

Nevada County Transportation Commission

2024 Truckee Transit Development Plan *Draft*

July 17th, 2024
Town Hall, Truckee
10:00AM





What is a Transit Development Plan?

1. Create a "business plan" to guide transit development and investment over the next five years.
2. Engage with the community through stakeholder interviews and community workshop.
3. Provide more effective and efficient service to best meet the growing mobility needs of the region.

This process allows staff and decision-makers the chance to take an in-depth look at the transit systems currently in place, identify how transit can meet the public's needs within Truckee, and carefully identify where transit resources should be devoted over the plan period.



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Background Conditions

- There are 97,775 people in Nevada County and just over 17,000 people in Truckee.
- Nevada County's population is expected to decrease slightly by less than one percent from 2020 to 2030 while the Town of Truckee is anticipated to grow by 7 percent.
- Neighborhoods experiencing the highest need for transit include Lower Sierra Meadows, Southern Downtown Truckee, and Central Glenshire.
- The Nevada County population is aging.
- Of employed Truckee residents, 59% commute outside Truckee for work (includes some remote workers).
- 63 % of Truckee jobs are filled by employees living outside of Truckee

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Truckee TART Services

Truckee currently operates several types of transit services within the region. The study evaluates the following services in detail:

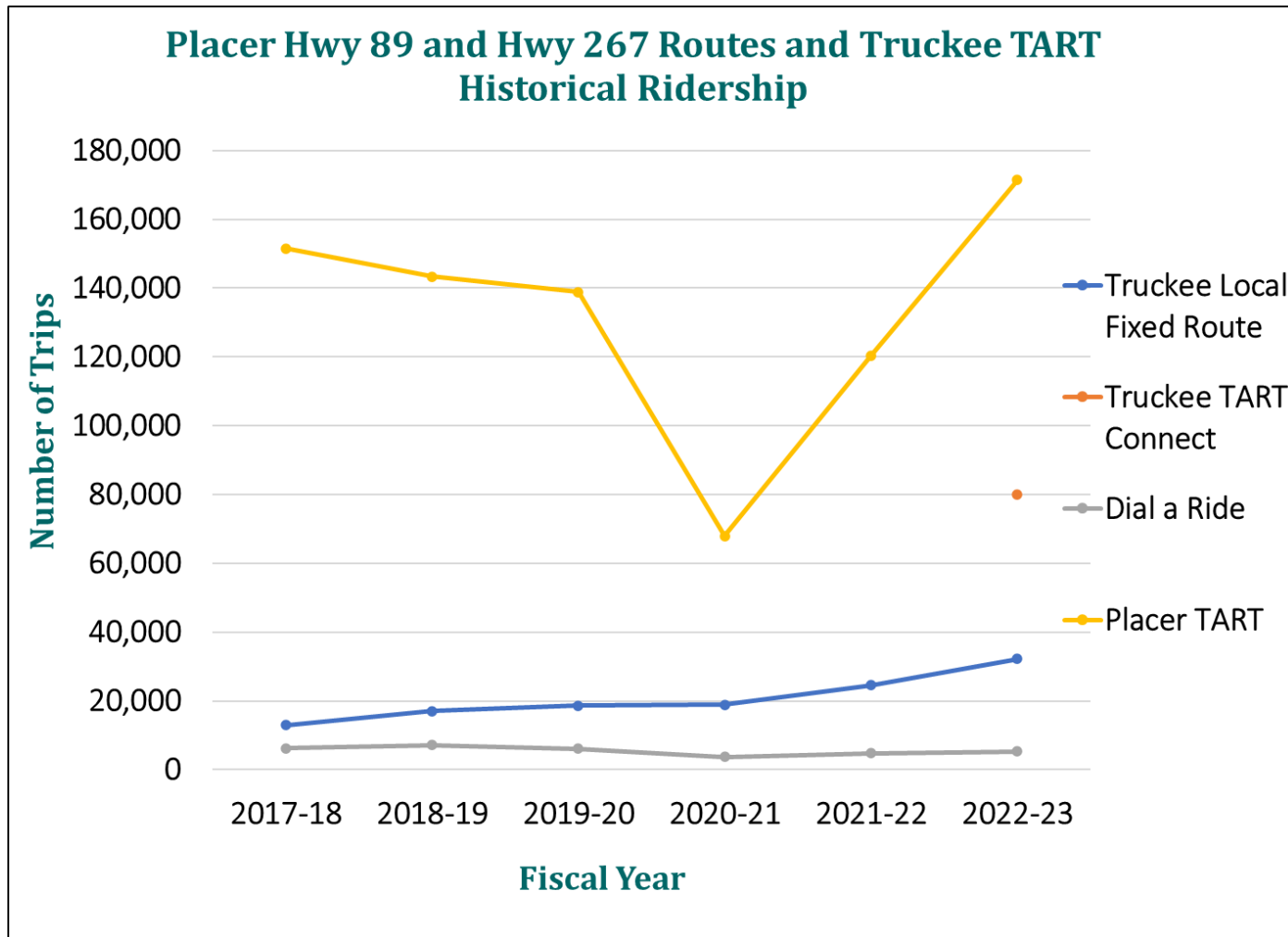
- Truckee TART
 - Local Route and Night Service to Northstar
- Dial A Ride
- Special Events (Truckee Thursdays and 4th of July)
- Truckee TART Connect (Pilot Program)

Other regional services: Placer TART, Greyhound/Flixbus, North Lake Tahoe Express, and Amtrak.



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TART Ridership Trends

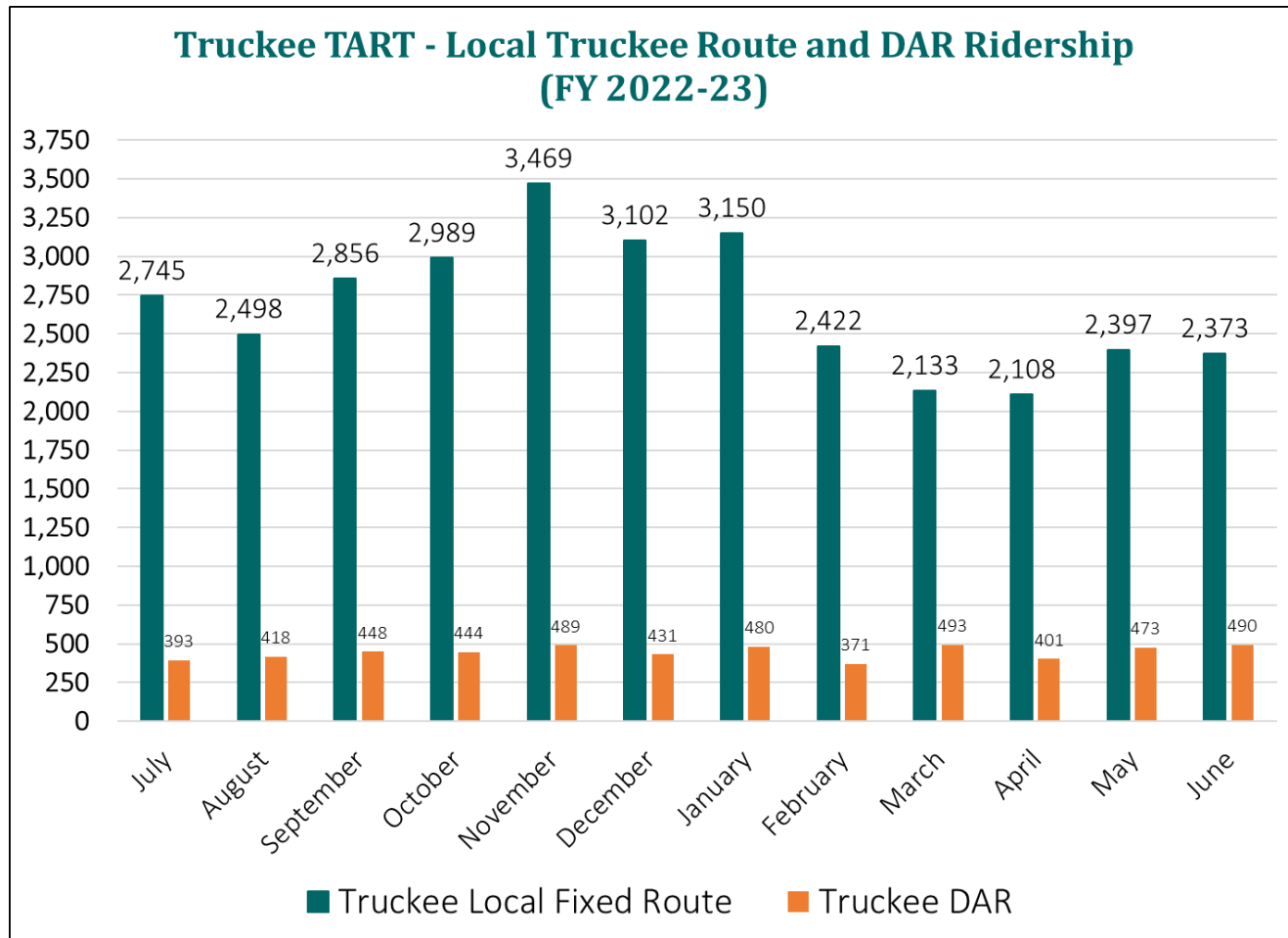


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Truckee Local Route and DAR Ridership (FY 2022/23)

Avg Pax/Day:

Fixed route – 100
DAR - 14



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Truckee TART Connect Performance

Truckee TART Connect Ridership by Season and Month

Month	Total Passengers	Average Passengers per Day
Summer 2022		
June	776	129
July	7,714	249
August	9,354	302
September	1,712	342
Full Season	19,556	268
Winter 2022-23		
December	5,089	299
January	10,242	330
February	8,885	317
March	8,911	287
Full Season	33,127	310
% Change From Previous Season		16%
Spring 2023		
April	9,062	302
May	9,169	296
June	9,990	333
Full Season	28,221	310
% Change From Previous Season		0%

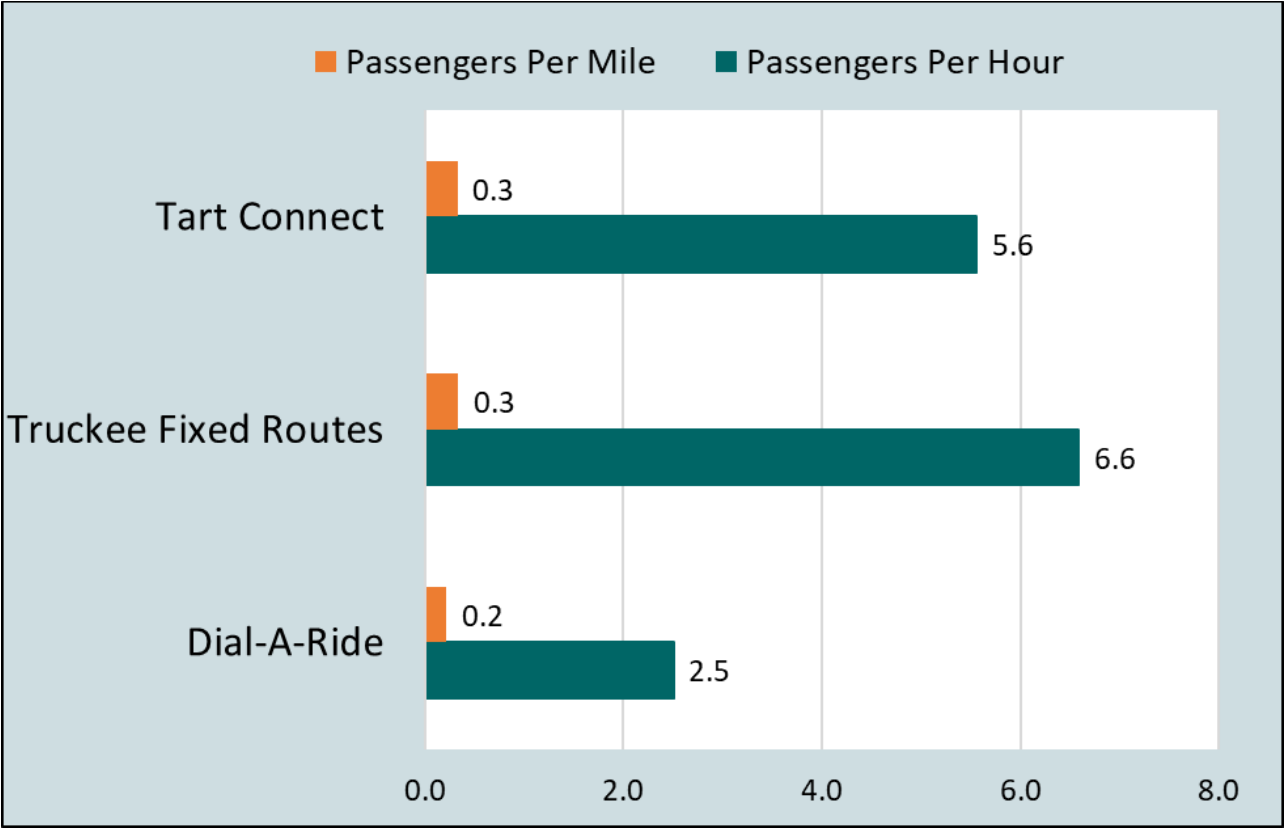
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Truckee TART Connect Performance

Truckee TART Connect Ridership by Season and Month		
Month	Total Passengers	Average Passengers per Day
Summer 2023		
July	15,607	503
August	15,219	491
Full Season	30,826	497
% Change From Previous Season		60%
Fall 2023		
September	13,127	438
October	11,809	394
November	11,766	392
Full Season	36,702	403
% Change From Previous Season		-19%
Winter 2023-24		
December	17,567	567
January	18,980	612
February	16,782	579
March	15,778	509
Full Season	69,107	566
% Change From Previous Season		40%



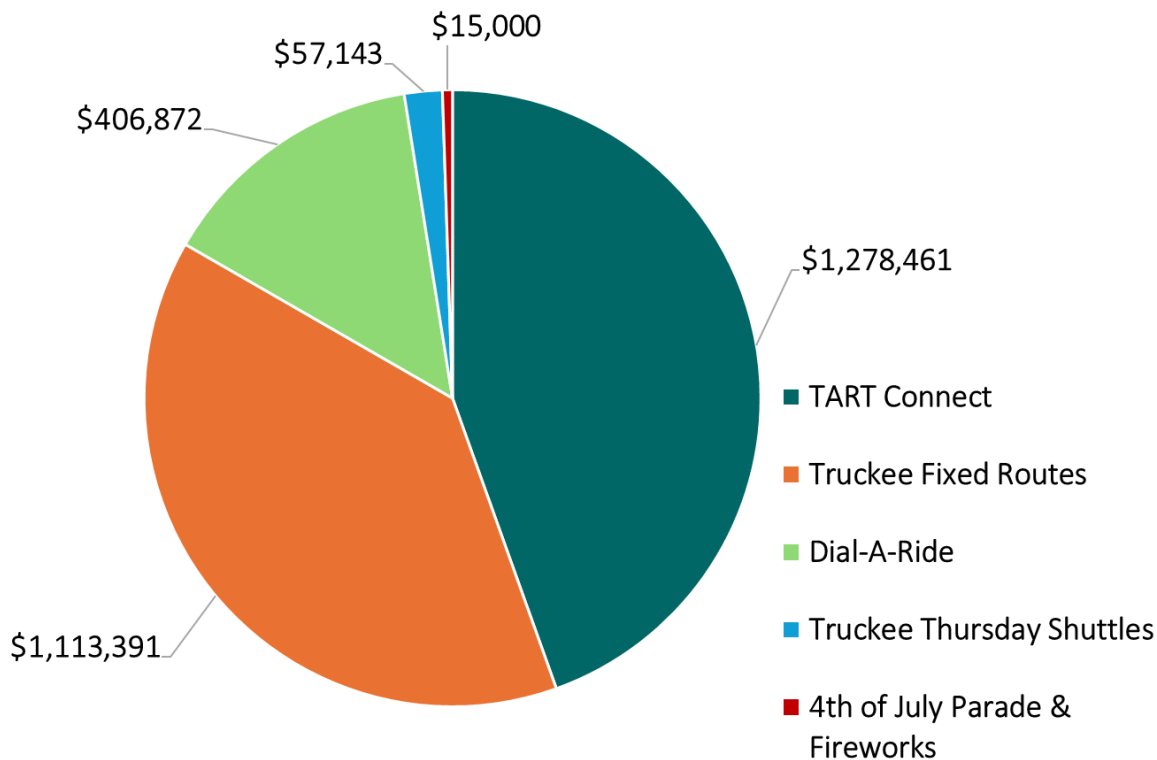
Truckee Services Performance (FY 2022/23)



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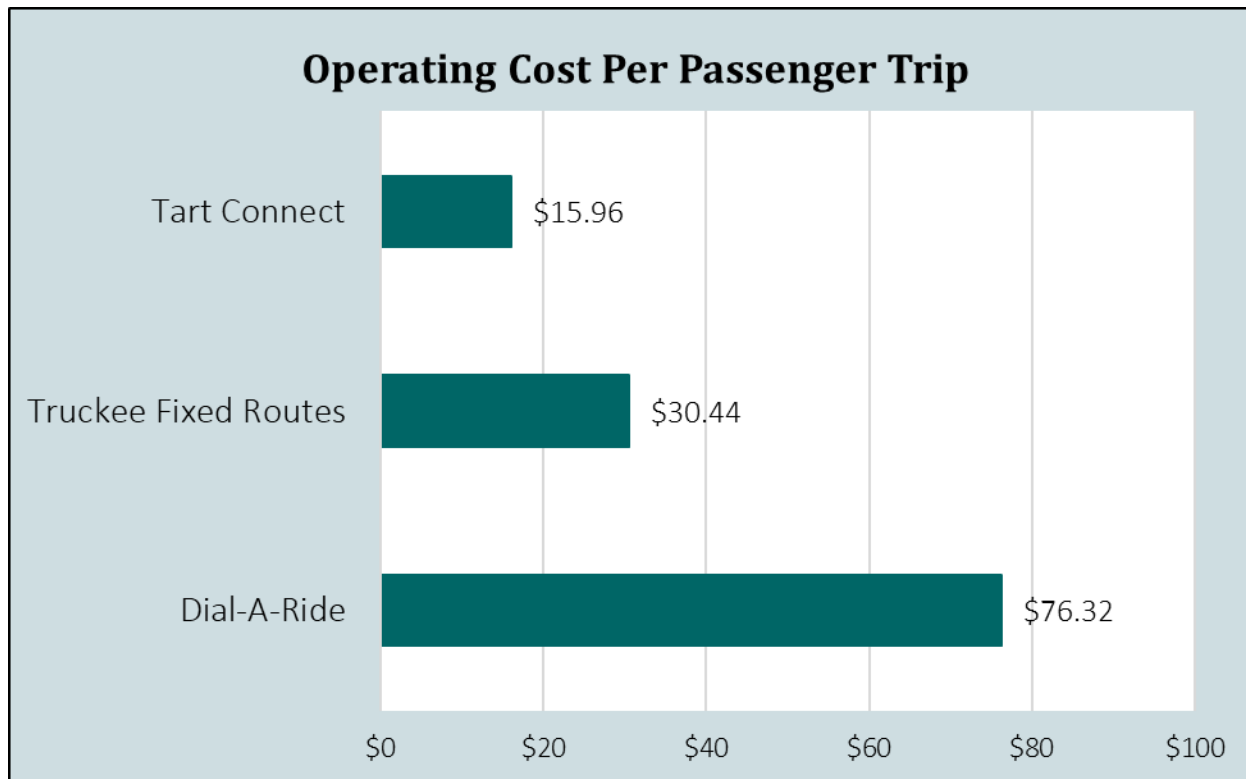
Truckee Services Performance (FY 2022/23)

Operating Cost By Service



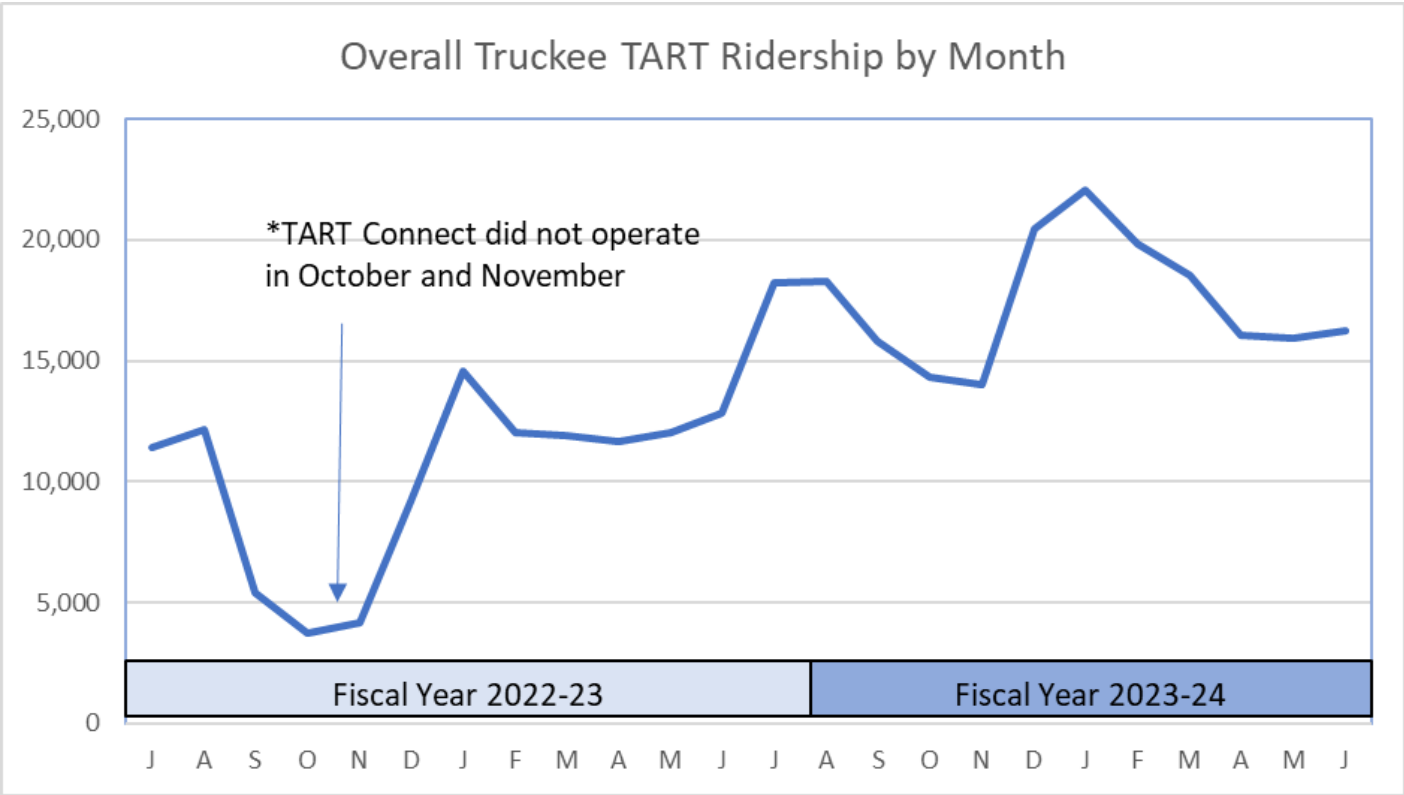
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Truckee Services Performance (FY 2022/23)



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Ridership Trends: FY 23-24 to previous year comparison
Fixed Route - 27% ↓ **DAR - 3%** ↑ **TART Connect – 124%** ↑



Alternatives Evaluation

Alternatives were developed to improve services based on passenger feedback and findings from the existing conditions analysis.

Truckee Local Services

- Half-Hourly Service
- Replace fixed-route with microtransit
 - All day
 - 5:30 PM to 6:30 PM
 - Northstar night service

Truckee TART Connect

- Reduce service to evenings only
- Eliminate service after 10 PM
- Limit service to Glenshire Zone to specific time windows
- Establish a minimum trip length
- Limit service to Downtown, Hospital, and Sierra Meadows
- Expand service to unincorporated Placer County
- Dedicate 1 van to Downtown/Hospital Zone
- Implement \$5 Base Fare

Two scenarios were developed for this TDP:

- **Scenario A** – A new recurring funding source, such as a sales tax, is available
- **Scenario B** – Only traditional transit operating funding sources such as TDA, FTA and partnership funding are assumed. Possible smaller levels of funding available through other means such as parking revenues and Town general funds is possible to enhance services.

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Scenario A



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SCENARIO A

- Truckee Local Fixed Route and DAR service operate at current levels.
- Eliminate general public fare for DAR services. This amounts to only \$1,500 per year.
- Special event shuttles (Truckee Thursdays and 4th of July) and funding for regional Placer TART services continue at current levels.
- The Northstar night service operates as hybrid microtransit service by the TART Connect contractor.
- Truckee TART Connect will continue as a Town-wide micro-transit service at current levels with a min. trip length of 1/2 mile.
- **This scenario will cost on the order of \$4,256,590 and carry 215,125 one-way passenger-trips in FY 2024-25.**

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Scenario B





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SCENARIO B

- Truckee Local Fixed Route and DAR continue at current levels.
- Special event shuttles (Truckee Thursdays and 4th of July) and funding for regional Placer TART services also continue at current levels.
- Northstar Night Service continues as a fixed route service.
- The Truckee TART Connect pilot program will end after FY 2024-25.
- **Operating costs of the public transit program will decrease from \$4,258,390 to \$1.9 million after the end of the Truckee TART Connect Pilot Program.**
- **Total ridership will decrease from 215,125 to 44,100.**

Scenario B: Sub-Options

Projected Operating Budget Deficit – Up to \$387,490 in FY28-29

Potential Additional Funding Sources:

- Town of Truckee Funds (parking/general fund)
- Senate Bill (SB) 125
- 2019 Transit Funding Equity Study (STA 99313)

Truckee TART Connect Service Reduction Recommendations:

- Limit Truckee TART Connect to Downtown, Hospital and Sierra Meadows (\$1.4 million operating cost and 77,900 trips)
- Establish a \$5 base fare (\$1.4 million operating costs and 117,700 trips)

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Capital Plan



Capital Plan

- **Vehicle Replacement** - Town is working towards a zero-emission fleet for fixed route, DAR and microtransit.
- **Railyard Mobility Hub Phase 2** - 2 Level 3 DC fast chargers, 2 Level 2 AC slow chargers. (TIRCP grant)
- **Town Public Service Center – Transit Maintenance and Storage Facility** project is in the design phase now and it is anticipated that it will cost around \$8.9 million. SB 125 funds have been allocated to fund a portion of this project, about \$6 million.
- **Capital Plan deficit** - \$3 million with competitive funding assumed

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Thank you!



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