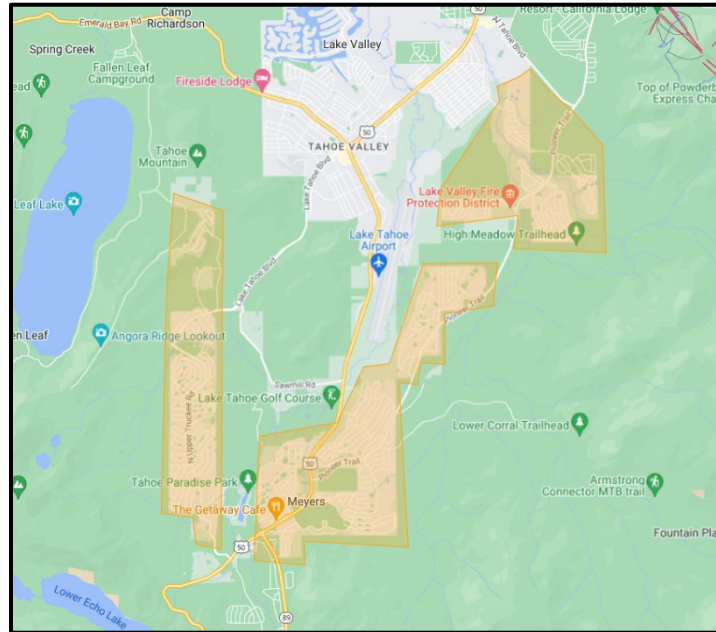
Route Description: Service Zone 6 covers North Upper Truckee, and some areas of Trail. Paratransit service is comingled.

Wait-times: 30-minute average wait

Service Span: 7am – 9pm

Operational Changes

Extend service area to Meyers, North Truckee, and some areas of Pioneer Trail

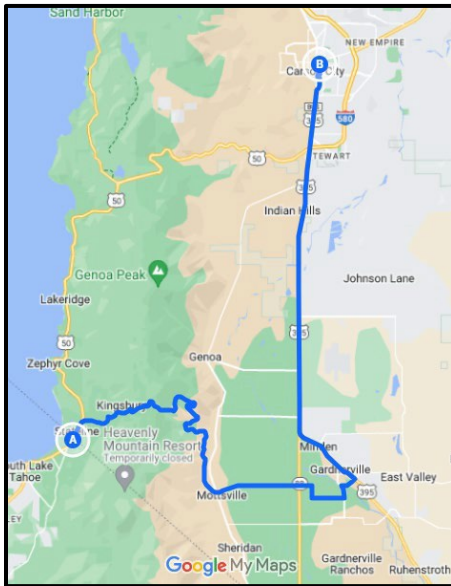


Meyers,
Pioneer

Upper

Partnership Support

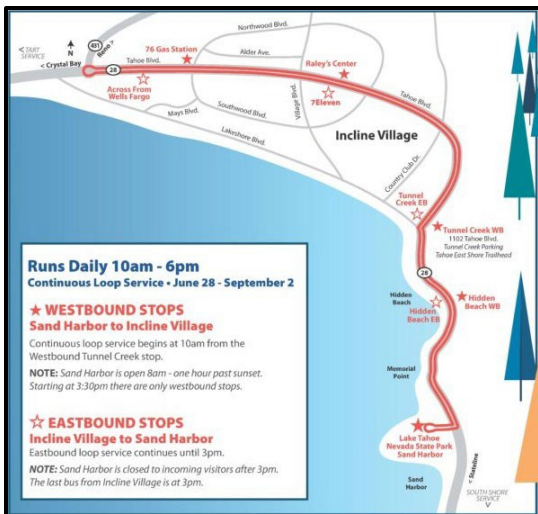
Route 22 & 19x



Route Description: Route 22 provides alternating service from the Stateline Transit Center to the top of Kingsbury Grade and then continues down Hwy 207 into Minden and Gardnerville. Route 19x is interlined with Route 22 and provides service between Carson City and Minden/Gardnerville via Hwy 395.

Length: Route 22 to top of Kingsbury (5.5 miles), Route 22/19x interlined (42 miles)

Route 28 – East Shore Express



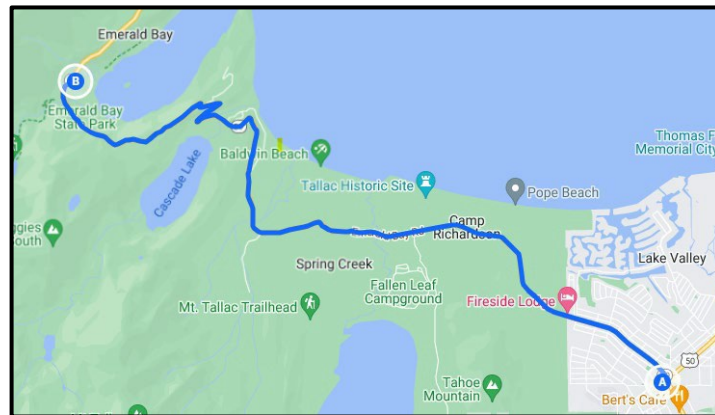
Route Description: The East Shore Express provides seasonal service between Incline Village and Sand Harbor State Park.

Length: 5.4 miles

Headway: 20-30 minutes

Service Span: 10am – 6pm (peak summer 70 days per year)

Route 30 – Emerald Bay



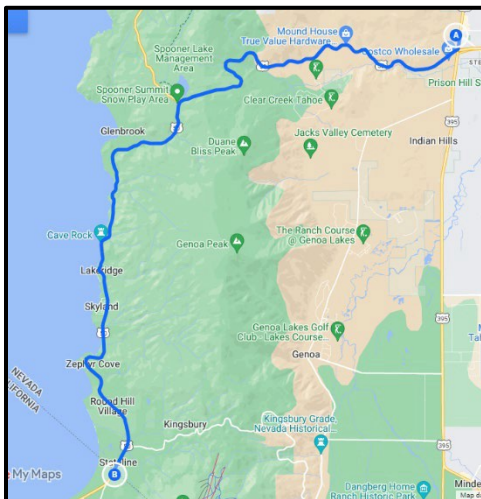
Route Description: Seasonal service operates between the Y Transit Center and Vikingsholm at Emerald Bay.

Length: 9.7 miles

Headway: 20 minutes

Service Span: 10am – 6pm (peak summer 70 days per year)

21x Carson City Express



Route Description: Regional express route provides service between Stateline Transit Center and Carson City.

Length: 22.8 miles

Headway: 60 minutes

Service Span: 6am – 7pm

Resolution 004-2025 Transit JPA Goal & Priorities

Final Audit Report

2025-03-04

Created:	2025-03-04
By:	Susan Blankenship (sblankenship@cityofslt.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAvFn6IG9N7cZvQQvRj1Q3Y0rLWM9paejO

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-  Document created by Susan Blankenship (sblankenship@cityofslt.us)
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