



**MINUTES OF A REGULAR MEETING
OF THE BOARD OF DIRECTORS OF
SOUTH SHORE TRANSPORTATION MANAGEMENT ASSOCIATION**

December 17, 2021

TIME AND PLACE OF MEETING

A regular meeting of the Board of Directors (the “**Board**”) of the South Shore Transportation Management Association, a Nevada nonprofit corporation (“**SS/TMA**”) was held VIRTUALLY VIA ZOOM/CONFERENCE CALL and IN-PERSON AT TRPA (128 Market St, Stateline, NV 89410) on the date set forth above at 8:30 AM, local time, pursuant to a meeting notice duly given to all of the members of the Board in accordance with Section 4.10 of the Bylaws of the Corporation (the “**Bylaws**”).

BOARD MEETING MINUTES

QUORUM AND CALL TO ORDER

1. Welcome and Introductions

Board Chair Mr. Teshara called the meeting to order at 8:35 am. Based on the number of directors in attendance at the meeting, identified via rollcall, it was determined that a quorum was present and that the meeting could proceed.

The following Directors were present at the meeting, via virtual meeting:

Ryan Smith
Steve Teshara
Frank Gerdeman
Chris Proctor
Gavin Feiger
Mike Bradford
Jerry Bindel
Ami Chilton
Carol Chaplin
Darcie Goodman Collins

The following Directors were not present:

N/A, all present

The following guests were present at the meeting:

George Fink (TTD), Danielle Hughes (TTD), Michelle Glickert (TRPA), Josh Metz (RGS Consultants), Bob Spencer (RGS Consultants), Kira Smith (TRPA), Melanie Sloan (TRPA)

Legal counsel for SS/TMA (Marissa C. Fox, Esq., from Scale LLP) was not present.

2. Discussion and Possible Action to Approve the December 2, 2021 Meeting Minutes

Note done.

3. Discussion: Lake Tahoe Sustainable Transportation Funding Initiative Revenue Options (Reference: [November 30 Public Draft Revenue Options Briefing Book](#)) with RGS Consultant Team

Josh Metz provides background presentation

- There are policy drivers to find a solution: SCR 8 from NV (Nevada Legislature requested a proposal for funding solutions), the 2020 RTP (identifies a funding gap of \$20 million annually), VMT threshold (requires a sustainable funding source equal to need identified in the RTP by the end of 2023 or all development in Tahoe will need to be VMT neutral).
- RGS has been working on this since August 2021 with stakeholder interviews, board and committee meetings, and is now presenting the Briefing Binder.
- The core idea is that all sectors contribute, looking at how to involve the private sector more – helping to move workforce around, for example.

Bob Spencer reviews the [Briefing Book](#)

- There is a \$20 million annual funding gap identified in the RTP and we need a “self-help” funding source. This is very common to get matching funds for federal and state grants and to cover operations and management (not well funded by state or federal programs).
- The most common source of self-help is a sales tax, but that is difficult in the Basin with all the different jurisdictions. That said, TTD has the authority to tax with a 2/3 vote of Basin residents (not full counties or second homeowners, but all the people that live full time in the Basin).
 - The Briefing Book includes discussion of a vacancy tax or something linked to residential properties
 - Jurisdictions already have high TOT and some high local sales taxes (Douglas County for example has 14% TOT, a \$5 per room surcharge, and is looking at another 1%)
 - The funding source must be very fungible – can be used for any purpose anywhere in the Basin if passed Basin-wide
 - None of the individual options, or even a combination of most of the tax options, would reach the \$20 million annual target
- The source being strongly considered is a zonal parking fee, starting with recreation corridors like Emerald Bay and the East Shore.
 - This one is not as fungible (can only be used for certain projects and maybe in certain geographic areas), but is higher revenue generating

Board discussion

- Would local jurisdictions be willing to directly contribute instead of trying to pass a regional tax?
 - Maybe, but they have not all been willing so far and we’re looking for a lot of money and in perpetuity
 - There might be a chance of getting a *portion* of sales tax or TOT – would have to get another 2/3 vote to reallocate, but that’s generally easier than getting a new tax
- TTD tried twice in the 1980s to pass a basin wide sales tax to fund their Short Range Transit Plan – it failed once by a small margin of about 90 votes and the second time by a lot because voters were weary of big government. And, after the fact, the effort was challenged on a legal basis and there was talk that there could have actually been a lawsuit if the tax had passed.
 - Article IX of the Bi-State Compact gives federal authority, so should overrule the states

- o RGS is working with state Attorneys General on other issues (state legislative changes that might be needed) so there will be updates on this in the future

[Regional Revenue Source Board discussion Continued]

- What can SSTMA do to help with this effort? When do we pull the public in?
 - o TTD will be able to fund a preliminary polling effort to determine what will garner support (specific projects, general priorities, etc.).
 - o 90% of public initiatives fail at the time of roll out so everyone really needs to think about timing
 - o Right now might be bad timing to do polling because we don't have services in place and transit service keeps getting cut; also there is so much going on in the business community that this is not a "top of mind" issue.
 - Microtransit will be coming online this summer on the South Shore
 - Need to find a hook for the business community – maybe seeing some infrastructure investments happening along with these revenue ideas/proposal
 - o Need to show what's in it for the business community
 - Getting employees to work, especially from NV
 - Emerald Bay is a terrible experience now and a \$10 fee is not unreasonable
 - Need to show exactly and directly the benefits – what are we going to get?
 - o **Action:** everyone bring from their sector/constituents what specific benefits, amenities, etc. they would like to see
 - Can we get a canned poll to use so we are all asking the same questions, even if it's not scientific or statistically significant? **RGS will help with this.**
- What about the states contributing?
 - o Through the Bi-State, both states have committed to looking for funding sources to help out, but nothing solid has been committed yet and they will still want a local contribution
- Timeline might be too aggressive for polling and rollout, don't want to rush it and ruin our chances
- Need to look at employer and employee needs
 - o **Action:** get Commute Tahoe team, Tahoe Prosperity Center, RGS, LTCC, and TMAs together to discuss what kind of data we would like and questions we should ask to identify wants and needs from the private sector. Do this in February, working with RGS.

4. Report: Discussion and Direction from SS/TMA Microtransit Committee meeting of December 10, 2021

- Looking to launch events center service early, July 1, 2022, largely with Douglas County TOT funding that was committed in 2020.
- Lew Feldman is creating a memo on what exactly is required for events center (mitigation for the project)
- Received an initial proposal from Downtowner and the price tag seems reasonable
- Procured example contracts, funding, and operating agreements from TNT-TMA and looking at what kind of staffing support we'll need (potentially contract to start)

- This is exciting and a catalyst. The idea is to start with this service but create a structure that will allow any private or even public entities that can pay into the service to expand and electricity the shuttles

5. Board Member Reports

Mr. Smith – Heavenly is having driver shortages so using Coach USA shuttles from Sacramento to fill the gaps and has started a driver training program

6. Future SS/TMA Board Agenda Items

- Microtransit – Jan
- Org items in Feb
- Confirm Next Board Meeting Date – Friday 21st, in person, look for somewhere more transit-accessible (maybe LTVA-Transit center and League brings owl)

7. Adjournment

Mr. Teshara confirms the next Regular Meeting Date as tentative for Friday January 21st, beginning at 8:30 am. There being no further public business to come before the Board, Chair Teshara adjourned the meeting at 9:57 am.