



Date: November 8, 2022

Honorable Mayor and Council Members:

Alfred Knotts, Transit Program Manager

Title: **Approval of Local Partnership Program Formulaic Grant Funding Application – Railyard Transit Center**

Approved By: _____ Jen Callaway, Town Manager

Recommended Action: Approve Resolution 2022-69 authorizing an application for the Local Partnership Program (LPP) Formulaic Grant funding application as outlined in this staff report and authorizing the Town Manager, or designee, to execute all documents necessary for submitting the grant application.

Discussion: The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the LPP and continuously appropriates \$200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. On August 17, 2022 the California Transportation Commission issued the adopted LPP Guidelines. The LPP includes two programs, the Formulaic Program and the Competitive Program. This request is for funding that will be awarded on a formulaic basis for projects that provide for the following goal(s):

Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.

The Railyard Transit Center has long been contemplated in various planning documents including the Railyard Master Plan, 2017 Long Range Transit Plan, and 2018 Eastern Nevada County Short Range Transit Development Plan. The planning and development of this facility has been identified as being critical in meeting both local and regional transit demands and needs with this location being identified through a robust planning process which can be found here <https://www.truckeetransitcenter.com/>.

That being said, the Town's recent endeavor into microtransit has provided insight into a potential new model for transit in Truckee that could result in de-emphasizing and/or eliminating traditional fixed route transit service in favor of a more flexible, scalable, and convenient on-demand transit model. This potential transition to a local microtransit model in Truckee has been considered during the design of Railyard Transit Center and designed to accommodate large transit vehicles operated by our transit partners at Amtrak, Greyhound, and Placer County. In addition to accommodating large transit vehicles, the facility has also been designed to provide flexible curb space that can accommodate microtransit vehicles, rider share Transportation Network Companies (TNC), and private shuttle operators.

It is important to note that although the Town may transition to this model, our partners at Placer County plan to continue to operate full size 32' – 40' mass transit vehicles necessary to meet regional transit demand along the SR 267 and SR 89 corridors. This necessitates the need to continue implementation of Railyard Transit Center to not only accommodate these services and associated vehicles but to also

provide a central location where local and regional service can be coordinated and seamlessly integrated between systems.

Given the evolution of national and local transit service models, TNC's, as well as other micromobility options, such as Electric Bikes, there is an opportunity to re-image and re-brand the Railyard Transit Center as a "mobility hub" where residents, employees, and visitors are provided a central hub or node where they can access numerous public or for hire mobility options and people can congregate and interact as a community.

Currently, staff is in the final stages of completing the design for Phase 1 of the Railyard Transit Center Project which will be bid in late winter/early spring. This Phase 1 design will include all of the civil work including but not limited to the following: pavement for circulation, transit vehicle pull outs for both micro and mass transit vehicles, conduit to support electric vehicle charging and real time transit vehicle location information, space for future public art installation, curb and gutter and pedestrian circulation, drainage, transit shelters, landscaping, and other passenger amenities such as restrooms, bike racks and "fix-it stations," shade structures and benches.

Phase 2, which is the phase for which these funds are being sought, is scoped to include the enclosed, climate-controlled transit center structure (see Attachment A - Phase 2 Concept Site Design). Phase 2 also contemplates the final streetscape amenities, wayfinding, and at grade electric vehicle charging infrastructure. Phase 2 of the Project is not currently fully funded; however, this request would support funding of the construction phase of Phase 2. This grant request is in addition to the LPP Competitive Grant authorization (Resolution 2022-67) that was approved as part of the October 25, 2022 Town Council meeting.

Similar to the LPP Competitive Grant, the Formulaic application also requires that the Town adopt a resolution authorizing the execution of any and all necessary documents. Therefore, staff is recommending that the Council adopt Resolution 2022-69 (Attachment B) authorizing an application for the LPP Formulaic Grant Funding. The grant application is due November 14, 2022.

Priority:

<input type="checkbox"/> Enhanced Communication	<input checked="" type="checkbox"/> Climate and Greenhouse Gas Reduction	<input type="checkbox"/> Housing
<input checked="" type="checkbox"/> Infrastructure Investment	<input type="checkbox"/> Emergency and Wildfire Preparedness	<input checked="" type="checkbox"/> Core Service

Fiscal Impact: Should the Town be successful in obtaining this grant it would result in \$200,000 in FY 23/24 and \$200,000 in FY 24/25 in LPP Formulaic funding for the Railyard Transit Center available to the Town and shown in Attachment C. This Program requires a "one-to-one" match which equates to \$400,000. The required match is currently captured in the CIP (C1820) and identified as General Fund.

Public Communication: In addition to this Staff Report and associated Agenda posting, the acquisition of the North Balloon Parcel was authorized by Council as part of the August 9, 2022, Town Council meeting.

Attachments:

Attachment A – Transit Center Phase 2 Concept Design

Attachment B – Resolution 2022-69

Attachment C - 2022 Local Partnership Program Formulaic Funding Distribution