



Date: January 14, 2025

Honorable Mayor and Council Members:

Author and title: Alfred Knotts, Transportation Program Manager

Title: Acceptance of 2024 Town of Truckee Transit Development Plan

Jen Callaway, Town Manager

Recommended Action: Town Council accept the Final Draft of the “2024 Town of Truckee Transit Development Plan (TDP).”

Discussion:

Background: On August 27, 2024, Staff and Nevada County’s Consultant Team, LSC Transportation Consultants, provided an overview and presentation on the public draft of the “2024 Town of Truckee Transit Development Plan (TDP),” which serves as an update to the current “2018 Eastern Nevada County Short Range Transit Plan” accepted by Council on January 9, 2018. This presentation was informational and resulted in several questions and comments from Councilmembers. These questions and comments have since been incorporated as applicable and/or responded to, with all comments and associated responses provided in Attachment A, while the Final Draft of the “2024 Town of Truckee TDP” is provided as Attachment B.

As a reminder to Council and the public, the 2024 update of the TDP serves as a five (5) year “roadmap” for the Town as it relates to making service enhancements, operational and/or institutional adjustments, identifying capital needs, and forecasting funding levels over a five-year planning horizon to address the community’s current and future mobility needs and demands.

In consideration of these future needs and demands, as well as reasonably foreseeable funding, a series of alternatives or potential changes to public transit services are outlined and evaluated to increase cost efficiency and productivity of services are evaluated.

As a result of that analysis, service recommendations were developed under two different scenarios, which are as follows:

- Scenario A: New recurring funding sources are available for public transit services***
- Scenario B: Only traditional operating funding sources available.***

For additional background, both the “2018 Eastern Nevada County Short Range Transit Development Plan” and the “August 27, 2024 Staff Report” can be found at the following links, respectively:

- **2018 Transit Development Plan:**
<https://www.townoftruckee.gov/DocumentCenter/View/788/Truckee-Short-Range-Transit-Plan-PDF>
- **August 27, 2024 Staff Report on 2024 TDP Update:**
<https://mccmeetingspublic.blob.core.usgovcloudapi.net/truckeeca-meet-6e187c6871764c028c51e6ae8f4fb290/ITEM-Attachment-001-43b83c0fef9445b3b224218642817824.pdf>

January 2025 Update and Recommended Preferred Scenario:

When the aforementioned scenarios were presented to Council as part of the August 27, 2024 Council Meeting, only “transitional operating funding sources” were reasonably foreseeable at that time. However, in June 2024 Town Council voted to place a ½% general sales tax on the November 2024 ballot for consideration by Town voters, known as Measure E. One of the primary programs identified for Measure E should it pass, was the continuation of the highly successful TART Connect Microtransit Program, which is the service model proposed under “Scenario A.

In November 2024, the Town voters approved Measure E which is estimated to generate approximately \$3.5 million **annually** over the next 15 years following the initiation of the collection of the additional ½% sales tax on April 1, 2025.

In consideration of the recent passage of Measure E, staff has identified Scenario A as the “Preferred Scenario” to implement over the five (5) year planning horizon, which recommends the following:

- Truckee TART Connect will continue as a Town-wide microtransit service throughout the five-year planning period. A policy limiting the minimum trip length to one-half mile will be considered, to focus resources on those which are not considered walkable for ambulatory populations. Providing services to adjacent Placer County areas may also be considered.
- The Truckee Local Fixed Route and DAR service continue to operate at current levels to efficiently and effectively serve the commercial core, downtown, and many affordable housing developments on a regular schedule with connections to Placer TART regional services.
- The Town should consider eliminating the general public fare for DAR services. This amounts to only \$1,500 per year and costs more in administrative time to account for that money. Additionally, elimination of this fare would provide greater equity amongst users
- Special event shuttles (Truckee Thursdays and 4th of July) and funding for regional Placer TART services also continue at current levels.
- The Northstar night service is operated as a hybrid microtransit service by the TART Connect contractor in order to reduce operating costs and provide a more flexible type of transit service. This will also bring the service into compliance with ADA law. It would be reasonable for the Town to work with Northstar to develop a cost-sharing arrangement to help subsidize this program.

Operating cost estimates for each service plan element in Scenario A are displayed below in the following table. Staff would like to note that acceptance of the TDP by Council does NOT obligate or authorize any transit expenditure and that all expenditures will go through routine and formal budget approval processes on an annual basis.

Truckee Transit Development Plan Operating Costs - Scenario A (New Revenue Sources)					
Plan Element	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29
Base Case Operating Cost ¹					
<i>Marginal Operating Costs (Truckee Local Fixed Route, DAR and Night Service)</i>					
<i>Fixed Costs</i>	\$722,690	\$744,400	\$766,700	\$789,700	\$813,400
<i>Special Event Shuttles</i>	\$843,900	\$869,200	\$895,300	\$922,200	\$949,900
<i>Regional Services</i>	\$40,000	\$41,200	\$42,436	\$43,709	\$45,020
Total	\$1,858,390	\$1,914,200	\$1,971,636	\$2,030,809	\$2,091,820
Plan Costs					
Northstar as Hybrid Microtransit ⁽²⁾	--	-\$40,700	-\$41,900	-\$43,200	-\$44,500
Truckee TART Connect Townwide - Annual Program	\$2,400,000	\$2,472,000	\$2,546,160	\$2,622,545	\$2,701,221
Establish Minimum Trip Length Requirement	-\$1,800	-\$1,900	-\$2,000	-\$2,100	-\$2,200
Total Operating Cost	\$4,256,590	\$4,343,600	\$4,473,896	\$4,608,054	\$4,746,341
<small>Note 1: Base Case costs based upon FY 2024-25 Budget and FY 2023-24 status quo service levels, excluding capital. Assumes 3% annual inflation rate for the planning period. Note 2: This assumes Truckee TART Connect microtransit continues to be operated during the evening hours. Source: LSC Transportation Consultants, Inc.</small>					

The benefit of Scenario A is that this scenario can now be implemented utilizing existing funding sources, including new revenues from Measure E and maintains a fare-free public transit service will continue to be available to the entire Town of Truckee. Maintaining a fare-free system also complements Placer County’s fare-free fare structure providing seamless transfers and equity across the joint Placer and Town service areas. Traditional fixed route services provided by the “Truckee Local” will continue to efficiently and effectively serve the commercial core, downtown, and many affordable housing developments on a regular schedule with connections to Placer TART regional services, while TART Connect will provide broader community-wide service on an on-demand basis for hours beyond those of the “Truckee Local.”

Finally, implementation of Scenario A also advances several goals, policies, and associated action elements identified in the recently adopted Truckee 2040 General Plan. Specific examples include Goal M-3, Goal M-6, and Goal M-8 which state the following:

Goal M-3: Transit - Promote a safe, attractive, equitable, and efficient local and regional transit system, including bus, van, shuttle/microtransit, and rail, to reduce congestion, improve quality of life, protect the human and natural environment, support economic vitality, and offer viable and competitive alternatives to the automobile. Integrate bicycle and pedestrian access into the system, including for the mobility impaired.

Goal M-6: Provide Adequate Funding - Provide adequate funding for construction, improvement, and maintenance of existing and new roadways, transit capital and operations bikeways and pedestrian facilities, bridges, and various forms of transportation.

Goal M-8: Regional Coordination - Encourage regional coordination to maximize the efficiency of regional transportation systems.

Next Steps:

Should Council accept the “2024 Town of Truckee TDP,” the TDP will then be presented to the Nevada County Transportation Commission Board at their January 29, 2025 meeting for formal approval as the Regional Transportation Planning Agency for Nevada County, including the Town of Truckee. Following formal acceptance by both the Town and NCTC, the TDP will then guide the provision of services and operations over the next five-year period within the financial revenues projected to accomplish the plan recommendations.

The five-year plan continues to provide the Town with more direct control of transit operations, expands mobility options for residents and improves the visitor experience, while addressing the environmental aspects of mitigating traffic congestion, reducing greenhouse gas production, and improving air quality and public health in our region.

Staff will continue to monitor all routes/services, specifically ridership, cost per passenger, and passengers per hour through the life of the TDP to ensure productivity remains within industry standards for peer rural/resort systems as well as in alignment with the Town’s General Plan and Council Strategic Priorities.

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 checked="" type="checkbox"/>	Emergency and Wildfire Preparedness	<input checked="" type="checkbox"/>	Core Service

Fiscal Impact:

Adoption of the TDP by the NCTC and acceptance by Town Council does not result in any direct fiscal impact. The TDP is a planning level document intended to provide guidance on future transit-related policy changes and/or investments, all of which will require future Council discussion and subsequent approval either as part of the annual budget process and/or as independent actions. Lastly, as the RTPA for our region, the development of the TDP was paid for by the NCTC at no cost to the Town.

Public Communication:

In addition to this staff report and associated agenda posting, various online community surveys, onboard passenger surveys, community stakeholder interviews and presentations, pop-up stations at Tuesday Farmer’s Market, have occurred throughout the development of the TDP. Additionally, a public workshop on the TDP was held on April 15th, 2024 at Town Hall and formal presentation was given at the July 17, 2024 meeting of the NCTC.

Attachments:

Attachment A: Final Draft Town of Truckee TDP Dated January 7, 2025

Attachment B: Comment and Response Matrix