

2024 Truckee Transit Development Plan

Technical Memorandum 1: Existing Conditions



Prepared for the
Nevada County Transportation Commission



January 5, 2024



Prepared by LSC Transportation Consultants

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Prepared for

Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Prepared by

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Ste. C
Tahoe City, CA 96145
530-583-4053

January 5, 2023

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Eastern Nevada County is a rural and energetic region renowned for its outdoor recreational activities. The Town of Truckee (Truckee), population 17,198, is both the cultural and economic center of Eastern Nevada County, serving as the destination for local, regional, and international visitors. As one of the “points” of the Tahoe-area “Resort Triangle” Truckee maintains access to Palisades Tahoe, Northstar, and Lake Tahoe. While Truckee itself is rural and somewhat dispersed, the Lake Tahoe region attracts over 15 million visitors annually.¹ Eastern Nevada County and Truckee are therefore important places for not only year-round residents but also the many tourists and seasonal workers supporting the local economy. Like many rural regions of northern California, public transit is an important component of the overall transportation system in eastern Nevada County, helping to enhance mobility and providing additional economic and environmental benefits. Furthermore, access to social and medical services, educational resources, and necessities are issues of universal concern, which continue to be important to full- and part-time residents and visitors alike.

With the ongoing importance of transportation within the region, the Nevada County Transportation Commission (NCTC) has retained LSC Transportation Consultants, Inc., to prepare an update to the 2017 Transit Development Plan (2017 TDP) for Eastern Nevada County. For the purposes of this study, Eastern Nevada County is defined as the area east of Yuba Pass (near the intersection of Interstate 80 (I-80) and State Route (SR) 20). As Truckee provides almost all of the transit and transportation services for the region, the Plan has been named the 2024 Truckee TDP for ease of reference and public understanding.

This Technical Memorandum (Tech Memo) is the first in a series of three that will be produced to create the final 2024 Eastern Nevada County Transit Development Plan (2024 Truckee TDP). The Tech Memo begins with a summary of existing conditions and demographic data including population, transit-dependent populations, and current transit and transportation services within the region. This information, in conjunction with public and stakeholder input, will help to identify areas of high and low transit demand within the region.

¹ North Lake Tahoe Official Visitors Bureaus. (2023). Fun Facts. <https://visitinglaketahoe.com/facts/>

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STUDY AREA CHARACTERISTICS

STUDY AREA

Eastern Nevada County encompasses approximately 345 square miles of mountains, lakes, rivers, and valleys within the central Sierra Range of California. As shown in Figure 1, the region is bounded by Sierra County to the north, Placer County to the south, and Washoe County, Nevada to the east. The area is known for its mountainous terrain that includes elevations ranging from 5,300 feet in Emigrant Gap to 9,100 feet at Castle Peak. The county is traversed by three major highways; Interstate (I-) 80 running west-east, SR 89 running north-south, and SR 267 running northwest-southeast from the junction of I-80 in Truckee to the Placer County line.

The Town of Truckee (Truckee) is incorporated and serves as the major population and economic center of eastern Nevada County. It includes the majority of amenities for the region including lodging, educational institutions, commercial retail, tourist attractions, and medical facilities. Other communities within eastern Nevada County include Soda Springs, Kingvale, Glenshire, and Floriston.

As I-80 passes through Truckee, most visitors to North Lake Tahoe must pass through Truckee to get to their final destination. As such, circulation in Eastern Nevada County is closely tied to developments and activity centers in eastern Placer County such as the Northstar/Martis Valley and Palisades/Alpine Meadows. The Donner Summit ski resorts of Boreal (Nevada County), Sugar Bowl and Royal Gorge/Serene Lakes (located just over the county border in Placer County) also impact transportation conditions in the Donner Summit portion of Eastern Nevada County.

POPULATION CHARACTERISTICS

Countywide Historic, Current, and Projected Population

Population changes can greatly impact the demand for transit services. The population of Nevada County has slightly declined over the last five years, as shown in Table 1. As illustrated, the county's population as a whole increased by 1.5 percent between 2000 and 2005. In comparison to previous decades, this was a steep decline from consistent growth of 17 percent between 1990 and 2000. The Town of Truckee's population has since undulated between 15,000 and 17,000 people since 2005. While there was a small decline in population (-0.17 percent) in 2015, the 2020 Decennial Census (US Census) indicates that the population has rebounded as of 2020.

Table 2 summarizes population projections for Nevada County, Truckee, and California over the next 20 years. As shown, county and California populations are expected to increase only slightly over the next 10 years (0.3 percent and 0.2 percent, respectively) while Truckee's population is expected to decrease by 13 percent by 2030. By 2040, Nevada County's population is expected to continue growing (another 3.1 percent from 2030) while the Town is anticipated to lose another 11 percent in population according to the Town of Truckee 2040 General Plan.



Figure 1
Eastern Nevada County Site and Location Map

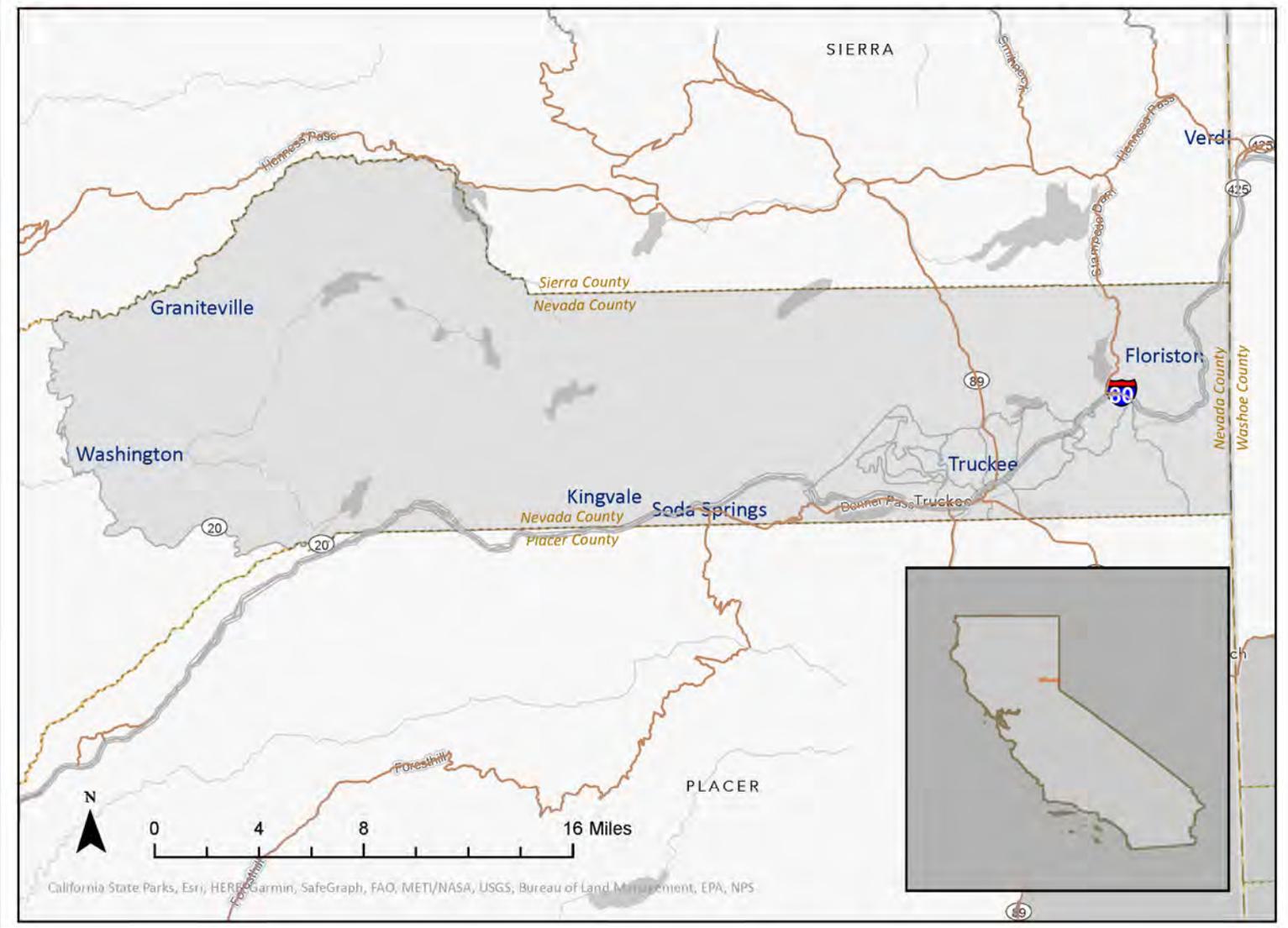


Table 1: Historic and Current Population

	2000		2005		2010		2015		2020	
	Population	% Annual Growth								
Nevada County	92,033	-	97,454	1.15%	98,682	0.25%	98,156	-0.11%	97,775	-0.08%
Town of Truckee	13,864	-	15,364	2.08%	16,166	1.02%	16,033	-0.17%	16,729	0.85%
State of California	33,873,086	-	35,869,173	1.15%	37,223,900	0.74%	38,865,532	0.87%	39,648,938	0.40%

Source: California Department of Finance Population Estimates, Accessed 8/28/2023, and the 2020 Decennial Census

Table 2: Population Projections

	2020		2030			2040		
	Population	% Annual Change	Population	% Annual Change	% Total Change	Population	% Annual Change	% Total Change
Nevada County	97,775	-	97,464	-0.03%	0.3%	94,444	-0.31%	3%
Town of Truckee	16,729	-	18,900	1.2%	-13%	21,000	1.1%	-11%
State of California	39,520,071	-	39,430,871	-0.02%	0.2%	40,106,449	0.17%	-2%

Source: California Department of Finance Population Estimates, Accessed 8/28/2023 and the Town of Truckee 2040 General Plan

Projections of Population by Age

Table 3 presents population projections by age group between the years 2020 and 2050, as estimated by the CA Dept. of Finance. This data grants insight into the future population trends of transit-dependent youth and older adult groups. Per Table 3, the population of mature retirees (ages 75 through 84) is expected to rise by 58 percent by 2030 before slowing dropping back down. During this period, the population of senior retirees (ages 85 or more) is also projected to grow by 45 percent. These substantial growth rates suggest an increased need for specialized public transit options in the coming decades.

Table 3 also indicates that the School Age (ages 5-17) population will stay relatively the same with a difference of about 1,000 people over the coming 30 years. College Age (18-24 years) and Working Age (25-61 years) populations are also expected to decline slightly (by 22 percent and 15 percent, respectively) by the year 2050.

Transit Dependent Population

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often referred to as the “transit-dependent” population. This category includes youth, elderly persons, persons with disabilities, low-income persons, and members of households with no available vehicles. There is considerable overlap among these groups. Table 4 and Figures 2 through 6 present key demographic data for Eastern Nevada County, or rather Truckee, at the US Census block group level. The values reflect the total population of each group by block group with the percentages representing the concentration of each type of resident within that specific block group. It should also be noted that these census tracts and their corresponding block groups have been revised since the previous 2017 TDP.

A review of this data indicates the following:

- The total estimated population of Truckee is 17,611 per the most recent Census data². Areas with the highest population include Central Glenshire (2,735 residents or 16 percent of the total population), Prosser Lakeview/Gray’s Crossing (2,213 residents or 13 percent), Airport/South Polaris/South Glenshire (2,157 residents or 12 percent), and Lower Sierra Meadows (1,949 residents or 11 percent).
- The total Youth (persons ages 5 to 17) make up 2,593, or 15 percent of the total population (Figure 2). This is a slight decline from the 2,910 or 17 percent of the total population identified in the 2017 TDP. While the block groups within the Glenshire neighborhood still have the highest overall concentration of youth (986 youths or 38 percent of the total youths in the region), there has been considerable growth in youth populations within the Ponderosa, Prosser, and Lower Sierra Meadows neighborhoods making up 38 percent of the total youth population. The Northern Gateway and Donner Lake block groups within Census Tract 12.09 have the lowest concentration of youths overall (5 Percent).

² American Community Survey 2021 – 5 Year Estimates, Accessed 09/15/2023

Table 3: Population Projections by Age Group for Nevada County

Year	Total Population	Preschool Age (0-4 years)	School Age (5-17 years)	College Age (18 - 24 years)	Working Age (25-61 years)	Young Retirees (62-74)	Mature Retirees (75-84 years)	Senior Retirees (85+)	Seniors (65 or more)
2020	102,184	4,039	11,668	8,100	42,649	22,635	9,287	3,806	30,545
2030	97,464	4,377	10,759	5,767	37,125	19,224	14,689	5,523	36,064
2040	94,444	3,998	11,720	5,511	36,440	14,737	13,732	8,306	33,673
2050	89,649	3,826	10,920	6,301	36,162	14,093	10,373	6,050	29,447

Source: California Department of Finance Population Estimates

Table 4: Demographic Characteristics

Census Tract	Block Group	Area Description	Population		Youth (Ages 5 to 17)		Seniors (Age 65 and older)		Below Poverty Level		Individuals with Disabilities		Occupied Housing Units		Zero-Vehicle Housing Units	
			#	%	#	%	#	%	#	%	#	%	#	%	#	%
9	4	Eastern Nevada County outside of Truckee	526	3%	30	1%	94	3%	67	4%	74	5%	234	0	0%	
12.05	1	Airport / S Polaris / S Glenshire	2,157	12%	459	18%	333	12%	184	11%	97	7%	708	6	4%	
	2	Central Glenshire	2,735	16%	439	17%	191	7%	177	10%	123	8%	853	100	71%	
	3	Old Greenwood / Between Truckee and Glenshire	541	3%	88	3%	126	4%	0	0%	24	2%	262	0	0%	
12.07	1	Ponderosa Palisades	699	4%	10	0%	156	5%	25	1%	63	4%	235	0	0%	
	2	Prosser Lakeview/Gray's Crossing	2,213	13%	435	17%	200	7%	569	33%	199	14%	700	0	0%	
	3	Lower Sierra Meadows	1,949	11%	386	15%	329	11%	255	15%	175	12%	741	0	0%	
	4	Southern Downtown Truckee	973	6%	147	6%	102	4%	226	13%	88	6%	447	16	11%	
12.08	1	Tahoe Donner near ski areas	663	4%	79	3%	122	4%	40	2%	84	6%	290	0	0%	
	2	Armstrong Tract	1,188	7%	64	2%	247	9%	60	3%	151	10%	507	0	0%	
12.09	1	Northern Gateway	663	4%	23	1%	102	4%	36	2%	72	5%	234	0	0%	
	2	Donner Lake Area	748	4%	98	4%	242	8%	22	1%	82	6%	314	0	0%	
12.10	1	Tahoe Donner Golf Course Area	687	4%	107	4%	186	6%	25	1%	52	4%	266	10	7%	
	2	Prosser Lake Heights / Alder Hill	363	2%	38	1%	108	4%	0	0%	27	2%	173	0	0%	
	3	Northeast Tahoe Donner	615	3%	40	2%	119	4%	0	0%	46	3%	209	9	6%	
12.11	1	Pioneer Trail/Comstock Drive	394	2%	71	3%	89	3%	33	2%	43	3%	181	0	0%	
	2	Alder Hill	497	3%	79	3%	122	4%	26	1%	54	4%	237	0	0%	
Total			17,611		2,593	15%	2,868	16%	1,745	10%	1,455	8%	6,591	141	2%	

Source: American Community Survey 2021 5 Year Estimates

Note: Individuals with Disabilities was determined using disability percentage by Census Tract applied to the total population of each Block Group.

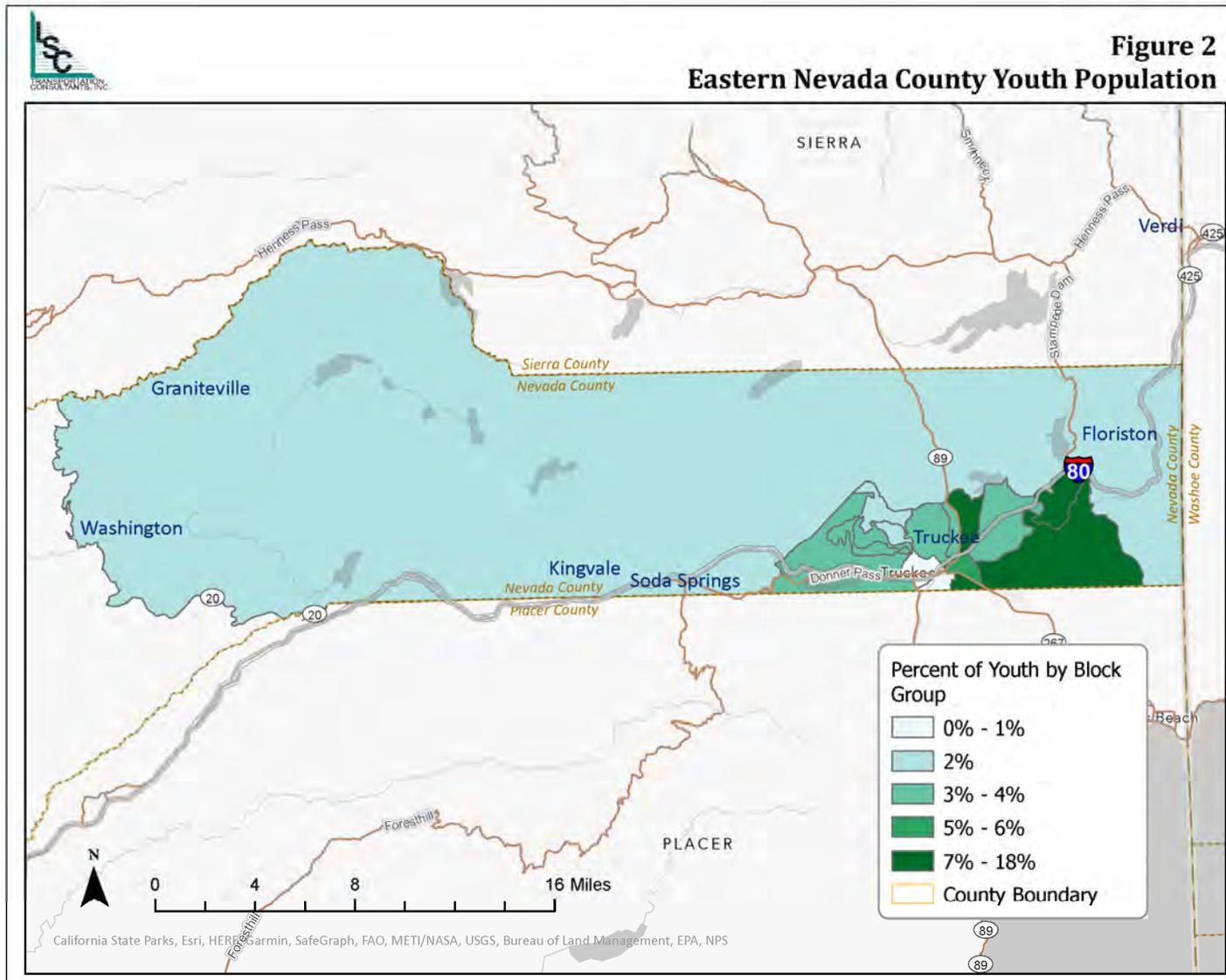




Figure 4
Eastern Nevada County Population of Those Living in Poverty

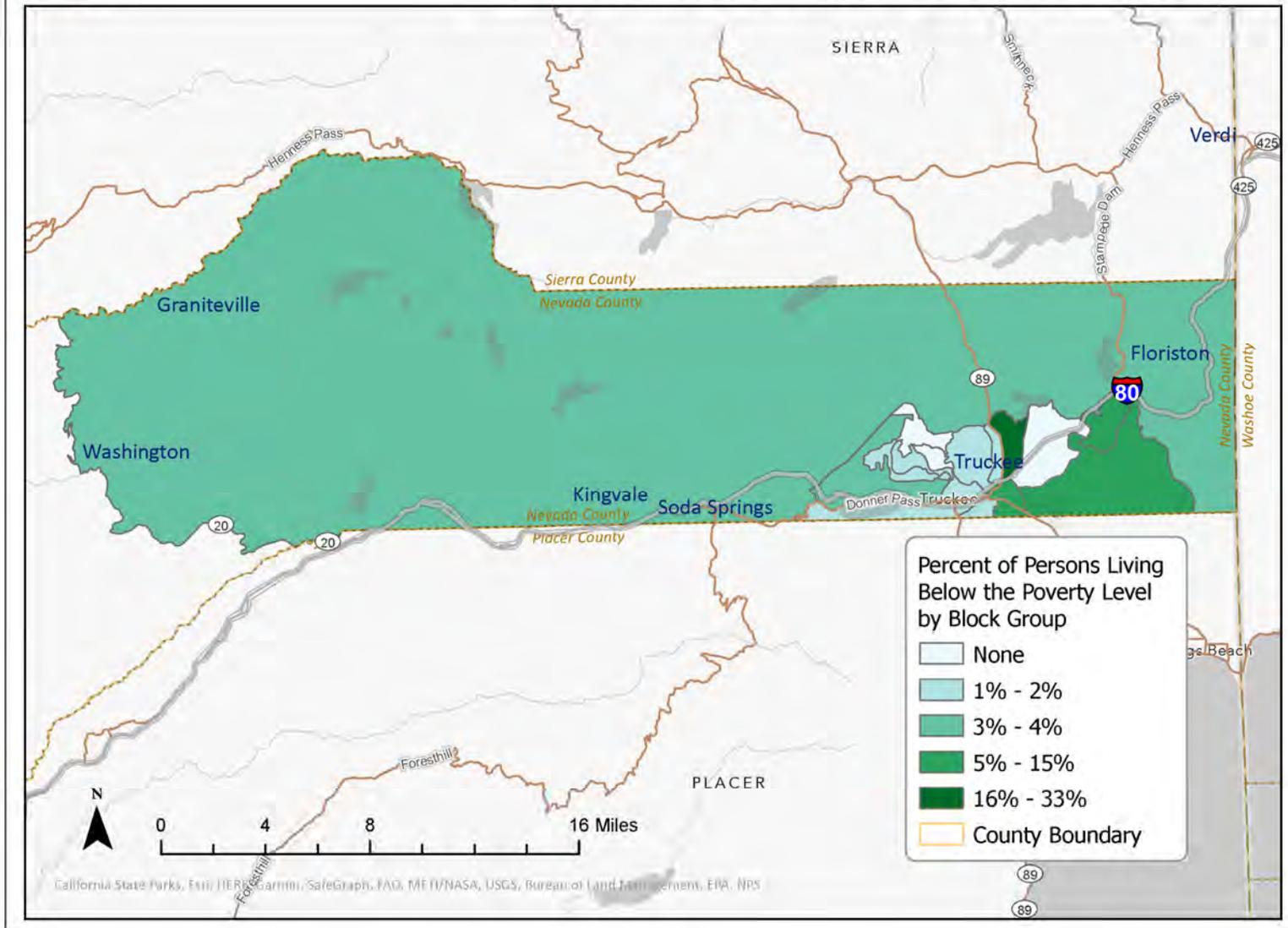




Figure 5
Eastern Nevada County Population Living with a Disability

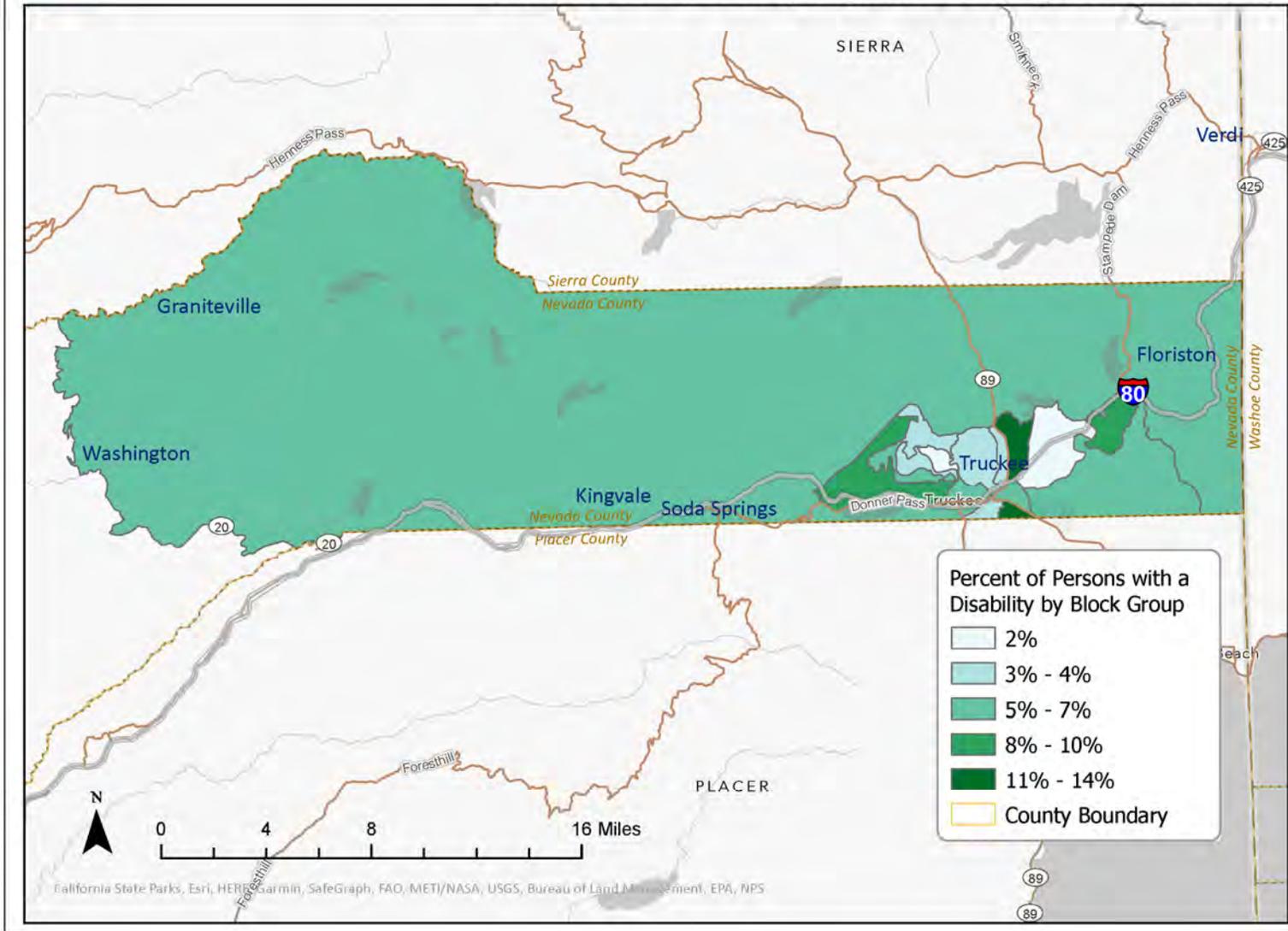
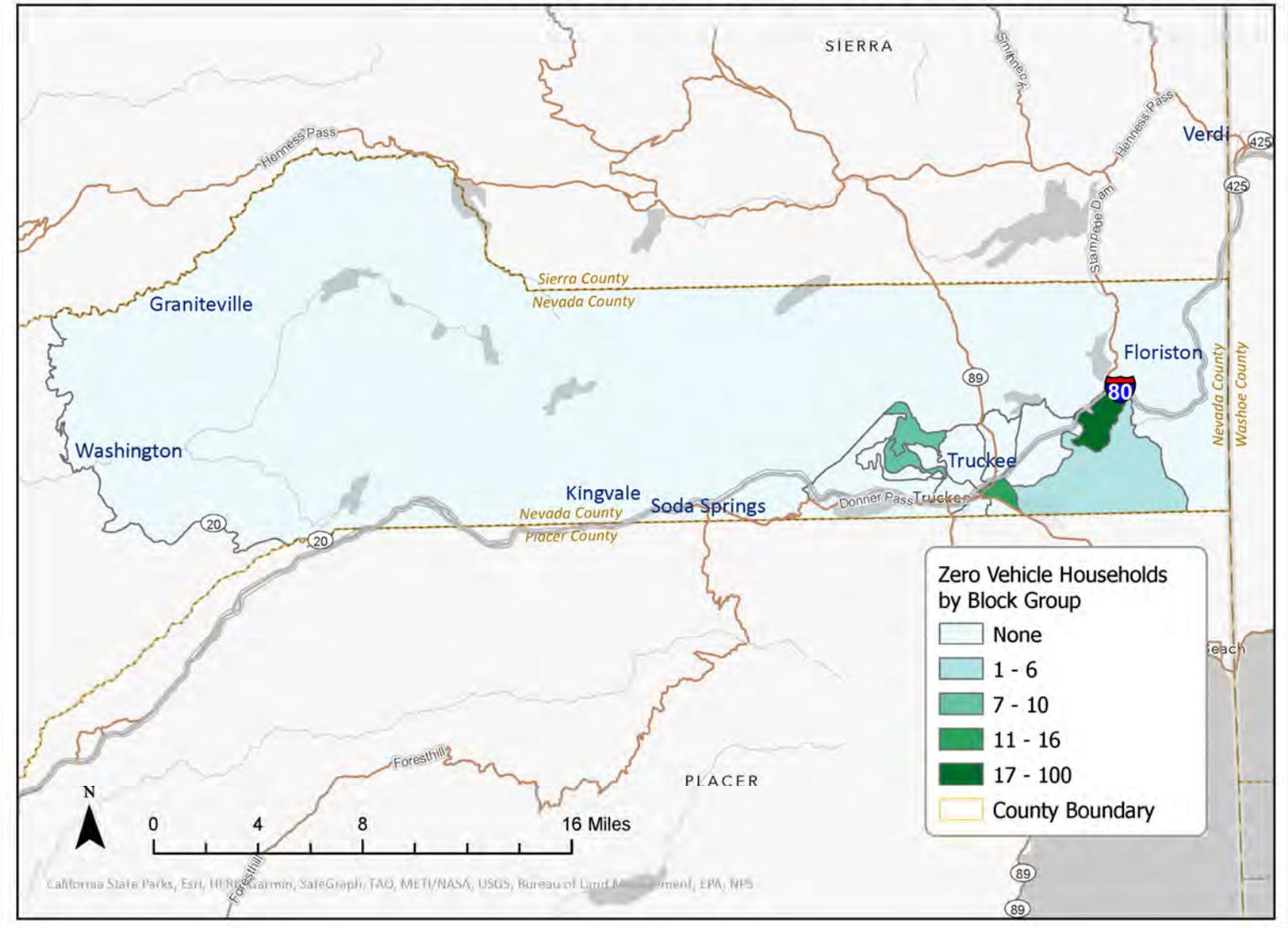




Figure 6
Eastern Nevada County Population of Zero Vehicle Households



- Older adults over age 65 total 2,868 (or 16 percent of the total population). This is more than double the population recognized in the previous plan (1,303 seniors or 8 percent of the Truckee population. The Census Tract with the highest number of older adults overall was Census Tract 12.07 (Ponderosa Palisades / Prosser Lakeview /Sierra Meadows/ Downtown Truckee (787 seniors or 27 percent of the total senior population). The Airport/Polaris/Glenshire neighborhood (Census Tract 12.05, Block Group 1) had the highest number of seniors (333 seniors or 12 percent of the total senior population) followed by the Lower Sierra Meadows (Census Tract 12.07, Block Group 3) with 329 seniors or 12 percent of the total senior population). The block group possessing the lowest number of seniors is the Pioneer Trail/Comstock Drive neighborhood with only 3 percent of seniors (89 seniors). The number of older adults living in each block group is shown in Figure 3.
- There are a total of 1,745 persons (or 10 percent) living below the federal poverty level in Truckee. This is an increase of nearly 3 percent from the previous 2017 Plan. The Census Tract with the highest concentrations of poverty is Census Tract 12.07 with 28 percent of the total poverty population living within the Prosser Lakeview/Grays Crossing neighborhood (569 residents or nearly 33 percent of the total poverty population), followed by Lower Sierra Meadows (255 residents or 15 percent). This is shown in Figure 4.
- Persons over the age of 18 who have a disability total 1,455, or 8 percent of Eastern Nevada County's population. This is shown in Table 4 and Figure 5. As indicated in the table and figure, Prosser Lakeview/Gray's Crossing has the greatest amount of people living with a disability with 199 disabled residents (14 percent).
- 141 households in Truckee currently do not have a vehicle available to them accounting for only 2 percent of the total households. The number of zero-vehicle households in each census tract block group is shown in Figure 6. The area with the highest number of zero-vehicle households is the Central Glenshire neighborhood (Census Tract 12.05, Block Group 2) with 100 households, or 71 percent of all zero-vehicle households.

Transit Needs Index

It is helpful to consider all five of the potentially transit-dependent groups simultaneously to gain a deeper understanding of which areas of Eastern Nevada County have the greatest relative transit needs. To better compare the transit needs of different communities, a Transit Needs Index (TNI) (Table 5) was created for Eastern Nevada County using the demographic data presented in Table 3.

The first step in developing the TNI was to calculate the density of each specific transit-dependent group within each block group (for example, there are approximately 30 youths per square mile in Census Tract 12.05, Block Group 1). Then, the ranges of densities for each subpopulation were divided into quintiles. Population densities in the highest quintile were assigned a score of 5 to represent high density and resulting high transit need, while the lowest population densities were assigned a score of 1 to represent the lower need for transit.

Table 5: Transit Needs Index

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

Census Tract	Block Group	Area Description	Total Sq Mi	Youth (Ages 5 to 17)	Seniors (Age 65 and older)	Below Poverty Level	Individuals with Disabilities	Zero Vehicle Households	Score Total
9	4	Eastern Nevada County outside of Truckee	193.5	1	1	1	1	1	5
12.05	1	Airport / S Polaris / S Glenshire	14.8	1	1	1	1	1	5
	2	Central Glenshire	2.7	2	1	1	1	5	10
	3	Old Greenwood / Between Truckee and Glenshire	5.5	1	1	1	1	1	5
12.07	1	Ponderosa Palisades	0.9	1	2	1	1	1	6
	2	Prosser Lakeview/Gray's Crossing	2.1	2	1	2	2	1	8
	3	Lower Sierra Meadows	0.6	5	5	5	5	1	21
	4	Southern Downtown Truckee	1	2	1	2	2	3	10
12.08	1	Tahoe Donner near ski areas	1.5	1	1	1	1	1	5
	2	Armstrong Tract	6.5	1	1	1	1	1	5
12.09	1	Northern Gateway	1.6	1	1	1	1	1	5
	2	Donner Lake Area	2.9	1	1	1	1	1	5
12.1	1	Tahoe Donner Golf Course Area	1.2	1	1	1	1	2	6
	2	Prosser Lake Heights / Alder Hill	0.8	1	1	1	1	1	5
	3	Northeast Tahoe Donner	2	1	1	1	1	1	5
12.11	1	Pioneer Trail/Comstock Drive	0.9	1	1	1	1	1	5
	2	Alder Hill	3.3	1	1	1	1	1	5
		Total							

Source: American Community Survey 2021 5 Year Estimates

The scores for each subgroup were then summed to yield an overall transit needs index rank for each census tract (Table 4). Ultimately, the TNI measures the relative demand for transit services from the population living in the census tracts, with possible values ranging from a low of 5 to a high of 25. A score of 25 indicates the greatest relative need for transit services considering all five transit-dependent subgroups.

Based on the TNI, the area of Eastern Nevada County with the greatest need for transit services are Lower Sierra Meadows neighborhood (Census Tract 12.07, Block Group 3). Areas of moderate transit need included Census Tract 12.07, Block Group 4 (Southern Downtown Truckee), and Census Tract 12.05, Block Group 2 (Central Glenshire).

Visitor Population

The Town of Truckee is a year-round resort community. The majority of visitors travel by auto from the San Francisco Bay and Sacramento areas. A smaller proportion of visitors arrive from more distant locations via air travel and shuttles.

As demonstrated by the recent success of microtransit services, the visitor population is willing to use public transit as a mode of travel within the Truckee/Tahoe area if parking is limited, such as during holidays or special events. However, the private vehicle remains the preferred mode of travel for visitors on a more regular basis.

Economy and Employment

Originally established as a transportation and logging center, modern Eastern Nevada County and Truckee now have an economy based largely on tourism. This is due to the area's many recreational attractions, including Donner Memorial State Park, historic downtown Truckee, ski areas such as Boreal, Sugar Bowl, Palisades Tahoe, and Northstar-At-Tahoe, and the access to Lake Tahoe via I-80 and SR 89 and SR 267. The economy in Eastern Nevada County is historically seasonal, however, that may have changed over the years with the increasing amount of residents being able to work from home.

Major employers can be significant transit trip generators due to their many employees who need to get to and from work. Table 6 shows the major employers for the study area, including areas in adjacent Placer County. Not surprisingly, employers associated with the tourism industry represent the majority of jobs in the area. Northstar-At-Tahoe and Palisades Tahoe ski resorts (located in Placer County) are the largest regional employer, with 1,000-4,999 employees. Sugar Bowl Ski Area, Tahoe Forest Hospital District, Clear Capital, Lodge at Tahoe Donner, and Safeway are the largest employers located within Eastern Nevada County.

Labor Force

The California Employment Development Department provides data on the number of individuals in the labor force and unemployment rates. According to the data, there are around 9,220 individuals in the labor force as of 2023 in the Town of Truckee and the unemployment rate is around 4 percent. This is similar to the statewide unemployment rate of 5 percent.

Table 6: Eastern Nevada County and Placer County Major Employers

Company	Location	# of Employees
Sugar Bowl Ski Area	Soda Springs	500-999
Tahoe Forest Hospital District	Truckee	500-999
Clear Capital	Truckee	250-499
Lodge At Tahoe Donner	Truckee	250-499
Safeway	Truckee	100-249
Tahoe Forest Health Syst Fndtn	Truckee	100-249
Track At Truckee Donner Rec	Truckee	100-249
<i>Other Nearby Major Employers in Eastern Placer County</i>		
Northstar-At-Tahoe Resort		1,000-4,999
Palisades Tahoe - Olympic Valley		1,000 - 4,999
Village Lodge - Sugar Bowl		500-999
Alpine Meadows		500-999
Palisades Tahoe at Alpine Meadows		500-999
Ritz-Carlton Lake Tahoe		250-499
<i>Source: Employment Development Department, Labor Market Information, 2023</i>		

Truckee Traffic Model Data

A good source of information regarding overall travel patterns is the Town of Truckee’s traffic demand model. Table 7 presents travel data for the Town of Truckee, as obtained from the 2018 Truckee Traffic Model, summarized into the key areas in the Truckee/Martis Valley area as well as for the key external roadways entering/exiting the area. As shown in the table, the largest number of summer PM peak-hour vehicle trips are those that either end (destination) or begin (origin) in the Gateway area (1,607 trips and 1,424 trips, respectively). The traffic model estimates that the origin/destination pattern with the greatest number of trips is from I-80 East to I-80 West (475 trips). Gateway to/from Tahoe Donner is another common pattern (245 trips Gateway to Tahoe Donner, 238 trips Tahoe Donner to Gateway). In addition to the Gateway area, a substantial number of trips ended in the Crossroads, Brockway Road, and Downtown Truckee areas (1,176 trips, 1,142 trips, and 1,084 trips, respectively).

The Gateway, Crossroads, Brockway Road, and Downtown Truckee areas all include commercial centers that have the potential to generate a high amount of transit demand. Within these areas are major activity centers such as Sierra College, Truckee High School, Safeway, RiteAid, SaveMart, Ace Hardware, Senior Services, Tahoe Forest Hospital (and associated medical offices), and the Truckee DMV, as well as miscellaneous other commercial areas with shopping and restaurants and high-density residential neighborhoods.

Table 7: Truckee Traffic Model Data

Summer PM Peak-Hour Vehicle-Trips

		Destination																Total	
		Down-town	Gateway	Martis Valley	Donner Lake	Tahoe Donner	Glen-shire	Northstar	Cross-roads	Brockway Rd. Area	Prosser Lakeview	I-80 West	Pass Rd West	89 North	Hirsch-dale	I-80 East	267 South		89 South
Origin	Downtown	119	146	53	42	66	121	26	125	157	97	34	4	24	1	51	69	55	1,133
	Gateway	115	229	43	97	245	108	24	173	115	89	47	11	18	1	52	58	160	1,424
	Martis Valley	54	53	109	28	63	96	40	48	152	73	7	2	9	1	38	124	12	897
	Donner Lake	29	90	13	110	38	18	6	52	18	19	35	35	5	0	26	24	18	519
	Tahoe Donner	43	238	17	31	170	7	8	121	15	23	29	6	14	1	73	54	54	850
	Glenshire	92	64	32	10	7	161	13	66	30	46	8	2	3	2	100	27	12	664
	Northstar	26	28	42	13	30	46	221	25	55	30	2	0	1	0	9	99	1	628
	Crossroads	111	195	42	61	125	88	22	109	113	73	21	3	10	1	25	30	166	1,027
	Brockway Rd. Area	136	82	89	15	23	41	23	97	182	62	12	3	13	1	59	123	55	962
	Prosser Lakeview	87	78	44	22	41	70	16	67	77	113	14	3	43	1	50	56	31	782
	I-80 West	36	52	6	33	22	6	1	25	9	13	0							202
	Donner Pass Rd West	6	15	2	34	5	1	0	4	3	4	0	Served by Existing Fixed Routes (Summer)						74
	89 North	32	25	11	7	13	3	1	13	13	42	9	Total Served = 3,627						168
	Hirschdale	1	1	1	1	0	2	0	1	1	1	5	Total Trips = 11,728						14
	I-80 East	56	62	34	27	53	79	7	31	46	47	475	Percent of Total Served = 31%						916
	267 South	88	78	153	29	44	23	95	41	117	64	107							840
	89 South	52	170	11	17	38	8	1	177	41	27	87							628
Total	1,084	1,607	702	576	982	877	504	1,176	1,142	823	208	70	140	8	482	664	564	11,728	

Source: Truckee Model, 2018

In general, the Gateway, Brockway Road, and downtown Truckee areas are served by both the Truckee TART Local fixed route and Dial-A-Ride services. The Placer County TART SR 89 route and the Truckee TART local route serve the Crossroads area. Table 7 highlights trip pairs that are currently served by Truckee TART summer fixed route and/or by Placer TART. Summing the total summer peak hour vehicle-trips for the origin/destination pairs currently served by TART and dividing by the total summer PM peak-hour vehicle-trips estimated by the traffic model (for travel within the model area), current services are available for only 31 percent of the total trips, as evidenced by current traffic patterns. The greatest number of trips that cannot be served by fixed route public transit (excluding Micotransit services) are generated by the following outlying residential areas: Tahoe Donner – 1,832 daily trips, Glenshire – 1,541 daily trips, and Prosser Lakeview – 1,605 daily trips.

Means of Transportation to Work

According to the ACS 2021 five-year estimates, 18 out of the total 8,924 workers in Truckee take public transportation to work. This represents a low transit commute mode split of 0.2 percent (Table 8). A substantial 75 percent travel to work in a private vehicle (69 percent drive alone and 6 percent carpool). Other modes of commuting to work include travel by bicycle (2 percent), walking (1 percent), and other means, including taxi and motorcycle (3 percent). An estimated 19 percent of workers living within the Town of Truckee work from home.

Table 8: Eastern Nevada County Residents Commute Mode Split		
Mode	#	%
Drove alone	6,158	69%
Carpooled	535	6%
Public transportation (excluding taxicab)	18	0%
Walked	80	1%
Bicycle	143	2%
Taxicab, motorcycle, or other means	286	3%
Worked from home	1,704	19%

Source: American Community Survey 2021 5 Year Estimates

Commute Patterns

The US Census maintains the “Longitudinal Employer Household Dataset (LEHD),” which provides insight into commute patterns. Unfortunately, some of the LEHD data can be misleading as the actual location of the company for an employee who telecommutes is presented. However, this is the best-known source of data and provides a good overview of commute patterns. Table 9 presents commute pattern data for 2020 at the county and city/town level. The top portion of the table presents information about where residents of Eastern Nevada County work, while the lower portion shows where those who commute into Eastern Nevada County for work live.

Table 9: Eastern Nevada County Commute Patterns
2020

<u>Where Employees In Nevada County Workers Live</u>					
Counties	# of Jobs	% of Total	Cities/Towns	# of Jobs	% of Total
Nevada County, CA	1,972	41%	Town of Truckee	1,795	37%
Placer County, CA	1,289	27%	Reno, NV	343	7%
Washoe County, NV	506	10%	Sunnyside-Tahoe City	195	4%
Sacramento County, CA	273	6%	Roseville	90	2%
Butte County, CA	107	2%	San Francisco	89	2%
Santa Clara County, CA	98	2%	Sacramento	86	2%
Alameda County, CA	97	2%	Dollar Point	75	2%
San Francisco County, CA	89	2%	Incline Village, NV	74	2%
Contra Costa County, CA	71	1%	Chico	72	1%
Los Angeles County, CA	71	1%	Sparks, NV	58	1%
All Other Locations	266	5%	All Other Locations	2,025	41%
Total Number of Jobs	4,839		Total Number of Jobs	4,902	
<u>Where Nevada County Residents Work and Commute to</u>					
Counties	# of Jobs	% of Total	Cities and Towns	# of Jobs	% of Total
Nevada County, CA	1,939	44.1%	Town of Truckee	1,795	40.1%
Washoe County, NV	1,064	24%	Reno, NV	653	15%
Placer County, CA	417	9%	Sparks, NV	163	4%
Sacramento County, CA	212	5%	Roseville	51	1%
El Dorado County, CA	138	3%	South Lake Tahoe	43	1%
Santa Clara County, CA	82	2%	Sun Valley, NV	43	1%
Sierra County, CA	61	1%	Carson City, NV	42	1%
Alameda County, CA	52	1%	Incline Village, NV	39	1%
Contra Costa County, CA	51	1%	San Jose	38	1%
Los Angeles County, CA	46	1%	Sacramento	36	1%
All Other Locations	332	8%	All Other Locations	1,573	35%
Total Number of Jobs	4,394		Total Number of Jobs	4,476	
<i>Source: US Census Bureau LEHD Database, 2020</i>					
<i>Note: Bold text indicates locations within Nevada County.</i>					

Where Eastern Nevada County Workers Live

Less than half (40.8 percent) of people who work in Eastern Nevada County live within Nevada County, with another 26.6 percent of workers living in Placer County. Of the people that work within the study area, 37 percent live in the Town of Truckee, followed by 7 percent commuting from Reno, NV. Approximately 11 percent of area workers commute from Washoe County, including Reno, Sparks, and Incline Village.

Where Eastern Nevada County Residents Work

Table 9 indicates that 44 percent of study area residents work within Nevada County, with approximately 40 percent of all residents working within the Town of Truckee. Another 24 percent work in Washoe County, which includes about 18 percent of residents commuting to Reno and Sparks combined. This is double the number of residents commuting to Washoe County from the previous 2017 TDP.

Approximately 10 percent of residents commute to Placer County, followed by roughly 5 percent of residents commuting to Sacramento County.

MAJOR ACTIVITY CENTERS

The identification of major activity centers that may be frequented by transit passengers is useful in determining where transportation services might be needed. These types of centers include educational centers, retail centers, medical facilities, human service organizations, Senior Apartments, and recreational centers. The region's major activity centers are situated in and around Truckee, with a few scattered on the outskirts of town. Major activity centers in eastern Nevada County are presented, by category, in Figure 7. As can be seen in the figure, the majority of medical, retail, and government activity centers are located in central Truckee. The larger residential developments are located on the outskirts of the Town and are not served by fixed-route transit.

Human Service Agencies

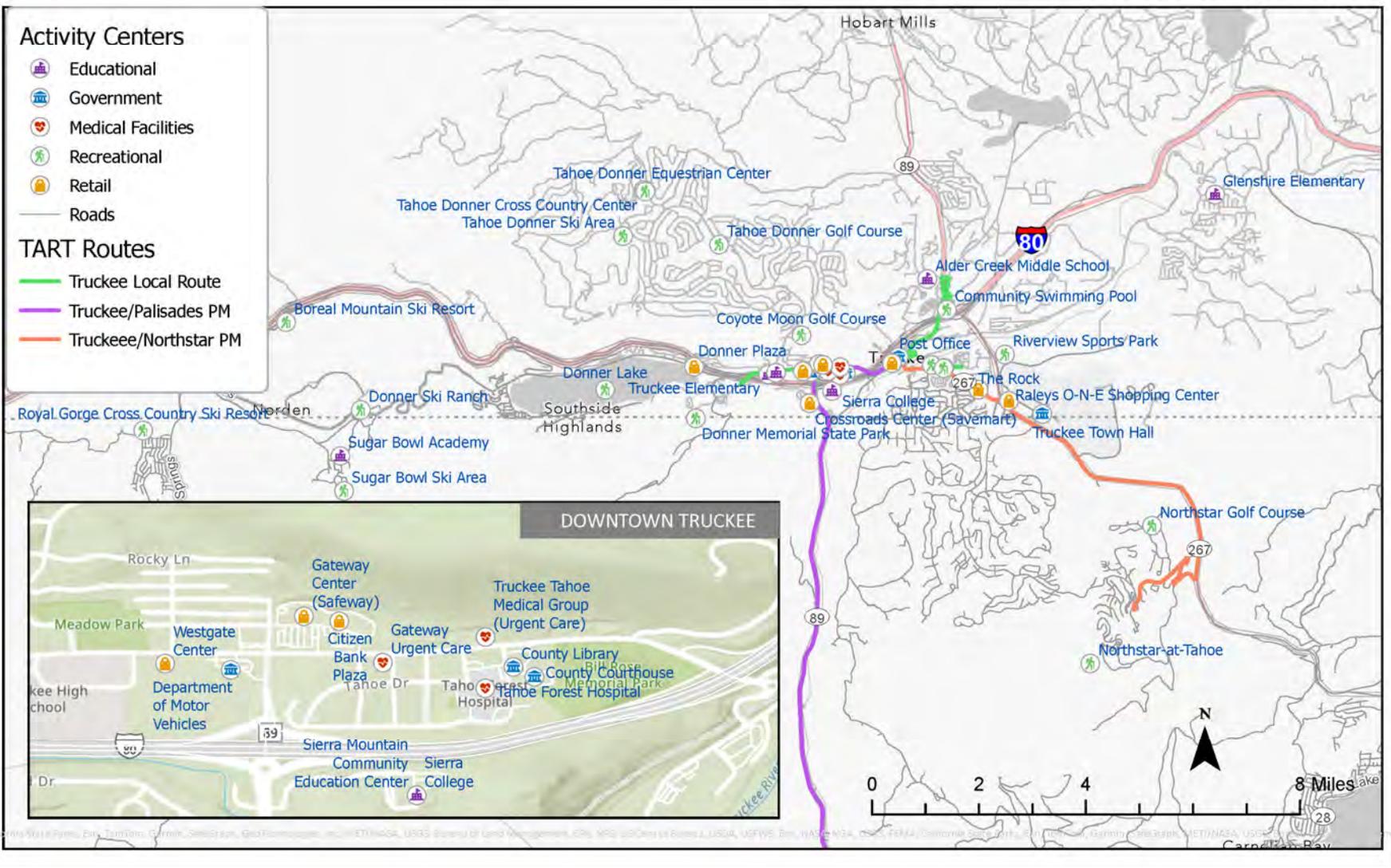
- Truckee-Donner Community Center
- Sierra Senior Services and Senior Apartments
- Elevation Truckee
- Sierra Community House
- Headstart
- Sierra Nevada Children's Services
- Tahoe Safe Alliance
- Nevada County Mental Health Department
- Alta California Regional Center
- Big Brothers Big Sisters
- Nevada County Health and Human Services Department

Medical Facilities

- Tahoe Forest Hospital
- Gateway Urgent Care
- Truckee Tahoe Medical Group (Urgent Care)



**Figure 7
Major Activity Centers**



Government

- Truckee Town Hall
- Department of Motor Vehicles
- Post Office(s)
- County Library
- County Courthouse
- Educational
- Sierra College
- Truckee Elementary
- Glenshire Elementary
- Alder Creek Middle School
- Tahoe Truckee High
- Sugar Bowl Academy
- Sierra Mountain Community Education Center

Recreational

- Community Swimming Pool
- Truckee Regional Park
- Skate Park
- Riverview Sports Park
- Rodeo/Fair Grounds
- Donner Memorial State Park
- Donner Lake
- Tahoe Donner Equestrian Center
- Tahoe Donner Golf Course
- Coyote Moon Golf Course
- Northstar Golf Course
- Boreal Mountain Ski Resort
- Sugar Bowl Ski Area
- Donner Ski Ranch
- Tahoe Donner Ski Area
- Royal Gorge Cross Country Ski Resort
- Tahoe Donner Cross Country Center
- Northstar-at-Tahoe

Retail

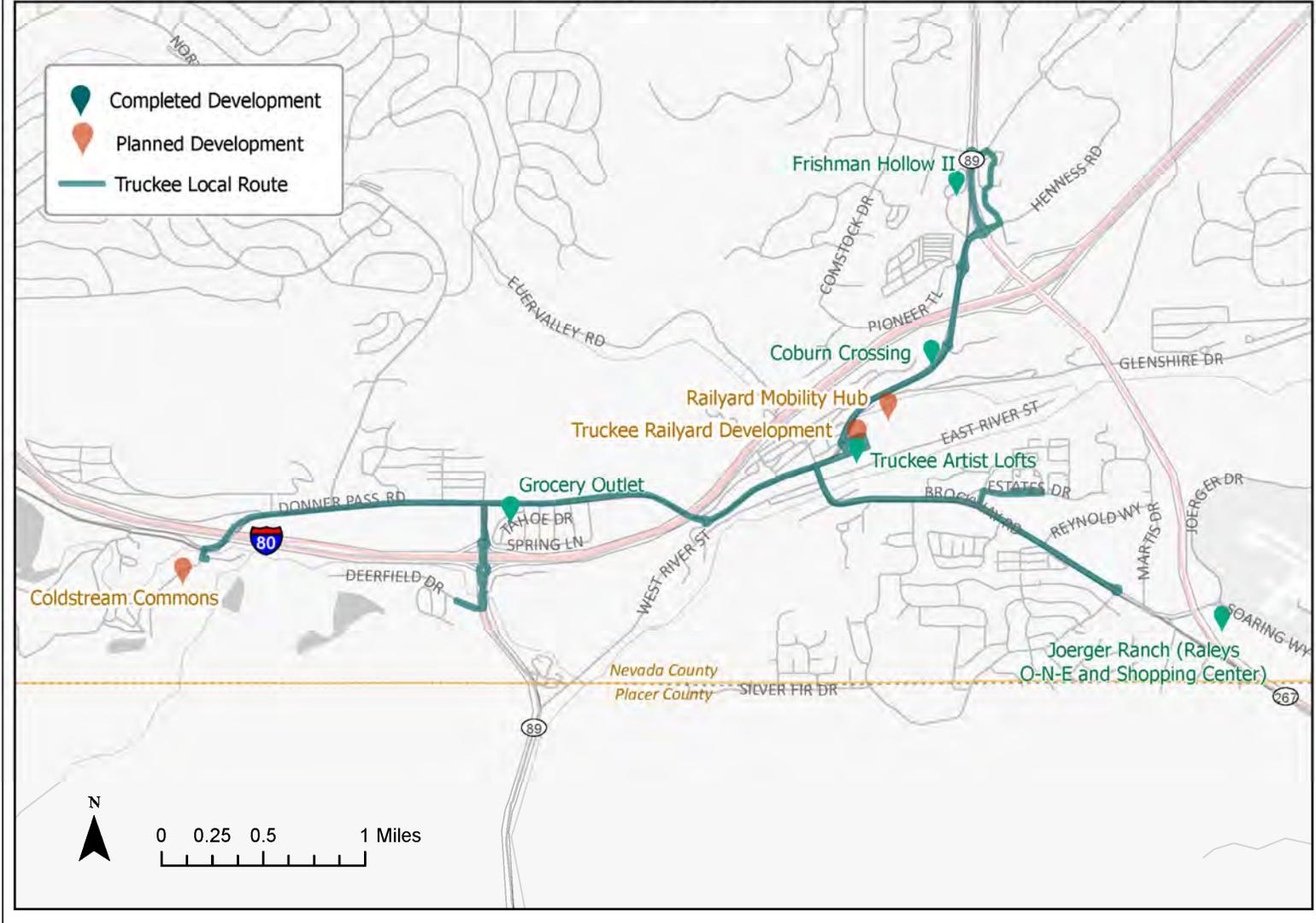
- Gateway Center (Safeway)
- Crossroads Center (Savemart)
- Donner Plaza
- Raleys O-N-E Shopping Center (Soaring Way)
- Citizen Bank Plaza
- Commercial Row
- The Rock
- Westgate Center

RECENT AND FUTURE PLANNED DEVELOPMENT

Public transit and land use planning are closely linked. This section provides a brief description of recent developments that have been constructed in the Truckee area over the last several years, followed by planned future developments that may impact transit ridership in the region. These developments are also shown in Figure 8 below.



Figure 8
Recently Completed and Future Planned Developments



Since the 2017 TDP, the following major developments have been completed:

- **Joerger Ranch, Planned Community 3 (Raley's O-N-E Shopping Center)** – Located along Soaring Way between Brockway Road and the northwest corner of the Tahoe Truckee Airport this development was completed in 2022 and includes a Raleys O-N-E, two restaurants, and other commercial services such as an Ace Hardware and real estate offices.
- **Coburn Crossing (Barsell Property)** – This development was completed in 2020 and consists of a hotel with 114 rooms and 138 multifamily dwelling units, located just northeast of downtown Truckee west of Donner Pass Road and south of I-80. It is located along the existing Truckee TART route.
- **The Artist Lofts (Truckee Railyard Development)** – The Railyard Master Plan Area is located east of downtown Truckee and is bounded by Glenshire Drive to the north, Union Pacific Railroad right of way, and East River Street to the south, Donner Pass Road and Bridge Street to the west and undeveloped land to the east. Completed in 2021, the community includes 76 income-restricted rental apartments, ranging from studios to three-bedroom units, and ground floor commercial/retail space. Factory OS manufactured the modular units for this project.
- **Frishman Hollow II** – Completed in 2023, the development provides 68 additional affordable apartments next to the original Frishman Hollow development.
- **Grocery Outlet** – Completed in 2021, it serves as one of the major grocery stores in the area.

Potential future major developments proposed in the Eastern Nevada County region include the following:

- **Coldstream (Planned Community 1)** – This development is currently under construction located just south of Deerfield Drive and north of the Union Pacific Railroad line, with access provided off of Coldstream Road just south of Donner Pass Road in the western portion of Truckee. The project includes 200 single-family units and 80 multi-family housing units, as well as 30,000 square feet of commercial development. It is planned to include 48 affordable housing units. The area is not currently directly served by transit, though the Truckee TART fixed-route passes near the entrance off of Donner Pass Road. A bus stop internal to the site is included in the initial phase of the project. This project may be completed as soon as 2024.
- **The Truckee Railyard Development** – Over the next several decades, the development of 20 parcels of the Railyard Master Plan area will include 570 residential units, 60 room hotel, 70,000 square feet of retail space, 15,000 square feet of office space, and 25,000 square feet of civic use. The intent is to create an attractive and pedestrian-oriented development that extends from existing downtown Truckee. The Railyard development area is now served by the Truckee TART fixed routes at the Mobility Hub.

- **Railyard Mobility Hub Project** – Located in the selected Truckee Railyard North Balloon site along East Church Street, construction of Phase 1 began late July 2023 and is expected to be complete before Winter. Truckee TART buses now serve this stop. Phase 1 includes improved access and internal transit circulation, transit vehicle pull-outs, space for future public art and interpretive opportunities, passenger shelters, native landscaping, stormwater treatment, Americans with Disabilities accessible sidewalks and restrooms, bike fix-it-stations and racks, shade structures, and benches, and space for Truckee’s new E-bike Share stations. Phase 1 will also include underground infrastructure to support the future electrification of both the Town and Placer County’s transit fleets as well as charging for personal vehicles.
- Phase 2, which will be completed over multiple years, will include the construction of an enclosed climate-controlled Transit Center Building, additional streetscape enhancements, adjacent parking, and electric vehicle charging.

RECENT PLANNING STUDIES

The following studies were reviewed while updating the 2024 Truckee TDP to ensure the final five-year plan aligns with local and regional goals for transit and transportation:

- Nevada County 2045 Regional Transportation Plan (In Progress)
- Truckee TART Connect Review (In Progress)
- Town of Truckee 2040 General Plan (2023)
- Truckee Microtransit Study (2023)
- Innovative Clean Transit Zero-Emission Bus Rollout Plan – Town of Truckee (2023)
- Town of Truckee Triennial Performance Audit (FY 2018-19 – FY 2020-21) (2022)
- Coordinated Public Transit Plan – Human Services Transportation Plan (2021)
- Truckee Transit Center Relocation Feasibility Study (2020)
- Nevada County Active Transportation Plan (2019)
- Eastern Nevada County Transit Development Plan (2018)
- Truckee Long Range Transit Plan (2017)
- Placer County Unmet Transportation Needs Hearing FY 2023-24 (2023)
- Western Nevada County Transit Development Plan (2021)
- Resort Triangle Transportation Plan (2020)
- Linking Tahoe: Lake Tahoe Basin Transit Master Plan (2017)
- Systems Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County (2016)

A complete summary of each as they relate to this TDP is included under Appendix A.

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OVERVIEW OF MAJOR EXISTING TRANSIT SERVICES

INTRODUCTION

Over three decades ago, Truckee began operating transit services shortly after its incorporation in March 1993, at which time it began contracting with a private firm for transit management, supervision, vehicle maintenance, and operations.

Currently, several transit services are operated in and around Truckee with connections to the North Shore area of Lake Tahoe. Through a contractor, the Town of Truckee provides fixed-route services on a year-round basis within the Town limits (Truckee Local Route), Dial-A-Ride (DAR), as well as the recently implemented Truckee TART Connect microtransit service.

Placer County also operates year-round public transit service between Truckee, Olympic Valley, and Tahoe City to the south via SR 89, as well as between Truckee, Northstar, Kings Beach, and Crystal Bay via SR 267, with partial support provided by the Town of Truckee. Both the Town and Placer County services are branded as Tahoe Truckee Area Regional Transit (TART), although they are separate public transit services.

For purposes of this document, public transit services operated by the Town of Truckee are referred to as “Truckee TART” while public transit services operated by Placer County are referred to as “Placer TART”. Other transportation service providers also serve the area, including Greyhound, Amtrak, and human service agencies. These services are described in detail at the end of the chapter.

EASTERN NEVADA COUNTY TRANSPORTATION AND TRANSIT SERVICES

Truckee TART (Services Operated by the Town of Truckee)

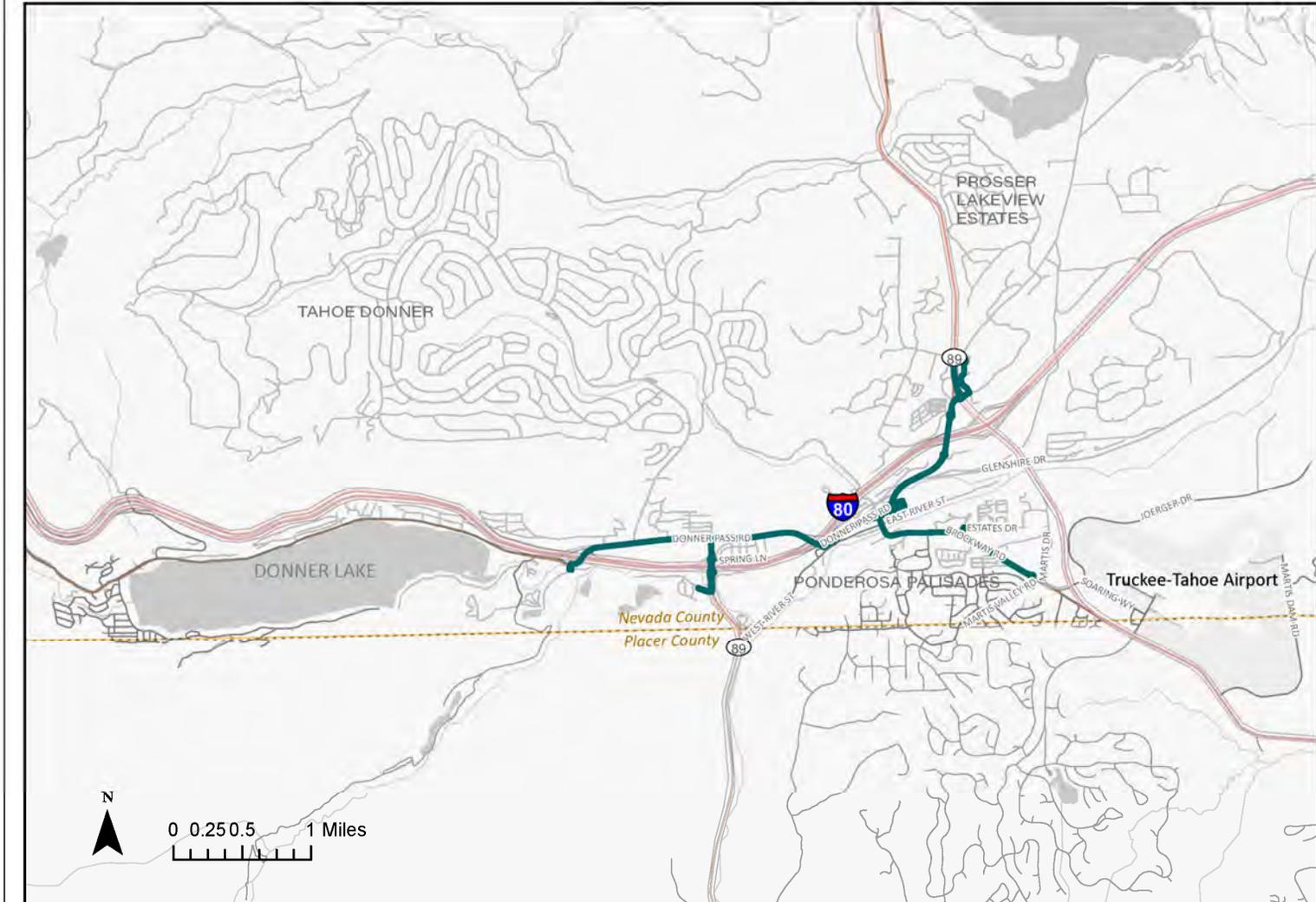
Routes

The Town of Truckee operates the Truckee elements of the Tahoe Truckee Area Regional Transit (TART) program. While the overall TART program is marketed and branded as a regional service, the Town’s services are managed and operated separately from the other TART services, such as the routes along SR 89, SR 267, and SR 28 that are operated and managed by Placer County. The “Truckee TART” services consist of the following:

- The **Truckee Local Route** is a fixed route that runs hourly service seven days a week from 7:00 AM to 6:30 PM free of fare. The route operates primarily along Donner Pass Road (as far west as Coldstream Road), on Brockway Road/Martis Valley Road, and on Truckee Way (as far north as Gray’s Crossing (Figure 9). It also travels south on SR 89 as far as Crossroads Center.



Figure 9
TART Truckee Local Route



- The **Truckee Dial-A-Ride** provides daily service within Town limits year-round between 6:30 AM to 6:30 PM. While services are available to the general public on a space-available basis, priority is given to ride requests by seniors and persons with disabilities. Ride reservations are required 24 hours in advance, and same-day requests are not accepted. No fare is charged to ADA-eligible passengers. Other adult passengers are charged \$6 per ride, while seniors and children under 12 years of age are charged \$2 per ride.
- An evening **Truckee/Northstar Route** is operated from 6:00 PM to 11:00 PM in summer and winter, on an hourly frequency. It operates between the Truckee Train Station and Northstar (including both the Village and Sawmill Heights) as shown in Figure 10.
- **Truckee TART Connect** provides on-demand microtransit services within the Town boundaries. Passengers can book their trip through the phone app or by calling dispatch directly. Service is provided between 6:30 AM to 10:00 PM during peak seasons (July 1 through September 4, 2023, and December 14 through April 7, 2024), and between 8:00 AM to 10:00 PM during off-peak seasons (September 5 through December 13, 2023, and April 8 to June 27, 2024).

The Town does not directly employ drivers and dispatchers to operate these services, but rather contracts with Paratransit Services, Inc. for the Truckee Local Route, DAR, and Northstar Route. However, the Town owns the vehicles used in these services, and fuels and maintains the vehicles. In addition, Town staff manages the service, including obtaining the state and federal funding crucial to supporting the service. The Town contracts with Downtowner for Truckee TART Connect services as a turnkey contract.

TART Connect

The Town of Truckee’s microtransit service is referred to as the TART Connect. This service was first introduced as a demonstration project in the summer of 2022, which was later reviewed in the *Truckee Microtransit Study* (March 2023). The Truckee TART Connect pilot project was well received by the community, prompting Town officials to extend and expand the service. Currently, funding has been allocated for the service through the spring of 2024. The current service area is shown in Figure 11.

The following is a brief timeline of the TART Connect service:

- The initial pilot service was operated from June 25 to September 5, 2022. During this 73-day period, the service operated 7 days a week from 10:00 AM to 10:00 PM.
- Truckee TART Connect service resumed for the winter season on December 15, 2022, with the same operating schedule as the summer pilot.
- In March 2023, the service was extended by the Truckee Town Council through June 30, 2023, and expanded the service area to include all of the Town limits. It was also decided that the Truckee TART Connect would continue to be available seven days per week. The hours were extended to 6:30 AM to 10:00 PM.
- In June 2023, the Truckee TART Connect service was extended by the Truckee Town Council through June 30, 2024. The Town Council approved funding to operate the service 7 days per week during the additional year.



Figure 10
TART Truckee/Northstar Route

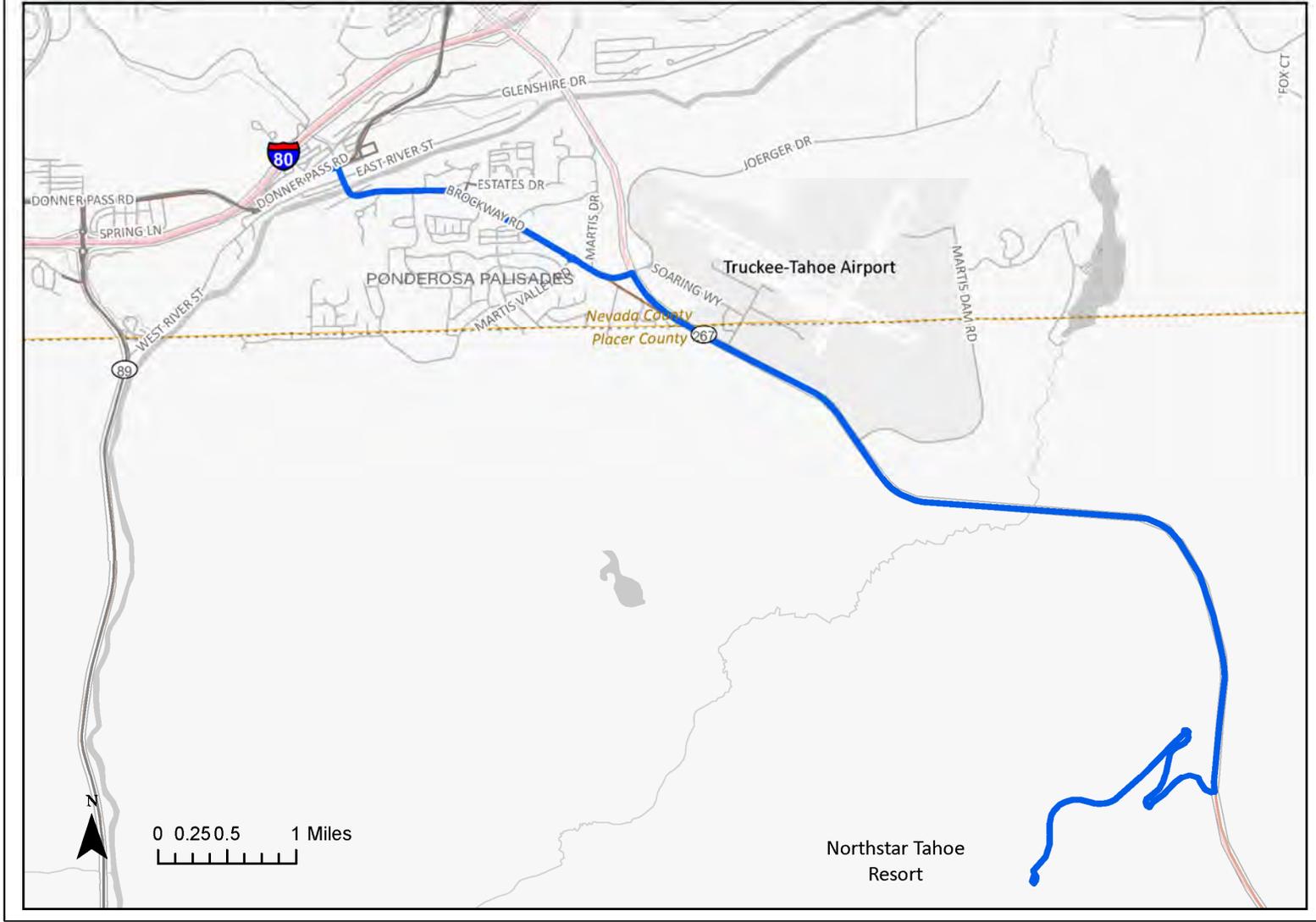
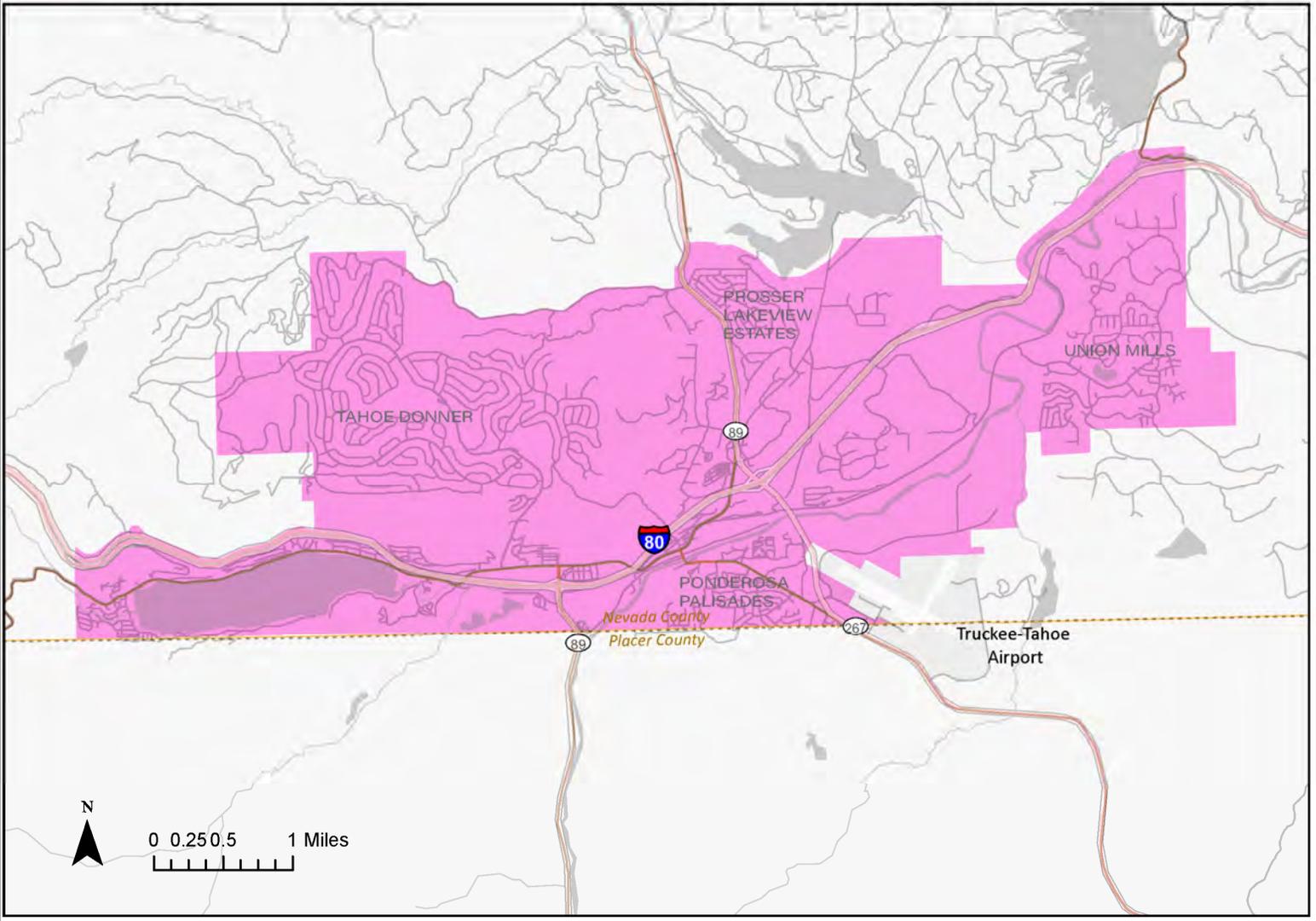




Figure 11
TART Connect Service Area



Special Events Shuttles

Truckee has continued to provide special event shuttles for Truckee Thursdays and the 4th of July. The popularity of Truckee Thursdays has continued to grow since its inception over 15 years ago. The event includes a food court, artisan vendors, merchant and community displays, children’s activities, live music, and a beer garden each Thursday of the month during the summer season, excluding holiday weeks. Truckee currently has an agreement with Northstar to provide shuttles to and from the events for up to eight weeks of the season. The 4th of July event shuttles are also provided under this agreement, providing services to and from the 4th of July parade and fireworks at Donner Lake.

VEHICLES AND FACILITIES

As shown in Table 10, the Town currently owns seven vehicles. Two of the larger 30-passenger vehicles are primarily used for the fixed route and two of the smaller 15-passenger vehicles are used primarily for DAR. One 22-passenger vehicle is used for both the DAR and fixed route. The Town also has two 9-person passenger vans that are used for DAR and administrative uses.

The average age of the fleet is about six years old and the average mileage for the fleet is 132,000. As several vehicles are nearing their useful life, three vehicles require replacement in 2024. The two backup vehicles were replaced in 2020 and won’t need replacing until 2025.

The Town of Truckee TART system includes 10 bus shelter locations:

- Senior Apartments
- Hampton Inn (not Town maintained)
- Henness Flat Apartments
- Martis on Brockway Road near the roundabout (eastbound)
- Regional Park (westbound)
- Bank of America (eastbound across from Safeway)
- Gateway Center (westbound)
- Crossroads Center on SR 89
- Just south of the Mousehole (Union Pacific RR) on SR 89
- West End of Donner Lake

During the winter season, it can be a challenge to clear bus shelters and bus signs of snow. This poses a particular challenge to passengers with disabilities.

The Truckee TART fixed route and DAR programs are operated under contract by Paratransit Services. The contractor reports to the Town’s Administrative Analyst II, who in turn reports to the Director of Public Works. For Truckee TART services, Paratransit Services has a dedicated staff consisting of a General Manager, Operational Supervisor, dispatchers, and drivers. TART Connect vehicles are stored and operated by Downtowner from the old Town of Truckee Corporation Yard located at 10720 Riverview Drive while Paratransit stores and operates the Truckee TART vehicles out of the new Corporation Yard located at 10969 Stevens Lane.

Table 10: Town of Truckee Vehicle Fleet

Fleet No.	Make/Model	Vehicle Length	No. Pax/ Wheelchair	Total Capacity	Year	Use	Fuel Type	Useful Life Miles	Current Mileage as of 7/26/23	Useful Life Years	Estimated Replacement
925	Chevy Starcraft	22 ft	6 + 4 WC	15	2016	DAR	Diesel	150,000	147,900	5	2024
926	Chevy Starcraft	22ft	6 + 4 WC	15	2016	DAR	Diesel	150,000	157,903	5	2024
927	Ford El Dorado Aero Elite 320	27.5 ft	24 + 2 WC or 30	31	2016	Fixed Route	Diesel	200,000	116,688	7	2026
928	Ford El Dorado Aero Elite 320	27.5 ft	24 + 2 WC or 30	31	2016	Fixed Route	Diesel	200,000	133,100	7	2026
929	Ford El Dorado Aero Elite 270	27 ft	16 + 2 WC or 21	22	2017	Fixed Route and DAR	Diesel	200,000	203,524	7	2024
930	Glaval AWD Ford Transit 350	21 ft	6 + 2 WC or 8	9	2020	Fixed Route and DAR	Gasoline	150,000	73,000	5	2025
931	Glaval AWD Ford Transit 350	21 ft	6 + 2 WC or 8	9	2020	Fixed Route and DAR	Gasoline	150,000	91,967	5	2025

Source: Town of Truckee Fleet List, 2023

PLACER TAHOE AREA REGIONAL TRANSIT

Public transit services in the North Tahoe region (in both California and Nevada) are provided by the Placer Tahoe Area Regional Transit (Placer TART) services operated by the Placer County Department of Public Works. This program also connects the North Lake Tahoe area to Truckee via SR 89 and SR 267 (Figure 12).

Placer TART operates hourly route service between Tahoe City, Olympic Valley, and Truckee along SR 89 with additional runs during the winter and summer months for peak commute periods. Service is offered generally between 6:30 AM and 6:30 PM year-round between Tahoe City and Truckee. Bus service is offered on SR 267 between Crystal Bay and Truckee year-round providing hourly service to Northstar Ski Resort between 7:00 AM and 6:00 PM.

While both the Placer County TART Highway (Hwy) 89 and Hwy 267 services have historically terminated at the Truckee Train Depot to connect with the Truckee TART Local Route service, this location has changed with the development of the Truckee Mobility hub discussed in the previous chapter. Generally, the Hwy 89 route departs the Truckee Depot at 30 minutes past the hour and the Hwy 267 route departs the Truckee Depot just before the top of the hour. Truckee Local Route generally arrives at the Truckee Depot (from Donner Lake) at 24 minutes past the hour and (from Henness Flat) just before the top of the hour. Therefore, passengers transferring between the Truckee Local Route and Placer County TART services only wait between 15 and 30 minutes to transfer between routes depending on the route.

TART is operated by the Placer County Department of Public Works. The Placer TART operations and maintenance facility is located at 970 Cabin Creek Road, approximately two miles south of Truckee along the SR 89 corridor. The fare is free to all passengers along both the Hwy 89 and Hwy 267 routes.

Placer County Complementary Paratransit Service

Placer TART offers a complementary ADA paratransit service between 6:00 AM to 6:00 PM 7 days a week in the same areas served by the Placer TART fixed route buses (Hwy 89, Hwy 267, and the Mainline). Reservations must be made 24 hours in advance and trips may be requested up to 14 days in advance of the trip. This service is currently free to passengers who qualify.

OTHER TRANSPORTATION PROVIDERS

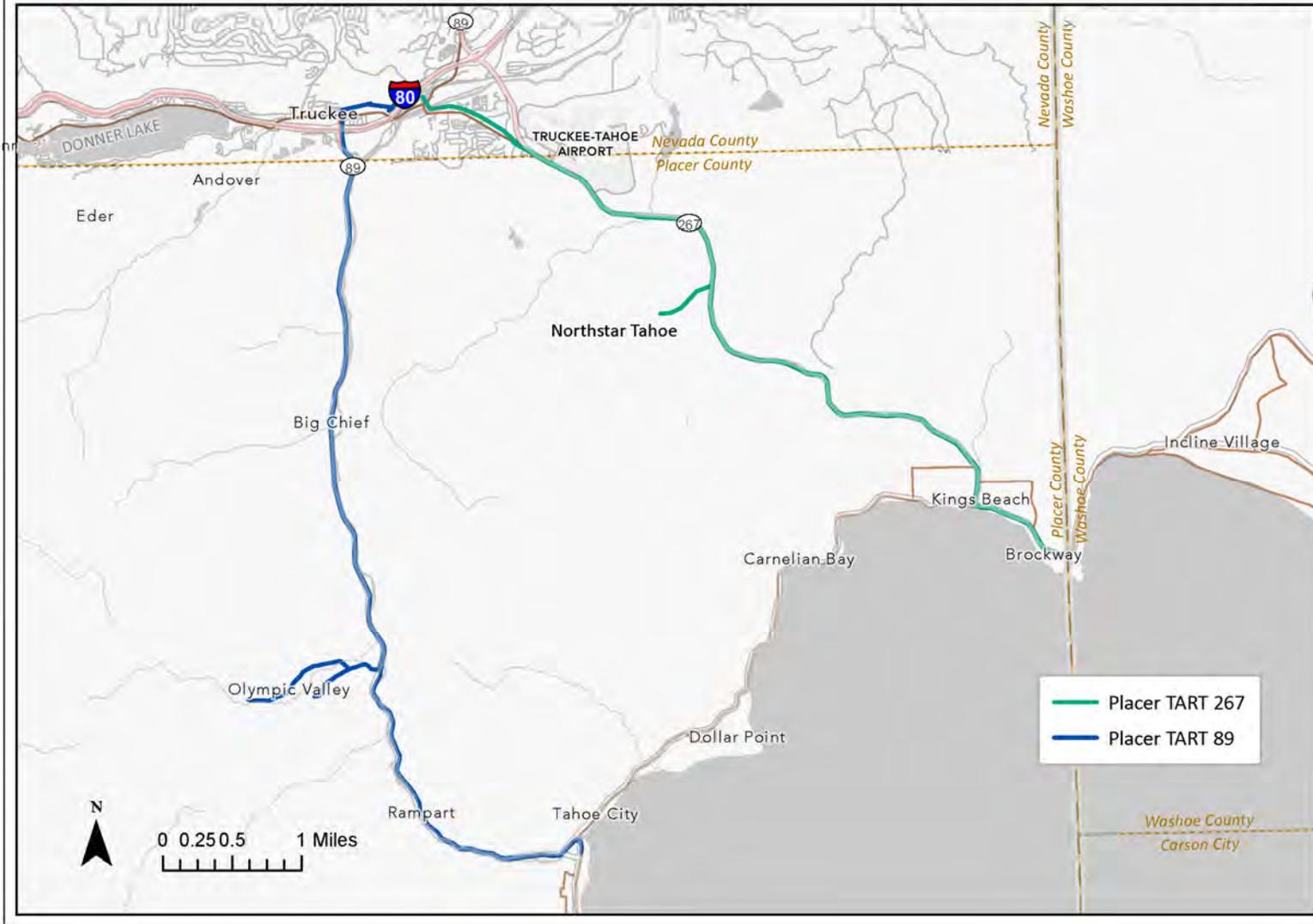
In addition to the local general public systems discussed above, the following services also provide transit and transportation within Truckee.

Tahoe Forest Hospital

The Long-Term Care Center of Tahoe Forest Hospital in Truckee provides limited transportation for its 37 residents. The hospital acquired one van through a Community Foundation Grant that can accommodate four seated passengers plus two passengers in wheelchairs. The van is used to transport residents to scheduled activities (generally in Reno) and a scheduled scenic drive (once per month). In addition, transportation is provided for out-of-area medical appointments when family members are unable to assist with the trip. Only one or two passengers are typically transported at a time for medical appointments. Staff coordinates with Elevation Truckee, a local therapy/learning center for developmentally disabled individuals, to arrange DAR trips between the hospital and Elevation on Donner Pass Road.



Figure 12
Placer TART - Routes 89 and 267



Nevada County Health and Human Services Agency

This County agency provides the Truckee community with many vital resources for assistance including adult protective services, in-home support services, public conservatorship, and senior nursing programs. The Truckee offices are located at The Joseph Center on Levon Avenue. The agency does not provide transportation for clients but may assess the transportation needs of disabled clients.

The Nevada County Health and Human Services Department administers a volunteer driver program for veterans. The Veteran’s Service Office (VSO) in Nevada County provides transportation to the Reno Veterans Administration (VA) Medical Center on Tuesdays and Wednesdays through local volunteer drivers. Transportation is also available for medical appointments in other locations (such as Auburn and Sacramento) on a case-by-case basis.

Sierra Senior Services

Sierra Senior Services is a non-profit advocacy organization for seniors in the Truckee region. The agency offers a donation-based senior nutrition program (which includes both Meals-on-Wheels and a congregate senior lunch program), wellness clinics and programs, resources and referrals, and a plethora of community activities. Sierra Senior Services prepares and serves congregate meals at the Truckee Donner Senior Apartments on Estates Drive, although Sierra Senior Services does not operate the Senior Apartments themselves. The Senior Apartments are also available to both seniors and disabled persons. Both the Truckee fixed route and the DAR service serve the Senior Apartments multiple times per day.

Alta California Regional Center (ACRC)

ACRC provides assistance and services to people of all ages with specific developmental disabilities (including Intellectual Disability, Cerebral Palsy, Epilepsy, and Autism) and their families. ACRC’s mission is to “create partnerships to support all eligible individuals with developmental disabilities, children at risk, and their families in choosing services and supports through individual lifelong planning as a means to achieve healthy and productive lives in their own communities.” Eligible persons are assigned a Service Coordinator, who helps identify and coordinate needed services through either pre-existing resources in the community or through services purchased for the consumer by ACRC. With respect to transit service in Truckee, ACRC pays for consumers to ride DAR to and from life skills programs such as Choices (discussed below). For consumers in the North Lake Tahoe area, ACRC reimburses family members to transport clients to the Truckee programs. All of ACRC’s Truckee consumers (this includes Choices consumers) are considered ADA-eligible and utilize public transit including DAR, Truckee TART fixed-routes, and Placer TART.

Tahoe-Truckee Unified School District-Special Education

Several teachers at the local school district coordinate with DAR to arrange trips for students. Common TTUSD origins and destinations include Alder Creek Middle School, Truckee High School, Sierra Expeditionary Learning School, Hampton Inn Truckee, and In His Care. DAR analysis shows that, during the school calendar months, TTUSD passengers make up about twelve percent of total DAR ridership.

North Lake Tahoe Express

The North Lake Tahoe Express is an airport shuttle service operating between the Reno Tahoe International Airport and the North Lake Tahoe, Truckee, and Incline Village regions. The Green Route provides service between Truckee (including a stop at the Train Station), Northstar, and the Reno-Tahoe International Airport. Truckee pickup locations include the Truckee Airport and Truckee Train Depot. The Green Route departs the Reno-Tahoe International Airport for Truckee at 10:30 AM and 3:15 PM and departs the Truckee/Northstar area for the airport at 9:25 AM and 3:10 PM. Reservations are required 24 hours in advance, and the service is operated year-round. One-way fares are around \$100.

Private Ridesharing

SnowPals - Beginning in 1999, SnowPals.org provides a free online tool for visitors to coordinate carpool trips to and within ski resort towns. The SnowPals Tahoe Rideshare program specifically provides connections for San Francisco/Bay Area residents. It is up to carpoolers to determine the cost of the ride and facilitate the transfer of money.

Uber/Lyft – In 2015, Uber announced that it would begin serving North Lake Tahoe and Truckee. Lyft followed suit in 2016, and the two companies are now present in the North and South Lake Tahoe regions.

Private Taxicab Companies

There are a variety of taxicab companies available in the Tahoe-Truckee area. These include services provided by Tahoe Thunder Taxi, Anytime Taxi, High Sierra Taxi, and many other private providers in the Truckee Tahoe region.

Private Regional Shuttle Companies

Several private shuttle companies (including Tahoe Ski Trips, Rally Travel Bus, and North American Charter) offer individual and group transportation between the Bay Area and Tahoe. Trips are available in the winter and are generally provided on Saturdays and Sundays.

Greyhound Lines, Incorporated and FlixBus

Greyhound operates service along the I-80 corridor between Reno and Sacramento (and beyond). There are a total of two runs per day along I-80 serving the Truckee Train Depot in the eastbound direction and two in the westbound direction. The eastbound routes leave Sacramento at 9:35 AM and 7:25 PM, arriving in Truckee at 12:15 PM and 10:05 PM. Westbound buses traveling to Sacramento depart Truckee at 10:40 AM and 3:40 PM arriving in Sacramento at 1:00 PM and 6:15 PM. Fares between Truckee and Sacramento are \$25 to \$50. It is possible to make a day return trip from Truckee to both Reno and Sacramento.

Amtrak

Truckee is served by Amtrak's California Zephyr route which travels from the San Francisco Bay Area to Chicago. The train departs Emeryville (Bay Area) daily at 9:10 AM and arrives in Truckee at 2:38 PM; the return train leaves at 9:37 AM and arrives in Emeryville at 4:10 PM. Traveling to Chicago, the train departs Truckee at 2:38 PM and arrives in Chicago at 2:50 PM two days later. Traveling to Truckee, the train

departs Chicago at 2:00 PM and arrives at the Truckee Train Depot at 9:37 AM two days later. Fares for a one-way trip between Truckee and Sacramento start at \$44.

In addition to train service, Amtrak Thruway Bus Service is also offered from Sacramento. Passengers arriving in Sacramento through the Coast Starlight (originating in Los Angeles and Seattle), Capital Corridor (originating in San Jose), or the San Joaquin (originating in Bakersfield) routes can connect with a bus to the Truckee Train Depot. Buses depart Sacramento at 10:15 AM, 12:30 PM, and 4:20 PM daily, while buses depart Truckee at 8:40 AM, 12:05 PM and 3:25 PM. Passengers using the bus service must be booked on a trip that also includes a rail leg.

RIDERSHIP ON REGIONAL EASTERN NEVADA COUNTY PUBLIC TRANSIT SERVICES

Historical Regionwide Ridership

Ridership for transit services in eastern Nevada County since the previous TDP has consistently grown aside from a slight dip in ridership during FY 2020-21 as a result of the Covid-19 Pandemic (Pandemic). Since then, ridership has increased systemwide by nearly 50 percent of what it was during FY 2017-18 (Table 11 and Figure 13). Over the last several years (FY 2020-21 to FY 2022-23), ridership along the Truckee Local Route and the Northstar Night Route have increased by 70 percent and 163 percent, respectively. DAR services saw the largest dip in ridership (64 percent) during the Pandemic but regained ridership the following year.

Total ridership figures for Placer TART's Hwy 89 and Hwy 267 Routes are also displayed in the table. As shown, ridership along the Hwy 89 Route was 90,354 passenger-trips, while ridership along the Hwy 267 Route was 81,052 passenger-trips in FY 2022-23. Between the two routes, ridership has increased by 13 percent since the previous TDP was completed in 2017.

Note that the general upward trend in ridership for Eastern Nevada County transit services is in sharp contrast to most other public transit services in the state and is likely a reflection of being a resort/tourist area.

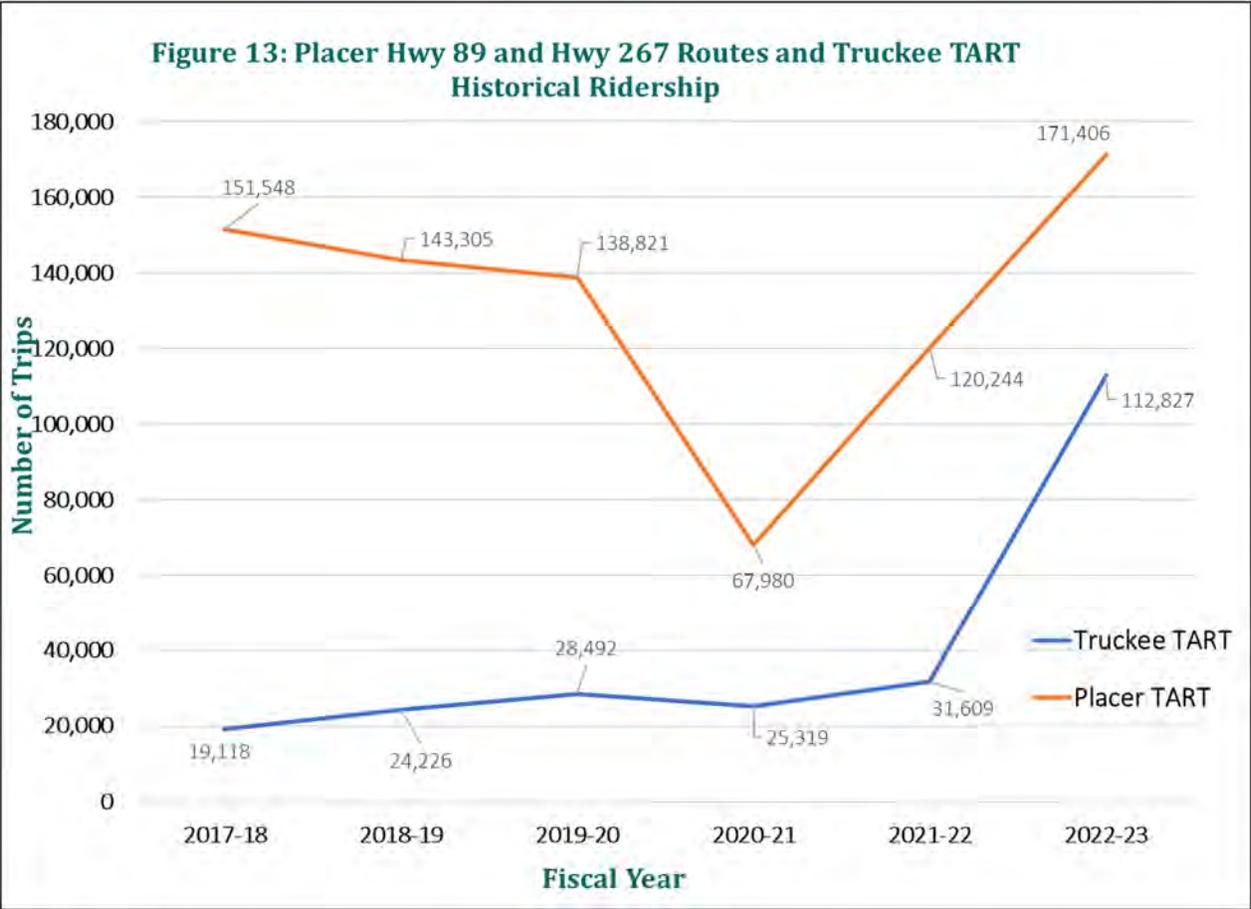
Table 11: Eastern Nevada County Historical Ridership
Fiscal Years 2017-18 through 2022-23

Service		Fiscal Year						2017-18 to	
		2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2022-23 ⁽²⁾	
Truckee TART Services	Local Route	#	12,920	17,055	18,673	18,874	24,500	32,242	19,322
		% Change	--	32%	9%	1%	30%	32%	150%
	Northstar Night	#	--	--	1,864	1,297	844	3,421	1,557
		% Change	--	--	--	-30%	-35%	305%	84%
	Olympic Valley Night	#	--	--	1,891	1,450	1,450	919	-972
		% Change	--	--	--	-23%	0%	-37%	-51%
	Truckee Thursday/Special Events	#			13,881	--	7,002	5,058	-8,823
		% Change			--	--	--	-28%	-64%
DAR	#	6,198	7,171	6,064	3,698	4,815	5,331	-867	
	% Change	--	14%	-18%	-64%	23%	10%	-14%	
TART Connect	#	--	--	--	--	--	70914	--	
	% Change	--	--	--	--	--	--	--	
Systemwide	#	19,118	24,226	28,492	25,319	31,609	112,827	93,709	
	% Change	--	21%	15%	-13%	20%	72%	49%	
Placer TART	89 Route	#	77,146	70,586	65,732	33,438	59,383	90,354	13,208
		% Change	--	-9%	-7%	-97%	44%	34%	17%
	267 Route	#	74,402	72,719	73,089	34,542	60,861	81,052	6,650
		% Change	--	-2%	1%	-112%	43%	25%	9%
Systemwide	#	151,548	143,305	138,821	67,980	120,244	171,406	19,858	
	% Change	--	-6%	-3%	-104%	43%	30%	13%	

Note (1): Includes only Placer County TART routes serving Truckee.

Note (2): Assume that in cases where 2017 data does not exist, data is using the next available year.

Source: Town of Truckee TART and Placer TART Annual Reporting, 2023



TART Truckee Local Route and Truckee DAR Ridership by Month

Ridership data by month and service for Fiscal Year 2022-23 is presented in Table 12, while Figure 14 below presents Truckee TART Systemwide ridership information graphically. As shown, ridership varies by season, however less dramatically than in previous years. During FY 2022-23, the Truckee Local Route experienced its peak month during November (3,469 passenger-trips or 11 percent of the annual total), followed by a high number of passenger trips in both January and December (both 10 percent of the annual total, respectively). Systemwide, the shoulder season months (April through May and September through November) have the greatest proportion of year-round passenger trips (43 percent), followed by the Winter season months (33 percent).

The Dial-a-Ride service has relatively consistent levels of ridership throughout the year, as shown in Table 12 and Figure 14. The months with the highest passenger-trips are scattered throughout the year, with March, June, and November producing the greatest number of trips (approximately 9 percent of the total annual trips for each month). It should be noted that the ease of the newly released Truckee TART Connect may carry some passengers who previously took Dial-a-Ride. Even with this consideration, Dial-a-Ride services have increased ridership from the previous fiscal year by nearly 10 percent.

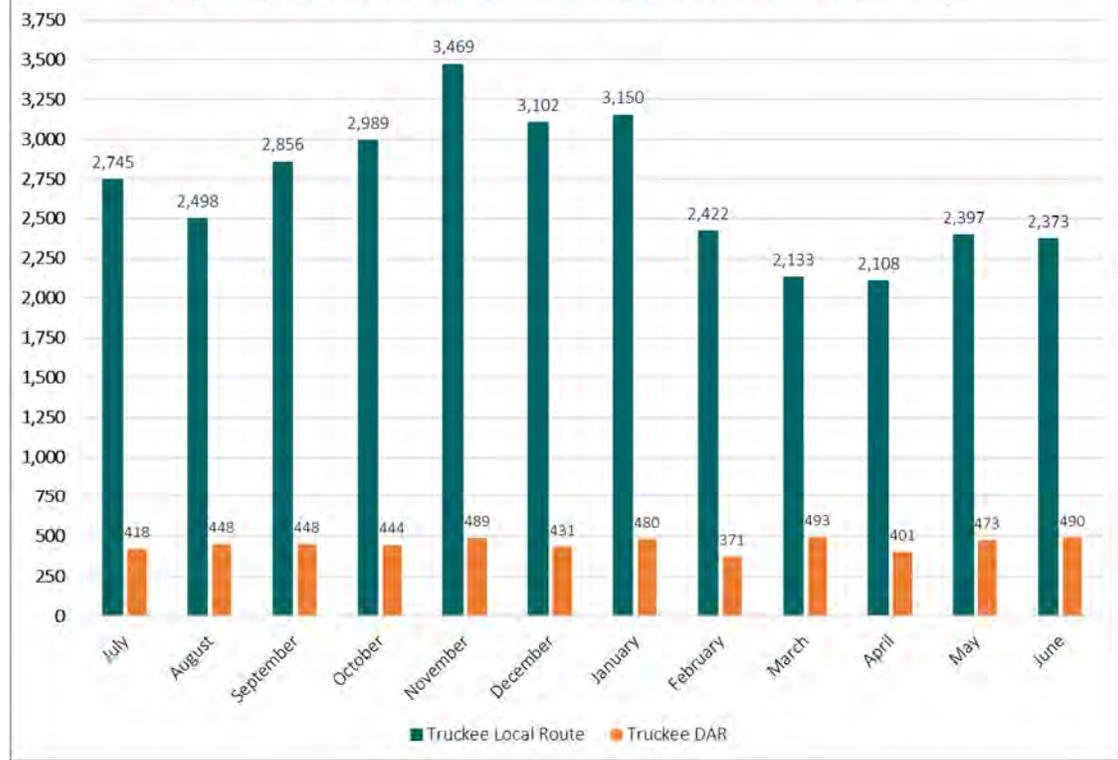
Table 12: Truckee TART Transit Services Passenger Boardings by Month

Fiscal Year 2022-23

Month	Truckee Local Route		Truckee DAR		Total	Percent of Total
	#	%	#	%		
July	2,745	9%	418	8%	3,163	8%
August	2,498	8%	448	8%	2,946	8%
September	2,856	9%	448	8%	3,304	9%
October	2,989	9%	444	8%	3,433	9%
November	3,469	11%	489	9%	3,958	11%
December	3,102	10%	431	8%	3,533	9%
January	3,150	10%	480	9%	3,630	10%
February	2,422	8%	371	7%	2,793	7%
March	2,133	7%	493	9%	2,626	7%
April	2,108	7%	401	7%	2,509	7%
May	2,397	7%	473	9%	2,870	8%
June	2,373	7%	490	9%	2,863	8%
Total	32,242		5,386		37,629	
Truckee TART Systemwide						
% Winter (December - March)	12,582	33%				
% Summer (June - August)	8,972	24%				
% Shoulder (April - May, Sept - Nov)	16,074	43%				

Source: Town of Truckee TART Annual Reporting, 2023

Figure 14: Truckee TART - Local Truckee Route and DAR Ridership



TART Truckee Local Route and Truckee DAR Ridership by Passenger-Type

Table 13 presents ridership on the Truckee Local Route and Truckee DAR for Fiscal Year 2022-23 by passenger type. On the Truckee Local Route, a majority (97 percent) of passengers are general public, followed by children (2 percent), and senior and/or disabled passengers (1 percent). As shown, Truckee Dial-a-Ride ridership is largely senior and/or disabled (totaling 97 percent), with general public passengers making up 3 percent of ridership, and child passengers accounting for the remaining 0.1 percent of annual ridership. Overall, general public passengers total nearly 83 percent of ridership, followed by senior and/or disabled passengers (16 percent), and child/free riders (2 percent).

Fare Type	Truckee Local Route		Dial-A-Ride		Total	
	#	%	#	%	#	%
General Public	28,673	97%	178	3%	28,851	83%
Senior / Disabled /ADA	314	1%	5,125	97%	5,439	16%
Child / Free	510	2%	4	0%	514	1%
Total	29,497	85%	5,307	15%	34,804	100%

Note: Children over the age of 3 are included in the General Public category.
Source: Town of Truckee TART Annual Reporting, 2023

Truckee Local Route Fixed-Route Boarding and Alighting Activity by Stop

Boarding and alighting activity by stop is shown in Table 14. As expected, major bus stop activity occurs at the Truckee Depot (21 percent of total activity), followed by the Gateway Center/Grocery Outlet stops with a combined total of nearly 18 percent of total activity. Other popular stops include Donner Pass Road/South Shore Drive (7 percent), Donner Pass Road/Cold Stream Road (6 percent), and Edwin Road/Henness Road (6 percent). The Village Green and Cedar House Hotel stops along Brockway have the least amount of passenger activity (0.4 percent and 0.1 percent, respectively).

Truckee TART Connect Ridership

While Truckee is a year-round community, second-home occupancy and visitor activity are highest in the peak winter and summer tourism seasons. Based on this tourism pattern, it would be expected that Truckee TART Connect ridership would be greatest during the peak seasons when there are more people in town, and lower during the off-peak seasons of spring and fall.

Table 15 shows how Truckee TART Connect ridership has varied by season and month since June 2022. During the first three consecutive seasons of operations (winter 2022-23, spring 2023, and summer 2023), total ridership followed the anticipated seasonal pattern, dropping from winter to spring, and then rising during the summer. While this initial trend suggests tourism is influencing ridership, the spring's drop in ridership can also be attributed to the season including fewer months and service days than winter.

Table 14: Truckee Transit Fixed Route Winter Passenger Activity By Stop

FY 2022-23

Stop	Annual (Eastbound and Westbound)			% Total Passenger	Average Daily Boardings
	On	Off	Total		
Truckee Depot	6,017	7,663	13,680	21%	16
Donner Pass Rd/Gateway/Safeway	2,389	4,066	6,455	10%	7
Donner Pass Rd/Grocery Outlet	3,383	1,591	4,974	8%	9
Donner Pass Rd/South Shore Dr	2,183	2,221	4,404	7%	6
Donner Pass Rd/Cold Stream Rd	2,629	1,344	3,973	6%	7
Edwin Rd/Henness Rd (Bus Shelter)	2,268	1,509	3,777	6%	6
Deerfield Dr/Crossroads Ctr/Post Office	1,319	2,070	3,389	5%	4
Brockway Rd/The Rock/ Fifty-Fifty	1,822	1,440	3,262	5%	5
Truckee Way/Coburn Crossing Apts	1,917	1,182	3,099	5%	5
Estates Dr/Senior Apts	2,057	1,021	3,078	5%	6
Truckee Way/Rue Ivy	934	594	1,528	2%	3
Donner Pass Rd/Meadow Way/7-11	702	772	1,474	2%	2
Donner Pass Rd/Donner Mem SP	908	539	1,447	2%	2
Donner Pass Rd/TF Medical Offices	271	980	1,251	2%	1
Roundhouse Way/Artist Loft Apts	366	680	1,046	2%	1
Donner Pass Rd/TF Cancer Ctr	396	581	977	2%	1
Donner Pass Rd/Northwoods Blvd	276	549	825	1.3%	1
Donner Pass Rd/Westgate/Wild Cherries	378	410	788	1.2%	1
Donner Pass Rd/Highway Rd	127	650	777	1.2%	0
Brockway Rd/Regional Park	389	329	718	1.1%	1
Donner Pass Rd/Moraine Rd/Sticks	210	359	569	0.9%	1
Donner Pass Rd/Rec Center	131	436	567	0.9%	0
Donner Pass Rd/Truckee High School	372	122	494	0.8%	1
Brockway Rd/Palisades Dr/7-11	139	313	452	0.7%	0
Brockway Rd/Reynold Way	323	112	435	0.7%	1
Donner Pass Rd/Tri-Counties Bank Plaza	204	164	368	0.6%	1
Brockway Rd/Village Green MHP	87	190	277	0.4%	0
Brockway Rd/Ceder House Hotel	35	30	65	0.1%	0
No Crossroads PU	10	14	24	0.0%	0
Totals	32,242	31,931	64,173		

Source: Town of Truckee TART Annual Reporting, 2023

Table 15: Truckee TART Connect Ridership by Season and Month

Month	Total Passengers	Avg Passengers/Day
Summer 2022		
June	776	129
July	7,714	249
August	9,354	302
September	1,712	342
<i>Full Season</i>	19,556	268
Winter 2022-23		
December	5,089	299
January	10,242	330
February	8,885	317
March	8,911	287
<i>Full Season</i>	33,127	310
Spring 2023		
April	9,062	302
May	9,169	296
June	9,990	333
<i>Full Season</i>	28,221	310
Summer 2023		
July	15,607	503
August	15,219	491
<i>Full Season</i>	30,826	497
<i>Source: LSC Transportation Consultants, Inc. based on Downtowner data.</i>		

To better compare the different seasons, the average number of passenger-trips carried per day is also presented. While the average number of passenger-trips completed per day stayed almost unchanged from winter to spring (309 versus 310), it should be noted that snow and poor road conditions had a measurable impact on how many passengers could be served per day during the winter. Demand greatly increased during summer 2023 when an average of 497 passenger-trips were carried per day.

Year-over-year trends in ridership can be compared for the summer season. Focusing on the peak months of July and August, 2023 ridership was 80 percent higher than 2022 ridership. While some of this increase was a result of the expanded service area and hours, the strong growth in ridership indicates that a greater number of residents and visitors knew of and used the service compared to the previous year.

PLACER TART PASSENGER ACTIVITY WITHIN EASTERN NEVADA COUNTY

As shown in Figure 12 and described above, the Placer TART services connect eastern Nevada County to eastern Placer County and vice versa. While only a portion of the Placer TART Hwy 89 and Placer TART Hwy 267 routes lie within the eastern Nevada County study area, these connecting services provide over 40,000 passenger trips to, from, and within the Town each year, as shown in Tables 16 and 17. The current Truckee Train Depot was used for over 20,000 passenger trips (or approximately 60 percent of the total annual Truckee trips) along Placer TART Hwy 89 and Placer TART Hwy 267 Truckee routes combined. Other major trends during FY 2022-23 included the following:

Table 16: Placer County TART Hwy 89 Boarding & Alighting in Truckee					
FY 2022-23					
	FY 2022-23		% of Psgrs - Both Directions		
	ON	OFF	ON	OFF	Total
Hwy 89 Northbound					
Hwy. 89 @ West River St.	167	243	8%	2%	2%
Hwy 89 @ Deerfield (College)	125	1,504	6%	10%	10%
Hwy. 89 @ CHP Office	90	1,432	4%	9%	9%
Donner Pass Rd. B of A	1,429	3,815	71%	25%	31%
Donner Pass Rd. @ Pine St. Hosp.	207	683	10%	5%	5%
Truckee Train Depot	0	7,406	0%	49%	43%
TOTAL	2,018	15,083			
Hwy 89 Southbound					
Truckee Train Depot	8,331	0	56%	0%	49%
Donner Pass Rd. @Hospital Offices	240	197	2%	9%	3%
Donner Pass Rd. @ Safeway	2,337	1,168	16%	55%	21%
Hwy. 89 between DMV & freeway	1,179	208	8%	10%	8%
Hwy. 89 @ Deerfield & Crossroad	2,697	479	18%	23%	19%
Hwy. 89 West River St. trailer park	133	66	1%	3%	1%
TOTAL	14,917	2,118			
Hwy 89 Total Both Directions					
	16,935	17,201			
Psgr-Trips Wholly Within Truckee	4,136				
Psgr-Trips To/From Truckee	25,864				
Total Psgr-Trips in Truckee	30,000				
% Psgr-Trips Within Truckee	14%				
% Psgr-Trips To/From Truckee	86%				
<i>Source: FY 2022-23 Placer County TART Boarding and Alighting Report</i>					

Table 17: Placer County TART Hwy 267 Boarding & Alighting in Truckee

FY 2022-23

	FY 2022-23		% of Psgrs - Both Directions		
	ON	OFF	ON	OFF	Total
HWY 267 Northbound					
Airport Rd & Truckee Town Hall	3	14	5%	1%	1%
Airport	7	41	11%	3%	3%
Hampton Inn & Suites	9	50	14%	3%	4%
Best Western	14	39	21%	3%	3%
Across from Village Green	5	58	8%	4%	4%
Brockway Rd & Palisades Dr	4	488	6%	33%	31%
Truckee Train Depot	24	811	36%	54%	53%
TOTAL	66	1,501			
HWY 267 Southbound					
Truckee Train Depot	7,397	114	74%	8%	66%
Brockway Rd & Palisades Dr	355	273	4%	19%	5%
Village Green (2nd Driveway)	155	44	2%	3%	2%
Across from Best Western	214	198	2%	14%	4%
Hampton Inn & Suites	683	430	7%	30%	10%
Airport Rd & Truckee Town Hall	860	282	9%	20%	10%
Airport	359	81	4%	6%	4%
TOTAL	10,023	1,422			
Hwy 267 Total Both Directions					
	10,089	2,923			
Psgr-Trips Wholly Within Truckee	1,371				
Psgr-Trips To/From Truckee	10,153				
Total Psgr-Trips in Truckee	11,524				
% Psgr-Trips Within Truckee	12%				
% Psgr-Trips To/From Truckee	88%				
Sum of Hwy 89 and Hwy 267 Routes					
Psgr-Trips Wholly Within Truckee	5,507				
Psgr-Trips To/From Truckee	36,017				
Total Psgr-Trips in Truckee	41,524				
% Psgr-Trips Within Truckee	13%				
% Psgr-Trips To/From Truckee	87%				

Source: FY 2022-23 Placer County TART Boarding and Alighting Report

- In addition to the Truckee Train Depot, other popular Truckee stops along TART 89 included Donner Pass Road at the Bank of America (5,244 passenger trips or 30 percent of total Northbound stop activity), followed by Donner Pass Road at the Safeway shopping center (3,505 passenger trips or 20 percent of Southbound stop activity) as shown in Table 16.
- Similar to the previous TDP, the Placer TART Hwy 267 route does not carry as many passengers as the Hwy 89 route. The Truckee Train Depot continues to have the highest number of boardings with 8,346 passenger boardings and alightings (72 percent of total TART 267 boardings within Truckee). Other popular stops along this route include Brockway and Palisades Drive.
- Of the 41,524 passenger trips occurring to, from, and within Truckee, 13 percent (5,507 passenger-trips) were wholly within the Town the remaining 87 percent (36,017 passenger-trips) were passengers traveling either to or from the Town.

EASTERN NEVADA COUNTY TRANSIT SERVICE LEVELS

Revenues

Table 18 presents actual Truckee TART operating revenues by source for FY 2022-23. Note that this does not include funding for TART Connect services which are funded separately through General Funds. As shown in the table, transit operating sources in FY 2022-23 are composed of state funds (53.9 percent), followed by federal funds (26.9 percent), and local funds (15.4 percent). Overall, Local Transportation Funds (LTF) account for \$759,989, or 42.8 percent of operating revenues. This is typically the largest funding source for public transit operators in California.

The total of Federal Transit Administration (FTA) grants equals a significant portion of the operating budget (\$478,236 or 26.9 percent). Other significant revenue sources for the Truckee TART budget include mitigation fees from the Gray's Crossing development (\$60,076) and Partnership Funding between Truckee Tahoe Airport District and Placer County (\$180,000). Table 18 also presents the Town of Truckee TART capital revenues by source for FY 2022-23. Funds available for capital purposes such as vehicle replacement equal up to \$1,675,678. Total revenue for the Truckee transit services is \$3,451,208.

Expenses

Actual Truckee TART operating expenses for FY 2022-23 are presented in Table 19. The table does not include operating assistance the Town gives to Placer County for the portion of the Placer TART routes within Truckee. Total operating expenses for the fiscal year totaled \$1,585,263. The primary operating expense is the operating contract for fixed-route services (\$498,100) followed by the DAR service expenses (\$255,600).

Table 18: Town of Truckee Transit Revenues

Fiscal Year 2022

Source	Revenue Total	Percent Total
<u>Operating Revenue</u>		
Local Funds		
Grays Crossing Contributions	\$60,076	3.4%
NCTC - CTA Fund	\$33,027	1.9%
Partnership Funding - TTAD & Placer County	\$180,000	10.1%
<i>Subtotal</i>	<i>\$273,103</i>	<i>15.4%</i>
State Funds		
Local Transportation Funds	\$759,989	42.8%
State Transit Assistance	\$74,894	4.2%
LCTOP Grant	\$121,449	6.8%
<i>Subtotal</i>	<i>\$956,332</i>	<i>53.9%</i>
Federal Funds		
FTA 5311	\$290,736	16.4%
FTA 5310 - Operations	\$187,500	10.6%
<i>Subtotal</i>	<i>\$478,236</i>	<i>26.9%</i>
Other Sources		
Farebox, Transfer In CFDs and Air Quality, Interest	\$67,859	3.8%
<i>Subtotal</i>	<i>\$67,859</i>	<i>3.8%</i>
Total Operating Revenue	\$1,775,530	100.0%
<u>Capital Revenue</u>		
Transit & Intercity Rail Capital Program	\$700,000	41.8%
State of Good Repair Grant	\$165,678	9.9%
STA Capital	\$810,000	48.3%
Total Capital Revenue	\$1,675,678	100.0%
Total Revenue	\$3,451,208	--

Source: Town of Truckee 2022/23 Estimated Actual Revenue Budget

Cost Allocation Model

When developing and evaluating service alternatives, it is useful to develop a “cost model,” which can easily show the financial impact of any proposed changes. Table 19 also presents the FY 2022-23 cost allocation model for Truckee TART operations. It should be noted that the cost model shows the total operating cost rather than the total subsidy, which is the total operating cost minus passenger fare revenues. Each cost item is allocated to the quantity on which it is most dependent. Maintenance costs, for example, are allocated to vehicle service miles. This provides a more accurate estimate of costs than a simple total-cost-per-vehicle-hour factor, which does not vary with the differing mileage associated with an hour of service on DAR versus the fixed route.

Table 19: Truckee Transit Local Services Fiscal Year 2022-23 Operating Expenses and Cost Allocation

Line Item	Allocation			Total Expense
	Fixed	Per Hour	Per Mile	
Town Personnel Expenses				
Salaries and Benefits	\$275,935	\$0	\$0	\$275,935
<i>Subtotal: Personnel</i>	\$275,935	\$0	\$0	\$275,935
Truckee Local Services				
Fixed Route (Paratransit Contract)	\$260,557	\$237,543	\$0	\$498,100
Dial-A-Ride (Paratransit Contract)	\$133,705	\$121,895	\$0	\$255,600
<i>Subtotal</i>	\$394,262	\$359,438	\$0	\$753,700
General Services and Supplies				
Fixed Costs	\$236,403	\$0	\$0	\$236,403
CalTIP Insurance	\$0	\$62,547	\$0	\$62,547
Fleet Maintenance Allocation	\$0	\$0	\$131,678	\$131,678
Vehicles - Fuel	\$0	\$0	\$60,000	\$60,000
<i>Subtotal</i>	\$236,403	\$62,547	\$191,678	\$490,628
Total Operating Costs	\$906,600	\$421,985	\$191,678	\$1,520,263
<i>Service Factors for FY 2022-23</i>		Vehicle Service Hours	Vehicle Total Miles	
		7,161	130,568	
Vehicle Revenue Hour Cost Factor	\$58.93			
Vehicle Total Mile Cost Factor	\$1.47			
Annual Fixed Cost	\$906,600			
<i>Source: Town of Truckee FY 2022/23 Expenditures Budget - FY 2022/23 Estimated Actual</i>				

Paratransit Services, the operating contractor, is paid a fixed monthly fee and per revenue vehicle hour (the time when vehicles are in service) for services provided. Fuel and vehicle maintenance (which represents per-mile costs) are provided by the Town of Truckee. As such, the Truckee TART cost model service factors represent vehicle revenue service hours but total vehicle miles (including both revenue and deadhead miles), as an increase in deadhead travel would increase the Town’s per-mile cost but not per-hour costs. For FY 2022-23, the Truckee TART equation is:

$$\begin{aligned}
 \text{Operating Cost} &= \$1.47 \times \text{total vehicle miles} \\
 &+ \$65.33 \text{ per vehicle service hour} \\
 &+ \$906,600 \text{ annually for fixed costs}
 \end{aligned}$$

This equation can be used to estimate the cost of any changes in service, such as the operation of additional routes or changes in service span. It is used as part of this study to evaluate the performance of each service in Table 20, discussed below, as well as the cost impacts of service alternatives later in the study. It should be noted that the cost model does not include depreciation or capital items (such as vehicle purchases) made during the fiscal year.

Table 20: Eastern Nevada County Operating Data and Performance Indicators

Fiscal Year 2022-2023

	Truckee Local Services ⁽¹⁾				Total Local Services	TART Connect	Total Town of Truckee Services	Placer TART ⁽²⁾		Total Placer TART Services within Truckee
	Dial-A-Ride	Truckee Fixed Routes	Truckee Thursday Shuttles	4th of July				Route 89	Route 267	
Operating Data										
One-Way Passenger Trips	5,331	36,582	5,058	2,191	49,162	80,128	129,290	30,000	11,524	41,524
Vehicle Revenue Hours	1,965	5,196	231	62	7,454	14,425	21,879	631	1,008	1,639
Vehicle Revenue Miles	22,603	97,658	--	--	120,261	243,880	364,141	13,377	22,383	35,760
Vehicle Total Miles	27,232	103,336	--	--	130,568	274,713	405,281	--	--	--
Annual Costs										
Marginal Operating Costs	\$155,755	\$457,908	\$50,000	\$15,000	\$678,663	\$659,287	\$1,337,950	\$125,000	\$115,664	240,664
Allocated Fixed Costs	\$248,739	\$657,861	--	--	\$906,600	\$619,173	\$2,432,374	--	--	--
Total Annual Operating Costs	\$404,494	\$1,115,769	\$50,000	\$15,000	\$1,585,263	\$1,278,461	\$2,863,724	\$125,000	\$115,664	240,664
Farebox Revenues	\$1,697	\$0	\$0	\$0	\$0	\$0	\$1,697	\$0	\$0	0
Subsidy Required	\$402,797	\$1,115,769	\$50,000	\$15,000	\$1,585,263	\$1,278,461	\$2,862,027	\$125,000	\$115,664	240,664
Performance Indicators										
Average Fare	\$0.32	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.01	\$0.00	\$0.00	0
Operating Cost Per Passenger Trip	\$75.88	\$30.50	\$9.89	\$6.85	\$32.25	\$15.96	\$22.15	\$4.17	\$10.04	\$5.80
Marginal Cost per Passenger-Trip	\$29.22	\$12.52	\$9.89	\$6.85	\$13.80	\$8.23	\$10.35	\$4.17	\$10.04	\$5.80
Marginal Cost per Vehicle Revenue-Hour	\$79.28	\$88.13	\$216.45	\$241.94	\$91.05	\$45.70	\$61.15	\$198.24	\$114.74	\$146.87
Subsidy Per Trip	\$75.56	\$30.50	\$9.89	\$6.85	\$32.25	\$15.96	\$22.14	\$4.17	\$10.04	\$5.80
Farebox Recovery Ratio	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Trips Per Vehicle Revenue-Hour	2.7	7.0	21.9	35.3	6.6	5.6	5.9	47.6	11.4	25.3
Trips Per Vehicle Revenue-Mile	0.2	0.4	NA	NA	0.4	0.3	0.4	2.2	0.5	1.2
Trips per Vehicle Total Miles	0.2	0.4	NA	NA	0.4	0.3	0.3	--	--	--

Source: Town of Truckee Public Transit Budget Est. 2022/23 Actuals and TART Connect spreadsheets

Note 1: Truckee Local Services fixed costs are allocated between DAR, FixedRoute only.

Note 2: Placer TART data represent only ridership and costs associated with the Town of Truckee area.

EASTERN NEVADA COUNTY TRANSIT SERVICES PERFORMANCE EVALUATION

To gain further insight into the efficiency and effectiveness of transit services in Truckee, it is useful to conduct a detailed analysis of a variety of performance measures on a route or service type level.

Operating Characteristics by Service

Table 20 presents operating and performance data, including service levels operated by Eastern Nevada County Transit Services in Fiscal Year 2022-23. When considering FY 2022-23 performance data as well as the FY 2022-23 Estimated Actual Budget, the following major themes emerged:

- Total Operating Costs per Passenger Trip ranged from \$76.40 (Dial a Ride) to \$6.85 (Special Event Shuttle Services). Truckee Connect costs per passenger trip (\$33.49) was only a few dollars more than the existing Truckee Local Route and Night Services combined (\$30.70).
- Also shown in Table 20 is the **Marginal Operating Cost per Vehicle Service Hour**. This performance indicator does not include fixed costs and is therefore a better representation of what it would cost to add incremental hours of service. According to Table 20, the marginal operating cost per vehicle service hour varies from \$45.70 (TART Connect) to \$241.94 (4th of July event shuttles). Truckee Thursday's event shuttle service also had a fairly high cost per revenue vehicle hour at \$216.45. Dial a Ride and Fixed Route services had the lowest marginal cost per vehicle revenue hour at \$79.28 and \$88.13 per hour, respectively.
- **Trips per Vehicle Revenue Hour** ranged from 35.3 trips per hour (4th of July Special Event Shuttle) to 2.7 trips per hour (Dial a Ride). Truckee Thursday had 21.9 trips per vehicle revenue hour, followed by Truckee TART (7 trips per vehicle revenue hour).
- **Truckee TART Connect's annual performance and costs** are summarized in Tables 20 and 21. With 5.6 trips per vehicle revenue hour, Truckee Connect performs better than Dial-a-Ride services by this metric. Its operating costs per passenger trip fall in the median range of all other services at \$15.96 per trip. As shown, the total annual operating costs are in the sum of \$1,278,461.
- The **cost of the Truckee Thursday and 4th of July shuttle services** equates to \$65,000 (Table 22). While costs per vehicle revenue hour are an average of \$221.84, these services provide the greatest number of trips per vehicle revenue hour of all the services with an average of 24.7 trips.

Placer TART operating data and performance were based on data provided by Placer County (Table 23). As noted in the table, the Placer TART services are representative of the Hwy 89 and Hwy 267 routes that serve Truckee. By approximating the annual revenue hours and miles used to serve the Truckee section of each route, as well as boardings to, from, and within Truckee, a cost per revenue hour and revenue mile was calculated using Truckee's current cost to Placer County for subsidizing their services.

Table 21: Truckee TART Connect Performance
 FY 2022-23 (July 2022-June 2023)

Performance Data and Indicators	Total
Passengers	80,128
Vehicle Service Hours	14,425
Vehicle Service Miles	243,880
Downtowner Driver Costs (Hourly)	\$547,210
Downtowner Fuel Costs (Miles)	\$112,077
Downtowner Fixed Costs	\$619,173
Total Operating Cost	\$1,278,461
Passenger-Trips per Hour	5.6
Passenger-Trips per Mile	0.3
Operating Cost per Passenger-Trip	\$15.96
Total Operating Cost per Vehicle Hour	\$88.63

Source: Truckee TART Connect Monthly Performance Reports

Table 22: Holiday and Special Event Shuttles Operating Data and Performance Indicators

	Truckee Thursday	July 4th	Total
Operating Data			
One-Way Passenger Trips	5,058	2,191	7,249
Vehicle Revenue Hours	231	62	293
Costs			
Total Annual Operating Costs	\$50,000	\$15,000	\$65,000
Performance Indicators			
Operating Cost Per Passenger Trip	\$9.89	\$6.85	\$8.97
Operating Cost Per Vehicle Revenue Hour	\$216.45	\$241.94	\$221.84
Trips Per Vehicle Revenue Hour	21.9	35.3	24.7

Source: Truckee TART Shuttle Information, 2023

Table 23: Placer TART 89 and 267 Routes Operating Data and Performance Indicators

FY 2022-23 Data for Truckee Only

	Hwy 89 Route	Hwy 267 Route	Total
Operating Data			
Boardings with the Town of Truckee	30,000	11,524	41,524
Vehicle Revenue Hours	631	1,008	1,639
Vehicle Revenue Miles	13,377	22,383	35,760
Costs			
Total Annual Operating Cost ⁽¹⁾	\$125,000	\$115,664	\$240,664
Performance Indicators			
Operating Cost Per Passenger Trip	\$4.17	\$10.04	\$5.80
Operating Cost Per Vehicle Revenue Hour	\$198.24	\$114.74	\$146.87
Operating Cost Per Vehicle Revenue Mile	\$9.34	\$5.17	\$6.73
Trips Per Vehicle Revenue Hour	47.6	11.4	25.3

Note: Charges to Truckee per contract with Placer County

Source: Truckee 2023-24 Budget

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PUBLIC AND STAKEHOLDER OUTREACH

INTRODUCTION

Over the last several years there have been two major surveys conducted regarding transportation in the Eastern Nevada County region. These survey efforts and their results are described in detail below followed by a summary of interviews with six key stakeholders regarding current challenges and needs related to the current TDP planning effort.

2022 ONBOARD TRUCKEE TART PASSENGER SURVEY

During March and July of 2022, both Placer and Truckee TART were surveyed by Warner Transportation Consulting, Inc. A total of 378 passengers participated in the Placer and Truckee TART surveys, 37 of which were riding the Truckee Local Route. While this is a small sample of local ridership, the survey still found the following high-level assumptions to be true:

- Passengers strongly agreed that bus drivers are courteous, buses are comfortable and clean, and that they feel safe riding Truckee TART.
- During the summer months, fewer passengers agreed that operating hours were frequent enough.
- “Keep fares free” and “Provide later services along Truckee Local Route” were the greatest priorities amongst passengers. Shelters and benches at bus stops and more information about scheduled arrival times were also relatively high priorities.
- More than half (58 percent) of those riding and taking the survey were between the ages of 25 to 59 years old.
- 67 percent of passengers taking the survey had an annual income of \$25,000 or less.

When looking into more specific rider behavior and trip purpose by season, it was found that during the summer, 60 percent of those surveyed use transit to go to and from work, with another 30 percent using TART to shop. During the winter season, fewer riders use TART for work commuting (18 percent) with 43 percent of respondents indicating that they use TART to shop.

Of the 37 people responding to the Truckee TART-specific survey, 100 percent indicated that they walk to the bus stop from their homes. During the winter season, 90 percent still responded that they walk with the other 10 percent taking TART Connect to the bus stop.

When asked where respondents typically take the TART to during the winter season, 50 percent responded that they take TART to downtown Truckee, followed by 19 percent taking TART to Tahoe Forest Hospital. During the Summer months, this pattern shifts with 40 percent of respondents using TART to get to Tahoe Forest Hospital and another 30 percent using services to get to and from Gateway shopping center.

STAKEHOLDER INTERVIEWS

During the fall months of 2023, stakeholder interviews were conducted with the following regional organizations: Sierra Community House, Sierra Senior Services, Tahoe Forest Health System, Tahoe Truckee Unified School System, and Elevation Truckee. A summary of these interviews is as follows:

Elevation provides programs for residents of Truckee and North Lake Tahoe with developmental disabilities with the goals of developing self-expression, functional and healthy living skills, and vocational skills. Program participants take DAR to the location on Donner Pass Road. Sometimes TART Connect or the fixed route is used for outings. In the past, Elevation provided some transportation for clients. Programs are typically offered Monday - Friday 9 AM to 3 PM. Agency representatives indicated a need for another DAR bus to transport passengers to/from locations outside of Truckee in North Lake Tahoe, as many participants live in Kings Beach.

Sierra Senior Services provides congregate meals at the Senior Center as well as Meals on Wheels. Truckee Donner Senior Apartments are located adjacent to the Senior Center off of Estates Drive. There are 60 Senior Apartments and many of the seniors use DAR, the fixed route, and TART Connect for medical appointments and grocery shopping. Sierra Senior Services representatives indicated a need for transportation to medical appointments in Reno. Sierra Senior Services would like to offer more transportation to clients in the future.

Tahoe Forest Hospital – Many employees and patients use Truckee TART to get to the hospital, partially due to the lack of parking at the hospital. TART Connect is becoming more popular among employees and patients. Roughly half of the 1,300 hospital employees live in Reno. Perhaps a vanpool could be a good alternative form of transportation for these employees. Ideally, hospital staff would like to see fixed route buses with greater frequency and a microtransit service that can cross jurisdictional boundaries. It was also noted that Plumas County no longer has pediatrics and OBGYN. There may be a need for residents from other counties to travel to the hospital in Truckee.

Sierra Community House provides a variety of services for primarily disadvantaged residents including hunger relief, crisis intervention, legal support, and prevention programs. Sierra Community House also serves both Truckee and North Lake Tahoe and therefore has expressed a need for more frequent and improved connections between Placer and Truckee TART. Many community members served by Sierra Community House live in North Lake Tahoe and work in Truckee or vice versa. Typical transit destinations for community members are located on Donner Pass Road but some are as far as the West end of Donner Lake. Staff indicated that many community members use and enjoy TART Connect. This service can be particularly useful on food distribution days. Staff reinforced the need for advertising TART Connect services in Spanish and perhaps providing greater assistance in scheduling rides for older adults. Scheduling TART Connect in advance can sometimes be a difficulty for community members.

In the **Tahoe Truckee Unified School District** which includes both Truckee and North Lake Tahoe, yellow bus service is available; however, the district is short of bus drivers and therefore not running 7 routes. The district sees that only a few students take TART Connect to school. Separate discussions with TART Connect drivers indicate that TART Connect is heavily used by students after school. Students attending Sierra Vista High School at 11661 Donner Pass Road and living in North Lake Tahoe have limited public transit options. The trip takes them 1.5 hours. There are also newer families in apartment complexes such as Meadow View Apartments, Coldstream Commons, and the Artist Lofts who have no or one vehicle. It is challenging to get these parents to attend school conferences or activities. Generally, the school district would like to see earlier/late service as well as half-hourly frequency. School enrollment has stayed relatively the same over the years and this is expected to continue going forward.

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REVIEW OF RECENT TRANSPORTATION PLANNING STUDIES

INTRODUCTION

There have been numerous studies developed for either Nevada County or the Town of Truckee in recent years related to transit and transportation. It is important that the Truckee TDP both aligns with and furthers the goals and strategies presented in these other studies. This Appendix summarizes these recent transportation plans, focusing specifically on the plan components related to public transit.

RECENT STUDIES

Nevada County 2045 Regional Transportation Plan (Expected 2024)

The Nevada County Transportation Commission (NCTC) is expected to complete the *Nevada County 2045 Regional Transportation Plan (RTP)* update in March 2024. The RTP is a long range, multimodal plan that will serve as a guide for transportation investments through 2045. The goals for the Nevada County transportation system, as stated in the RTP, are listed below. Objectives specific to transit services are listed under the associated goal.

- Goal 1.0 – Provide for the safe and efficient movement of all people, goods, and services on the roadway network.
- Goal 2.0 – Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County.
 - Objective 2.A – Reduce dependence on the automobile by emphasizing transit, ridesharing, working from home, and pedestrian and bicycle travel.
- Goal 3.0 – Reduce adverse impacts [of the transportation system] on the natural, social, cultural, and historical environment and the quality of life.
 - Objective 3.B – Reduce regional emissions of criteria pollutants and greenhouse gases.
- Goal 4.0 – Develop an economically sustainable transportation system.
 - Objective 4.A – Minimize the capital and operating costs of all travel modes.
 - Objective 4.B – Balance farebox recovery needs with providing quality transit service.
- Goal 5.0 – Develop a future-ready transportation system that incorporates innovative approaches such as electromobility, micromobility, autonomous vehicles, etc.
- Goal 6.0 – Ensure infrastructure resiliency and disaster preparedness.
- Goal 7.0 – Ensure that the transportation planning participation process includes underrepresented and underserved groups.

The Final RTP will outline specific projects to advance the above goals and objectives. Example projects may include roadway and intersection improvements, installing and improving sidewalks, creating and enhancing bike paths, improving traffic flows, improving local transit services, and repairing bridges.

Truckee TART Connect Review (Expected 2024)

In the summer of 2022, the Town of Truckee implemented the Truckee TART Connect microtransit program as a pilot service, which has since been extended through June 30, 2024. LSC Transportation Consultants, Inc. (LSC) is currently preparing a review of Truckee TART Connect operations and performance from the initial pilot phase through August 31, 2023. LSC is also synthesizing public input received during the first 18 months of the program. The *Truckee TART Connect Review* recommends the following alternatives be analyzed in the Truckee TDP:

- Establish a minimum trip requirement for the Truckee TART Connect.
- Reduce Truckee TART Connect service hours to end at 10:00 PM on Monday through Wednesday during the summer and winter seasons.
- Eliminate fixed route service around Donner Lake (west of Coldstream) and instead serve the area solely with microtransit.
- Operate a second fixed route bus to provide half-hourly service during some, or all, of the current service day to better facilitate transfers from microtransit to the fixed route.
- Administration and management alternatives for operating a comprehensive fixed route/paratransit/microtransit service starting in July 2024.
- Assess ridership on the Truckee Thursday shuttles compared to the capacity of Truckee TART Connect service to identify if there are shuttles that can be replaced with microtransit vans without impacting overall Truckee TART Connect service quality.



- Provide paratransit service as part of the microtransit program, also referred to as “co-mingled” service model.
 - “Standing reservations” will need to be established for recurring ADA program trips.
 - Microtransit drivers and dispatchers will need to be trained in serving persons with disabilities, in accordance with the Federal Transit Administration Circular C 4710.1. This should include training on driver responsibilities under the ADA, proper wheelchair handling and securement, and working with persons with disabilities.
 - Additional tracking and reporting will be needed specifically for ADA trips.

Town of Truckee 2040 General Plan (2023)

The *Town of Truckee 2040 General Plan* was adopted in 2023 per the requirements of California state law, which states that each city and county must adopt a general plan “for the physical development of the county or city, and any land outside of its boundaries...which bears relation to its planning.” The General Plan includes multiple goals and policy statements applicable to Truckee TART services:

- Goal M-1 – Reduce auto dependency.
 - Policies relevant to the Truckee TDP:
 - Policy M-1.2: Implement transportation demand management measures that divert automobile commute trips to transit, walking, bicycling, etc.
 - Policy M-1.3: Reduce vehicles miles traveled (VMTs) per community standards.
 - Policy M-1.4: Promote transportation innovation including improved technology, curb space management, and micromobility alternatives.
 - Actions relevant to the Truckee TDP:
 - Action M-1.A: Develop a Transportation Demand Management Program. This program can include measures for subsidized transit passes.
- Goal M-3 - Promote a safe, attractive, equitable, and efficient local and regional transit system, including bus, van, shuttle/microtransit, and rail...Integrate bicycle and pedestrian access into the system, including for the mobility impaired.
 - Policies relevant to the Truckee TDP:
 - Policy M-3.1: Require new development to incorporate features that accommodate and maximize transit access and use.
 - Policy M-3.2: Engage and incorporate the transit needs of vulnerable and transit dependent persons in making decisions regarding transit services.
 - Policy M-3.3: Encourage the development of multimodal transfer facilities.
 - Policy M-3.4: Prioritize capital improvements, transit services, and land use decisions that integrate first-last mile solutions.
 - Policy M-3.5: Install intelligent transportation system infrastructure, such as real-time transit arrival technology, travel time information, and wayfinding.
 - Policy M-3.6: Increase ridership by maintaining a free fare system, reducing headways, increasing service area coverage, and expanding route connections,

including to other regional services.

- Policy M-3.8: Design new ADA-accessible bus stops and shelters. Include bicycle racks, bicycle maintenance stations, lighting, and animal-resistant trash and recycling stations at bus stops as much as possible. Incorporate rider information and real-time transit vehicle information at bus stops whenever possible.
- Policy M-3.9: Work with local and regional districts, agencies, community partners, and businesses with large vehicle fleets to support the conversion to zero-emissions vehicles.
- Policy M-3.10: Expand microtransit service options to augment existing fixed route system, with preference for service options which utilize zero-emissions vehicles.
- Policy M-3.11: Collaborate with regional partners to expand the provision of interregional transit services to and from the Lake Tahoe Basin, summer and winter recreation destinations, public lands, and Reno, as funding allows.
- Actions relevant to the Truckee TDP:
 - Action M-3.A: Prepare an update to the Truckee TDP (in progress).
 - Action M-3.B: Prepare an update to the Truckee Long Range Transit Plan.
 - Action M-3.C: Develop new funding mechanisms for transit capital and operations.
 - Action M-3.D: Pursue grant funding.
 - Action M-3.F: Work with community partners to develop a marketing campaign focused on increasing transit ridership and promoting the benefits of transit.
 - Action M-3.G: Continue to fund Town-sponsored fare-free services. Transition to become a 100 percent fare-free system if funding allows.
 - Action M-3.H: Continue existing transit services and implement expansions. Continue to improve efficiencies, reduce costs, and increase ridership on Truckee TART Connect.
 - Action M-3.J: Work with TART to provide real time arrival technologies.
 - Action M-3.K: Work with active transportation organizations and other stakeholders to conduct a first-last mile gap analysis for the town's transit system and identify key strategies to remove first-last mile issues for transit riders. Strategies could include increasing bike share, microtransit, and bike parking at transit stations; increasing vehicle parking at transit stops and neighborhood nodes; increasing signage and wayfinding; and increasing infrastructure for walking and biking (e.g., bike lanes, bike parking, sidewalks, crosswalks).
 - Action M-3.M: Establish a transportation working group comprised of representatives knowledgeable about the needs of senior, disabled, low-income, and transit-dependent persons that can make suggestions for updates to the transit system.
 - Action M-3.O: Develop a low/no-emission transit fleet transition plan (completed).

- Goal M-6 – Provide adequate funding for transportation.
 - Policies relevant to the Truckee TDP:
 - Policy M-6.2: Pursue federal, state, and local funding sources for transportation improvements.
 - Actions relevant to the Truckee TDP:
 - Action M-6.C: Work with regional partners and business community to evaluate the feasibility of establishing a “self-help” local funding mechanism to fund both transit capital and operations.
- Goal M-8 – Encourage regional coordination.
 - Policies relevant to the Truckee TDP:
 - Policy M-8.2: Coordinate with regional partners on transportation planning and analyses.
 - Actions relevant to the Truckee TDP:
 - Action M-8.B: Work with adjacent jurisdictions to further coordinate transit services. Evaluate models to share resources and improve efficiencies including administration, maintenance, fueling infrastructure, and software.

Truckee Microtransit Study (2023)

The Town of Truckee retained LSC to assist in the design of the initial Truckee TART Connect pilot service as well as to conduct a broader study to assess the potential for year-round microtransit throughout a larger expanse of the community. The *Truckee Microtransit Study* also evaluated how the Town could operate a combined transit program incorporating microtransit. Near-term recommendations of the study are listed below. Recommendations that have since been implemented are indicated.

- Implement a town-wide microtransit service beginning spring 2023 (completed).
- Expand the hours of service to be 6:30 AM to 10:00 PM in the spring and fall and 6:30 AM to 12:00 AM in the summer and winter (completed).
- Operate the year-round microtransit program through June 2024 using the same contractor (completed).
- Conduct a general public survey, preferably in the fall of 2023 (completed as a part of the *Truckee TART Connect Review* study).

Longer-term recommendations that are either ongoing or have yet to be implemented include:

- Continue to monitor services.
- Provide two vans from the Town-owned fleet to the contractor for microtransit operations.
- Enhance marketing of the Truckee TART Connect.
- Discuss with Placer County a service agreement for providing microtransit service to areas immediately adjacent to the Town of Truckee but within Placer County.
- Administer a Request for Proposals for a contractor to operate a comprehensive fixed route/paratransit/microtransit service starting in July 2024.

- Procure microtransit vehicles, with the ultimate goal being for the Town to fully-own the microtransit fleet.

Innovative Clean Transit Zero-Emission Bus Rollout Plan – Town of Truckee (2023)

The California Air Resources Board’s (CARB) Innovative Clean Transit (ICT) rule requires that transit fleets be 100 percent zero-emission buses (ZEBs) by 2040. For small transit agencies, such as Truckee TART, the first stage of the ICT rule will come into effect in 2026, at which point 25 percent of buses purchased will have to be ZEBs. By 2029, this requirement will increase to 100 percent. To prepare for the ICT rule, transit agencies were required to prepare ZEB Rollout Plans by 2023 outlining future vehicle purchases by year and type.

The Town of Truckee completed the *Innovative Clean Transit Zero-Emission Bus Rollout Plan* for the Truckee TART service in June 2023. The Town’s ZEB Rollout Plan states the Town’s intention to only procure battery-electric buses (BEBs) as of 2023. The Town anticipates needing four battery-electric cutaways to meet service needs, two of which will be procured in 2024, and the other two in 2025. Currently, the Town does not have the necessary charging infrastructure for BEBs; however, the Town plans to install charging infrastructure at the future Railyard Transit Center and the Public Service Center Transit Maintenance and Storage Facility. Both of these projects will be completed by the fall of 2026.



Town of Truckee Triennial Performance Audit (FY 2018-19 – FY 2020-21) (2022)

The California Public Utilities Code requires all transit operators that receive funding from the Transportation Development Act (TDA) to undergo a triennial performance audit (TPA). The most recent TPA for Truckee TART was completed in 2022 and covered Fiscal Years (FY) 2018-19 through 2020-21. The TPA made two recommendations for Truckee TART:

- Establish a uniform definition for contractor and Town staff as well as a method of tracking full-time equivalent employee hours for purposes of reporting to the state controller.
- Consider procuring tablets for Truckee TART fixed route and DAR drivers to record passenger-trips and other operating data.

Coordinated Public Transit – Human Services Transportation Plan (2021)

The most recent *Coordinated Public Transit-Human Services Transportation Plan* (Coordinated Plan) for Nevada County was completed in 2021. The primary goal of the Coordinated Plan is to enhance mobility for senior adults and disabled residents in the County by increasing the number of services available and improving coordination between existing services. The Coordinated Plan recommended building upon existing transit services in the County, with the below transit strategies recommended specifically for Eastern Nevada County.

- Maintain existing service on the Truckee TART local fixed route, eventually extending the span of service and increasing frequency to be every half hour.
- Introduce community shuttles that connect different areas of Truckee to Downtown.
- Introduce a service that provides customers with the option to travel to destinations in Placer and Sacramento Counties, as well as Reno, Nevada.
- Maintain existing service on the Truckee Dial-a-Ride (DAR), eventually expanding the service by increasing the number of vehicles operating.
- Explore microtransit programs in different areas of Truckee that work in coordination with the DAR service.
- Maintain free fares.
- Introduce Neighborhood Electric Vehicle (NEV) service areas to enhance first/last mile connectivity.
- Develop a volunteer driver program to be operated by a social service agency.
- Improve travel training programs.
- Various capital improvements – procure new scheduling and dispatch software, ride hailing equipment, passenger counters, onboard cameras, and mobile payment technology.
- Procure ZEBs and install the necessary infrastructure for charging.
- Relocate and build the Truckee Transit Center.
- Implement bus stop improvements.

Truckee Transit Center Relocation Feasibility Study (2020)

The current Truckee Transit Center, or the Truckee Depot, is served by five operators, including Truckee TART, Placer TART, Greyhound, Amtrak, and other ski shuttles. The Truckee Depot has limited space, causing traffic and safety concerns. The Town of Truckee developed the *Truckee Transit Center Relocation Feasibility Study* (Transit Center Study) to identify alternate locations within the Town that could host a transit center. Ultimately, the study recommended the northern balloon track area of the Truckee Railyard (10250 Church Street) as the new location of the Truckee Transit Center. In regard to amenities, the study recommended the facility include covered waiting areas, covered bike racks, areas for connecting services, ADA accessible features, restrooms, and ticket kiosks.

Nevada County Active Transportation Plan (2019)

The *Nevada County Active Transportation Plan* (ATP) was completed in 2019, and outlines projects which will increase rates of bicycling and walking within the County. The ATP identifies four goals:

- Enable all to move safely on the bicycle and pedestrian networks.
- Increase walking and biking.
- Improve bicycle and walking mobility for residents and visitors by connecting destinations to the bicycling and pedestrian networks.
- Keep bicycle and pedestrian networks well-maintained.

A specific objective included in the ATP and related to Truckee TART is to “*connect all transit stops to nearby destinations by bicycle and pedestrian facilities.*”

Eastern Nevada County Transit Development Plan (2018)

The previous update to the Eastern Nevada County TDP provided recommendations for FYs 2018-19 through 2022-23. The TDP recommended the following service elements depending on funding, many of which have since been implemented:

- Sunday Dial-a-Ride service during the non-winter months.
- Holiday and Truckee Thursday Shuttles.
- Fund the North Tahoe Truckee Transport Senior Shuttle.
- Eliminate the Crossroads stop from the Truckee Local Route.
- Match Placer TART’s fixed route fares and allow passes purchased on either system to be accepted by the other; if possible, eliminate fares altogether.
- Expand hours of non-winter services.
- Support the vanpool subsidy program.
- Contribute funding to Placer TART to extend winter evening service to Truckee from 5:30 PM to 11:00 PM.
- Contribute funding to Placer TART to operate earlier southbound departures from Truckee on SR 89 and SR 267.
- Operate a neighborhood shuttle during the evenings in the peak winter season.
- Operate Sunday fixed route service in the non-winter season.
- Continue the Truckee Local Route service from 6:00 PM to 11:00 PM.

Truckee Long Range Transit Plan (2017)

The current “vision” for long-range public transit services in Truckee is documented in the *Truckee Long-Range Transit Plan* (LRTP), prepared by LSC 2017. This Truckee LRTP called for the following:

- Implement a series of “Neighborhood Routes” that would operate along a route and also deviate to a network of “On Demand” stops that would be served when requested through an

app, phone call, or directly requesting the driver at scheduled stops. Four Neighborhood Routes would serve Glenshire, Prosser/Lakeview, Sierra Meadows, and Tahoe Donner.

- Continue operation of the single local fixed route, with service frequency increasing from hourly to half-hourly during the daytime hours.
- Extend transit service to 9:30 PM in the spring and fall and to approximately 2:00 AM in summer and winter. Extension of service to start at approximately 7:00 AM (rather than 9:00 AM) year-round.
- Provision of Sunday service in the non-winter months.
- Increase service frequency to Donner Summit to hourly.
- Eliminate transit fares.
- Extend the winter season service hours from mid-March to early April.

Since preparation of the Truckee LRTP, many elements have been implemented, specifically the provision of Sunday service year-round, starting the service day earlier, extending the winter season, and eliminating transit fares. Changes in employee housing patterns have led to the elimination of Donner Summit service. A substantive change not considered in the LRTP has been the emergence of microtransit. Based on the success of the program, the Truckee TART Connect could likely replace the Neighborhood Routes recommended in the LRTP.

OTHER REGIONAL STUDIES

Placer County Unmet Transportation Needs Hearing FY 2023-24 (2023)

The California Transportation Development Act (TDA) requires regional transportation planning agencies (RTPAs) to hold an annual hearing to determine unmet transit needs across the region. TDA funding must be spent on any unmet transit needs deemed at the hearing to be reasonable to meet before the RTPA can allocate any TDA funding to projects not directly related to public transportation and pedestrian facilities. The Placer County Transportation Planning Agency (PCTPA) defines unmet transit needs as “a request for transit service that is not currently offered, inclusive of requests that are required to comply with the Americans with Disabilities Act.” The PCTPA considers transit services to exist if transit service is available within 0.75 miles walking distance of a trip’s starting and end point. The PCTPA use five criteria to determine whether an unmet transit need is reasonable to meet:

1. *“Would meet state required farebox ratio standards.*
2. *Could be fully funded without exceeding existing Local Transportation Fund revenues and is a reasonable use of taxpayer funds.*
3. *Has strong and broad community support, whether documented in a short range transit plan or other community planning document, annual unmet transit needs report, or other transit study, which supports multiple users, as determined on a case-by-case basis.*
4. *Consistent with the long-term goals of the [Placer County] Regional Transportation Plan.*
5. *The need is consistent with the intent of the goals and implementation plan of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.”*

At the FY 2023-24 Unmet Transit Needs Hearing, the PCTPA received comments related to unmet transit needs in Eastern Nevada County. These service requests could be categorized as follows:

- Improved connectivity between regional services, including Placer and Truckee TART.
- Service options to travel from Western Placer County (i.e. Rocklin, Roseville) to destinations in Eastern Placer and Nevada Counties, including Truckee.
- Service options from Truckee to Reno International Airport.
- Schedule conflicts with the existing SR 89 TART Route and local schools.

None of the above comments were found to meet the definition of an unmet transit need, however, they are relevant issues that will be addressed through the final service plan proposed in the Truckee TDP.

Western Nevada County Transit Development Plan (2021)

The NCTC prepared an update to the *Western Nevada County Transit Development Plan (TDP)* in 2021. The Western Nevada County TDP primarily discusses the Nevada County Connects transit system. The need for transit connections between Western and Eastern Nevada County was identified during public outreach conducted for the TDP. Ultimately, however, the TDP did not recommend any services to Eastern Nevada County at this time based on financial constraints.

Resort Triangle Transportation Plan (2020)

The Resort Triangle is defined as the area shaped by State Route (SR) 89, SR 267, and SR 28 in the northern Tahoe Basin. The Resort Transit Transportation Plan (RTTP) recommends transportation-related projects with the potential to decrease congestion within the Resort Triangle. Projects recommended include implementing transit signal priority modifications, transit queue jump lanes, reversible bus-only lanes, and bus/truck climbing lanes. In addition to traffic engineering projects, the RTTP also recommends managing parking in commercial centers and recreational areas through a parking payment system and implementing microtransit service in the communities along North Lake Tahoe.

Linking Tahoe: Lake Tahoe Basin Transit Master Plan (2017)

The *Linking Tahoe: Lake Tahoe Basin Transit Master Plan* (Linking Tahoe) was developed to advance the region’s transit vision: “*Transit is the vehicle for change in the Tahoe Region.*” Short-term routing recommendations made in the Linking Tahoe study that would impact the relative amount of transit service in Truckee are described below:

- Operate frequent service from Truckee to Incline Village via SR 89 and Highway 28.
- Operate local service from Truckee to Incline Village via SR 267.
- Develop a new multimodal facility in Truckee.
- Provide coach bus service from Sacramento to Truckee prior to increasing rail service.

Systems Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County (2016)

The *Systems Plan Update for Tahoe Truckee Area Regional Transit in Eastern Placer County* (TART Systems Plan) provides short-range service, capital, management, and financial plans for the Placer County TART program, with priority given to recommendations that further the region’s transit vision.

The TART Systems Plan presents two possible service plans, one financially constrained and the other financially unconstrained. The financially constrained service plan consists of the following elements relevant to Truckee:

- Increase service frequency on the SR 89 Route, SR 267 Route, and West Shore Route to be half-hourly during the peak summer and winter seasons.
- Increase service frequency from Palisades and Northstar resorts to Truckee to be half-hourly during the peak summer and winter seasons.
- Begin service on SR 267 Route at 6:00 AM during the winter season.

The financially unconstrained plan included the below elements relevant to Truckee:

- Eliminate fares throughout the TART system, including Truckee TART.
- Improved evening service options on the SR 89 and SR 267 Routes to Truckee.

