

MEMORANDUM

Date: March 2, 2020
 To: Nevada County Transportation Commission
 From: Kelly Beede, Administrative Analyst II
 Subject: Truckee TART Activity 4th Qtr FY18/19 & 1st & 2nd Qtrs FY19/20

We have been busy at Truckee TART since the last update in July 2019 and our ridership continues to grow! As shown below, overall Fixed Route ridership increased 32% in FY 18/19 from the prior year and Dial-A-Ride (DAR) increased nearly 16%. Fixed Route ridership in June 2019 had the highest usage of the 18/19 fiscal year at an impressive 114.3% increase! On Dial-A-Ride, we also saw impressive monthly ridership usage with March 2019 having the highest at a 64.3% increase over the prior year. As you may recall, the Town implemented free fares in July 2018.

Fixed Route	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	Total
FY 18/19	1,501	1,538	941	998	754	1,780	3,038	1,817	1,420	922	1,054	1,292	17,055
FY 17/18	1,069	1,260	584	564	392	1,620	2,677	2,093	974	573	511	603	12,920
% Change	40.4%	22.1%	61.1%	77.0%	92.3%	9.9%	13.5%	-13.2%	45.8%	60.9%	106.3%	114.3%	32.0%
Dial-A-Ride	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	Total
FY 18/19	512	760	513	607	577	505	552	527	728	618	634	638	7,171
FY 17/18	633	716	573	450	433	430	438	477	443	501	564	540	6,198
% Change	-19.1%	6.1%	-10.5%	34.9%	33.3%	17.4%	26.0%	10.5%	64.3%	23.4%	12.4%	18.1%	15.7%
Total System	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	Total
FY 18/19	2,013	2,298	1,454	1,605	1,331	2,285	3,590	2,344	2,148	1,540	1,688	1,930	24,226
FY 17/18	1,702	1,976	1,157	1,014	825	2,050	3,115	2,570	1,417	1,074	1,075	1,143	19,118
% Change	18.3%	16.3%	25.7%	58.3%	61.3%	11.5%	15.2%	-8.8%	51.6%	43.4%	57.0%	68.9%	26.7%

Ridership in the first two quarters of FY 2019/20 did not disappoint due in part to expanding and adding services. Fixed Route ridership is up 45%! Our DAR program is up 14.3% with a systemwide ridership increase of 35.3%. In November 2019, the Town expanded Fixed Route hours from 9am-5pm six days per week to 7am-7pm seven days per week. We start one hour earlier in the morning during the winter. Our Fixed Route is now a year-round daily operation!

The Donner Summit Winter Shuttle program was terminated this year at the request of the Donner Summit Resorts given the challenges of service interruption when I-80 and Old Hwy 40 were closed due to winter weather conditions. Given that Summit Resorts now provide housing on-site, the Summit Resorts are providing their own internal transportation for employees and guests with service provided to Truckee on an as needed basis. With the Donner Summit Winter Shuttle now operated by the Donner Summit Resorts, we were able to start a new service.

The new Truckee TART Regional Night Service operates seven days per week between Truckee and the Northstar and Squaw Valley resorts from 6:00 P.M. to 11:30 P.M. The Town kicked off a pilot service this winter and we are seeing impressive ridership for a new service of this type in a rural community. From December 12, 2019 through January 31, 2020, there were 2,105 one-way passenger trips with 489 transfers between this new service and the Placer County Regional TART service, which speaks to the importance of the regional connections for our riders. Placer County Regional TART provides service between North Lake Tahoe and Truckee from 7:00 A.M. to 6:00 P.M. and provides night service to the resorts but not to Truckee. This new Truckee TART Regional Night Service bridges a gap in the regional transportation system by providing a connection that previously did not exist in the evening. There is now a full regional connection between North Lake Tahoe and Truckee from 7:00 A.M. to 11:30 P.M. Based on empirical data the majority of riders are employees who were able to take Placer County Regional TART to work from Truckee but had to find other transportation options (such as hitchhiking, riding bike, walking, ride from friend or family, etc.) home prior to this new night service. The Town plans to conduct comprehensive on-board passenger surveys in March.



We had another successful Truckee Thursdays and July 4th Parade Shuttles program with 12,621 one-way passenger trips provided over the 12 days of service; a 9% increase over last year. Provision of the shuttles significantly reduce traffic and air quality impacts by discouraging roughly 500 cars each event day from parking in Downtown. This program costs just over \$51,000 and 98% of the funding is supported through our local partner contributions (Airport, Truckee TBID, Northstar).



The Transit Center Relocation Feasibility Study is coming along. As mentioned in the last update, the current transit center located at the Train Depot is often beyond capacity for transit vehicles (TART, Greyhound, Amtrak, etc.). The Town of Truckee TART and Placer County TART Long Range Transit Plans identify increased transit services that would require additional vehicles. As these transit enhancements are implemented the existing Train Depot site will not be able to support the transit improvements or the increased passenger activity. Town Staff and the Project Advisory Committee (PAC) initially identified 15 potential sites around the Truckee Community including expanding the existing site at the Train Depot. A site selection process based on relevant criteria was conducted by the Project Consultant Team, Town Staff and the PAC. The three conceptual illustrative site designs below (including expanding the current location at the Train Depot) are the result of the site selection process. As community input is a key factor in the final project selection, we are now taking these three sites out to the community for their vote. For folks who cannot attend our community workshops, we have provided a voting option on the project website: www.TruckeeTransitCenter.com.

Following the site designs is the Truckee TART Performance Report. This report is updated with the new Truckee TART Regional Night Service data including the transfers between our new service and the Placer County Night Service. As reflected in the report, our farebox recovery ratio is 17.79%, well above the 10% minimum requirement.

Please contact me (kbeede@townoftruckee.com) with any questions or comments. Thank you.

SITE FACTS

Utilizing the existing footprint at the current Depot Transit Center on Donner Pass Road, the proposed design relies on a savooth bus loading and unloading design along the street frontage of the parcel.

With bus loading happening along the street, there is constrained space to achieve the planned cycle lanes along Donner Pass Road. Overall, circulation is tight with this design, however, the future bus demands are fulfilled in this design.

PROPOSED BUS CAPACITY: 8
 EXISTING BUS CAPACITY: 4
 PARKING COUNT: 39 SPACES
 EXISTING PARKING COUNT: 78 SPACES



DEPOT SITE OPTION

Concept Designs
 Truckee Transit Center
 Relocation Feasibility Study

SITE FACTS

The RAILYARD Parking site creates a transit destination within the current downtown area. With planned commercial developments surrounding the Transit Center, this site will be ideally located in a future commercial hub.

Bus loading areas utilize a sawtooth arrangement along Donner Pass Rd and internally within the parking area.

PROPOSED BUS CAPACITY: 8
 EXISTING BUS CAPACITY: 0
 PARKING COUNT: 79 SPACES
 EXISTING PARKING COUNT: 94 SPACES
 SIZE: 54,012 SQFT (1.24 ACRES)



RAILYARD PARKING SITE

Concept Designs
 Truckee Transit Center
 Relocation Feasibility Study

SITE FACTS

The North Balloon Track Transit Center creates a transit destination just outside of the current downtown area. With planned commercial developments for the Balloon Track, the Transit Center on the eastern most parcel will be ideally located in a future commercial hub.

Bus loading areas utilize the half-moon shape of the western edge of the parcel. A flexible drop-off space along Church Street will serve ride shares, while providing additional bus loading when future demands become greater than 6 vehicles, or during special events.

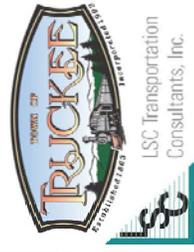
PROPOSED BUS CAPACITY: 8
EXISTING BUS CAPACITY: 0
PARKING COUNT: 70 (SEE PLANNED PARKING WITHIN THIS DISTRICT TO ALSO SERVE THE PROPOSED TRANSIT CENTER)
SIZE: 39,633 SQFT (0.91 ACRES)



Concept Designs

Truckee Transit Center
 Relocation Feasibility Study

NORTH BALLOON TRACK OPTION



FY 2019/2020 TRUCKEE TART DATA BY MONTH								
	JULY	AUGUST	SEPTEMBER	Totals 1st Qtr	OCTOBER	NOVEMBER	DECEMBER	Totals 2nd Qtr
FAREBOX REVENUE								
Fares	\$350.90	\$346.00	\$299.00	\$995.90	\$381.00	\$210.00	\$257.00	\$848.00
Partner Contributions	\$14,308.17	\$14,308.17	\$14,308.17	\$42,924.50	\$14,308.17	\$14,308.17	\$14,308.17	\$42,924.50
Total Farebox Revenue	\$14,659.07	\$14,654.17	\$14,607.17	\$43,920.40	\$14,689.17	\$14,518.17	\$14,565.17	\$43,772.50
HOURS								
Revenue Hours- Fixed Route	216.13	217.25	202.25	635.63	217.23	266.67	401.43	885.33
Revenue Hours- Fixed Route - Winter	0.00	0.00	0.00	0.00	0.00	0.00	105.52	105.52
Revenue Hours- Northstar Night	0.00	0.00	0.00	0.00	0.00	0.00	105.52	105.52
Revenue Hours- Squaw Valley Night	0.00	0.00	0.00	0.00	0.00	0.00	93.72	93.72
Revenue Hours- DAR	299.08	312.22	280.88	892.18	326.82	275.15	257.78	859.75
Total Revenue Hours	515.22	529.47	483.13	1527.82	544.05	541.82	858.45	1944.32
Non-revenue (Deadhead) Hours - Fixed	23.43	21.65	21.32	66.40	25.97	24.30	30.82	81.08
Non-Revenue Hours- Northstar Night	0.00	0.00	0.00	0.00	0.00	0.00	11.75	11.75
Non-Revenue Hours- Squaw Valley Night	0.00	0.00	0.00	0.00	0.00	0.00	12.15	12.15
Non-revenue (Deadhead) Hours - DAR	52.62	53.18	40.75	146.55	49.25	60.23	59.48	168.96
Total Deadhead Hours	76.05	74.83	62.07	212.95	75.21	84.53	114.20	273.95
System Total Hours	591.27	604.30	545.20	1740.77	619.26	626.35	972.65	2218.26
MILES								
Revenue Miles- Fixed Route	3,635	3,921	3,624	11,180	3,907	4,697	7,159	15,763
Revenue Miles- Northstar Night	0	0	0	0	0	0	1,752	1,752
Revenue Miles- Squaw Valley Night	0	0	0	0	0	0	2,192	2,192
Revenue Miles- DAR	4,147	4,693	4,023	12,863	4,386	3,622	3,443	11,451
Total Revenue Miles	7,782	8,614	7,647	24,043	8,293	8,319	14,546	31,158
Non-revenue (Deadhead) Miles - Fixed	186	260	194	640	275	271	264	810
Non-revenue (Deadhead) Miles - Northstar	0	0	0	0	0	0	184	184
Non-revenue (Deadhead) Miles - Squaw	0	0	0	0	0	0	163	163
Non-revenue (Deadhead) Miles - DAR	491	498	449	1,438	510	579	900	1,989
Total Deadhead Miles	677	758	643	2,078	785	850	1,511	3,146
Total Combined Miles	8,459	9,372	8,290	26,121	9,078	9,169	16,057	34,304
RIDERSHIP FIXED ROUTE								
Truckee Local - Adult	1,286	1,316	1,099	3,701	1,384	1,187	1,543	4,114
Truckee Local - Senior	23	20	183	226	30	23	54	107
Truckee Local - Disabled	0	2	6	8	6	4	6	16
Truckee Local - Child	650	698	86	1,434	143	61	67	271
Truckee local Total	1,959	2,036	1,374	5,369	1,563	1,275	1,670	4,508
Northstar Night - Adult	0	0	0	0	0	0	404	404
Northstar Night - Senior	0	0	0	0	0	0	1	1
Northstar Night - Disabled	0	0	0	0	0	0	0	0
Northstar Night - Child	0	0	0	0	0	0	29	29
Northstar Night Total	0	0	0	0	0	0	434	434
Squaw Valley Night - Adult	0	0	0	0	0	0	932	932
Squaw Valley Night - Senior	0	0	0	0	0	0	0	0
Squaw Valley Night - Disabled	0	0	0	0	0	0	0	0
Squaw Valley Night - Child	0	0	0	0	0	0	10	10
Squaw Valley Night Total	0	0	0	0	0	0	942	942
Total Passengers	1,959	2,036	1,374	5,369	1,563	1,275	2,575	5,413
Transfers								
Transfers - Squaw - From TART	0	0	0	0	0	0	35	35
Transfers - Squaw - To TART	0	0	0	0	0	0	50	50
Transfers - Northstar - From TART	0	0	0	0	0	0	36	36
Transfers - Northstar - To TART	0	0	0	0	0	0	100	100

FY 2019/2020 TRUCKEE TART DATA BY MONTH (continued)								
	JULY	AUGUST	SEPTEMBER	Totals 1st Qtr	OCTOBER	NOVEMBER	DECEMBER	Totals 2nd Qtr
RIDERSHIP DAR								
Adult	50	51	54	155	58	30	30	118
Senior	39	54	44	137	50	35	47	132
Disabled	318	358	325	1,001	359	277	285	921
Child	0	0	0	0	0	0	1	1
Free Child	217	247	259	723	273	259	252	784
Total Passengers	624	710	682	2,016	740	601	615	1,956
SYSTEMWIDE PERFORMANCE								
Wheelchair Boardings	59	70	80	209	83	64	71	218
No Shows	17	18	18	53	29	21	23	73
Same Day Cancellations (DAR)	59	88	81	228	90	98	56	244
Late Trips Fixed Route (>10 minutes)	112	59	23	194	17	42	61	120
% Fixed Route trips <= 10 Minutes Late	75.60%	87.15%	94.59%	85.55%	96.30%	92.54%	95.14%	94.73%
Late Trips Dial-A-Ride (>10 minutes)	48	26	54	128	33	16	60	109
% DAR Trips <= 10 minutes Late Dropping	92.31%	96.34%	92.08%	93.65%	95.54%	97.34%	90.24%	94.43%
Missed Trips	0	0	0	0	0	0	0	0
Denials	0	0	0	0	0	0	0	0
Refusals	0	0	0	0	0	0	0	0
Road Calls	2	1	0	3	0	0	0	0
Compliments	0	0	0	0	4	0	0	4
Complaints	0	0	0	0	5	0	0	5
Incidents/Accidents	1	1	0	2	0	1	0	1
SYSTEMWIDE COSTS								
Contractor	\$42,042.66	\$42,633.16	\$40,714.22	\$125,390.04	\$43,236.92	\$43,144.58	\$56,560.22	\$142,941.72
All Other (Personnel, Fuel, Maint, Supplies)	\$37,539.00	\$37,539.00	\$37,539.00	\$112,617.00	\$37,539.00	\$37,539.00	\$37,539.00	\$112,617.00
Total Costs	\$79,581.66	\$80,172.16	\$78,253.22	\$238,007.04	\$80,775.92	\$80,683.58	\$94,099.22	\$255,558.72
SYSTEMWIDE PERFORMANCE STATISTICS								
Cost per Service Hour	\$154.46	\$151.42	\$161.97	\$155.78	\$148.47	\$148.91	\$109.62	\$131.44
Cost per Service Mile	\$10.23	\$9.31	\$10.23	\$9.90	\$9.74	\$9.70	\$6.47	\$8.20
Cost per One-Way Passenger Trip	\$30.81	\$29.20	\$38.06	\$32.23	\$35.07	\$43.01	\$29.50	\$34.68
Revenue per Passenger	\$5.68	\$5.34	\$7.10	\$5.95	\$6.38	\$7.74	\$4.57	\$5.94
Passengers per Vehicle Service Hour	5.01	5.19	4.26	4.83	4.23	3.46	3.72	3.79
Passengers per Vehicle Service Mile	0.33	0.32	0.27	0.31	0.28	0.23	0.22	0.24
Farebox Ratio	18.42%	18.28%	18.67%	18.45%	18.19%	17.99%	15.48%	17.13%
RIDERSHIP STATISTICS								
Adult - Fixed	65.65%	64.64%	79.99%	68.93%	88.55%	93.10%	59.92%	76.00%
Senior/Disabled - Fixed	1.17%	1.08%	13.76%	4.36%	2.30%	2.12%	2.33%	2.27%
Child - Fixed	33.18%	34.28%	6.26%	26.71%	9.15%	4.78%	2.60%	5.01%
Adult - DAR	8.01%	7.18%	7.92%	7.69%	7.84%	4.99%	4.88%	6.03%
Senior/Disabled - DAR	6.25%	7.61%	6.45%	6.80%	6.76%	5.82%	7.64%	6.75%
Child - DAR	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.16%	0.05%
Free - DAR	34.78%	34.79%	37.98%	35.86%	36.89%	43.09%	40.98%	40.08%
Adult - System	51.72%	49.78%	56.08%	52.21%	62.61%	64.87%	49.31%	57.43%
Senior/Disabled - System	2.40%	2.77%	11.33%	5.02%	3.73%	3.30%	3.35%	3.46%
Child - System	25.16%	25.42%	4.18%	19.42%	6.21%	3.25%	2.13%	3.69%