



PLACER COUNTY DEPARTMENT OF PUBLIC WORKS

Ken Grehm, Director
Peter Kraatz, Assistant Director
Robert Costa, Deputy Director

March 4, 2015

Kevin Smith, General Manager
Truckee Tahoe Airport District
10356 Truckee Airport Road
Truckee, CA 96161



Subject: Request for Funding Participation to add TART Highway 267 Route Service Year Round

Dear Kevin,

Thanks for meeting with Alex Terrazas and me earlier this month to discuss the Tahoe Area Regional Transit (TART) route service. TART, which is operated by the Placer County Department of Public Works, operates service on the north shore of Lake Tahoe and to Truckee every day of the year. TART operates a route on Highway 267 from Crystal Bay, through Kings Beach to Northstar and then to Truckee during the winter season only. During the summer, the route is operated only as far north as Northstar. During the Spring and Fall seasons, the route does not operate.

For several years we have had a desire to operate the Highway 267 TART route on a year-round basis. This would complete the year-round transit connections for the "resort triangle" and provide an important link between jobs, services and recreation between communities in Placer County and Truckee. As you know, this route has a stop at the entrance to the airport offices. The year-round route would operate on a schedule very similar to the current winter Highway 267 Route. The route is operated with two buses every 60-minutes in both directions. The route operates from 7:00 A.M. to 6:00 P.M.

The cost of providing the route will be \$620,000 per year based on fully allocated costs. We partner with the Town of Truckee to fund TART service into Truckee. The Town contributes approximately \$100,000 towards TART service, in addition to funding and providing Truckee Transit within Town limits. We have identified that the Town's share of adding the Highway 267 TART route on a year-round basis will be \$125,000. We are requesting that the Truckee Tahoe Airport District consider funding participation in the \$125,000 per year portion that is considered the Town's contribution. We are seeking a minimum three-year funding commitment for our partners, with an understanding that we could seek an additional commitment beyond the three-year period.

I have attached the Highway 267 route schedule and two maps depicting the TART routes. Should you need additional information, please do not hesitate to contact me at 530-745-7582 or wgarner@placer.ca.gov.

Sincerely,


Will Garner
Public Works Manager, Transit Services

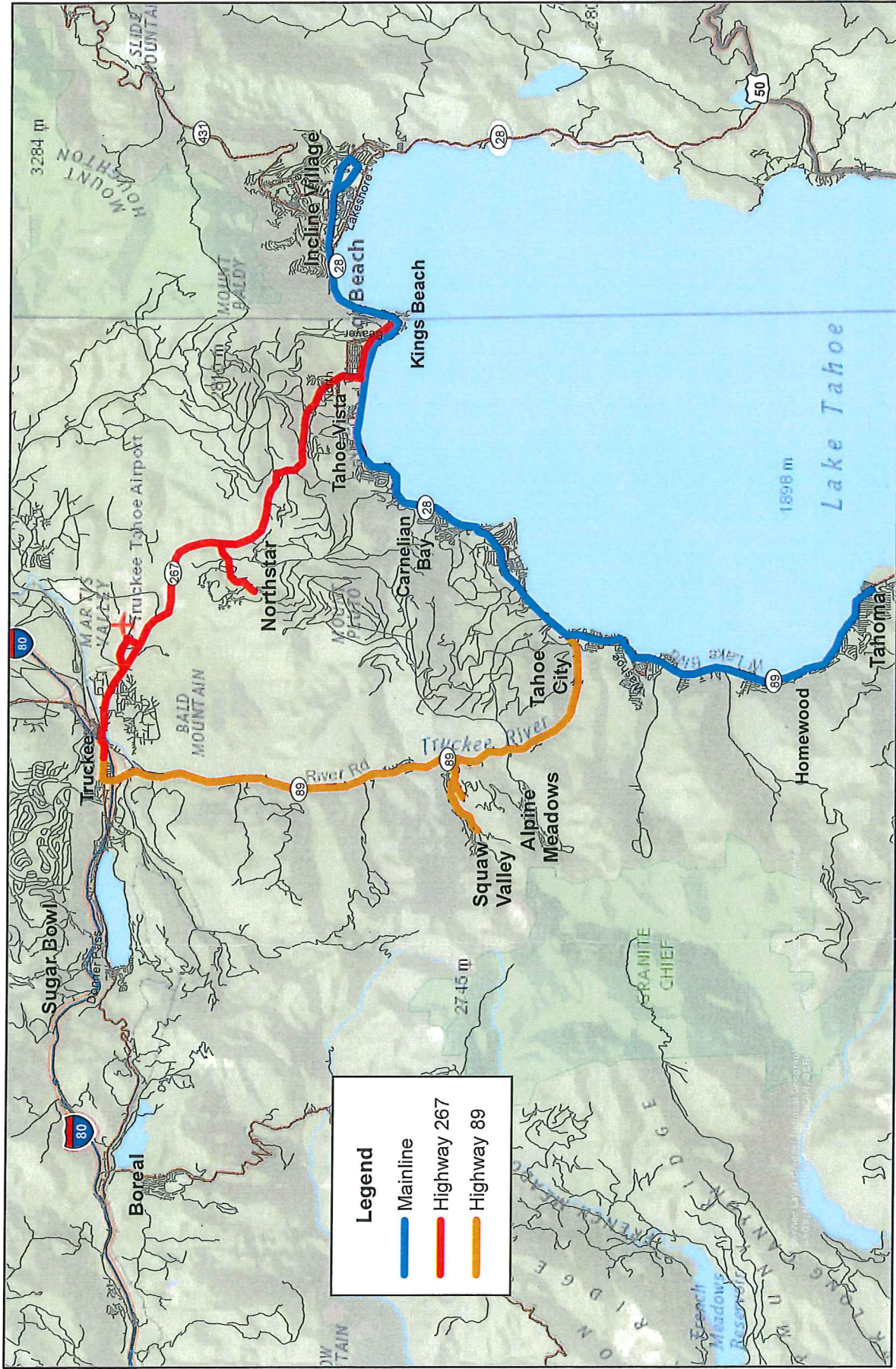
TART Highway 267

Winter Only

Southbound		AM	8:00	9:00	10:00	11:00	PM	12:00	1:00	2:00	3:00	4:00	5:00
Truckee Depot**		7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	
Best Western		7:04	8:04	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	
Hampton Inn		7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	
Truckee Airport		7:09	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	
Northstar Village		7:21	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21	
Sawmill Heights		7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	
Stewart Way/Hwy 267		7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	
Secline St - Kings Beach		7:43	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43	
Coon St - Kings Beach		7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	
Crystal Bay Club*		7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	

Northbound	AM	8:00	9:00	10:00	11:00	PM	12:00	1:00	2:00	3:00	4:00	5:00
Stataline Rd - Crystal Bay*	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	
Coon St - Kings Beach	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	
Secline St - Kings Beach	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	
Stewart Way/Hwy 267	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	
Sawmill Heights	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	
Northstar Village	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	
Truckee Airport	7:41	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41	
Hampton Inn	7:43	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43	
Best Western	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	
Truckee Depot**	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	

TART Services

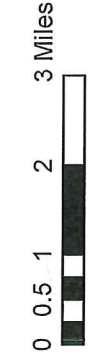
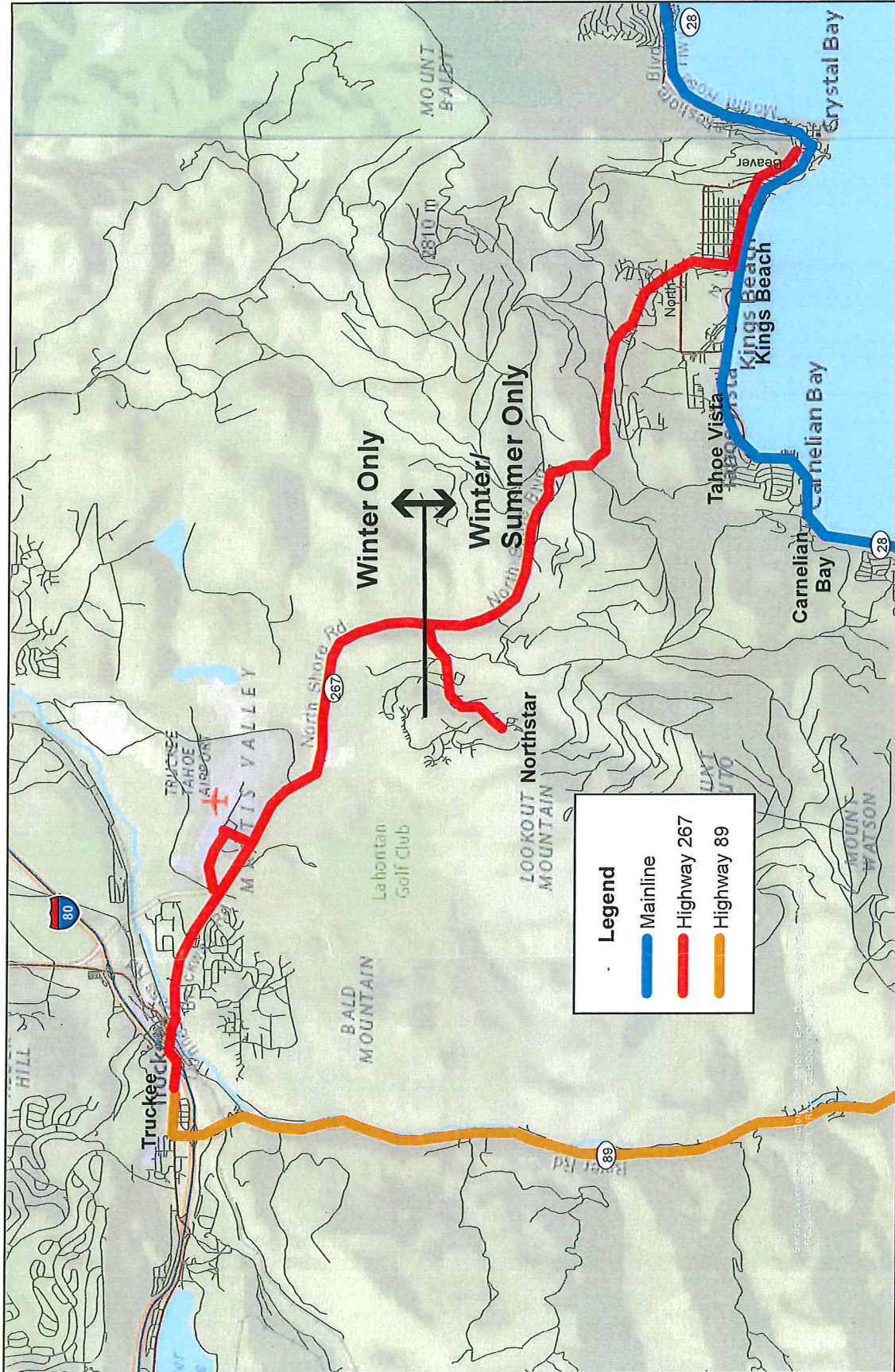


Legend

- Mainline
- Highway 267
- Highway 89



TART 267 Service



FY 14/15**Highway 267 Route Statistics & Cost****+Year Round**

Buses in Service	2.00
Service Days	250.00
Revenue Vehicle Service Miles per Day	408.10
Revenue Vehicle Service Hours per Day	21.67
Total Revenue Vehicle Service Miles	102,025.00
Total Revenue Vehicle Service Hours	5,416.67
Miles Per Hour	18.84
Cost per Day	\$ 2,486.73
Total Cost	\$ 621,682.83

Offsetting Revenues

Fares	\$ 62,000.00
FTA 5311	
TOT Funding for Summer Service	\$ 45,000
Remaining Balance	\$ 514,682.83

Allocation of Costs To Town of Truckee

Revenue Vehicle Service Miles Per Day - Northstar to Truckee	234.30
Revenue Vehicle Service Hours Per Day - Northstar to Truckee	10.63
Total Revenue Vehicle Service Miles - Northstar to Truckee	58,575.00
Total Revenue Vehicle Service Hours - Northstar to Truckee	2,658.33
Cost per Day	\$ 1,108.30
Total Cost	\$ 277,074.06
Offsetting Revenue Allocated to Route Segment	\$ 27,632.41
Remaining Balance	\$ 249,441.66

50% to Town of Truckee	62,360	\$	124,720.83
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50% to TTAD 62,360 Percent of Total Cost 20%

Amount Remaining to fund Funded by TART \$ 389,962.00

All,

This is a follow up to our last meeting on February 15. We had a discussion about regional services on Hwy 89 and Hwy 267 related to the expansion of service hours versus the increase in service frequency. Placer County's long-range transit systems plan identifies expanding hours north of the resorts (Squaw Valley and Northstar) to Truckee between 5:30 PM and 2:00 AM, and increasing service frequency to half-hourly headways. Based on our discussion on February 15, we have updated the prioritization of Placer TART alternatives as they relate to service within Truckee. As reflected in the attached table, we have three short-term priorities that potentially could be implemented within the next five years based on securing funding and ranked them within the high priority category as follows:

- (1) Winter Evening Service Extension to Truckee 5:30 PM to 11:00 PM – This alternative is ranked as high priority 1 as it affords the opportunity of adding service that does not currently exist, and could be operated with the existing Placer County transit fleet.
- (2) Earlier Winter Southbound Departures on Hwy 89 and Hwy 267 – This alternative is ranked no. 2. Currently, the Hwy 89 route begins in Truckee at 7:30 AM and the Hwy 267 route begins in Truckee at 7:00 AM. Adding additional morning service hours departing from Truckee will better align with the service hour expansions that are currently offered south of the resorts.
- (3) Winter Half-Hourly Service Frequency Extension to Truckee (2 hours AM, 3 hours PM) - Ranked no. 3, this alternative would provide service north of the resorts on 30 minute headways to align with the current hours operated south of the resorts. The service would require Placer County to expand their transit fleet. Procurement of new buses once the funding has been secured is 18 to 24 months for delivery.

As reflected in the Placer TART alternatives table, medium priority alternatives include summer evening and off-season evening service extensions to Truckee from 5:30 PM to 11:00 PM. Long-term alternatives include winter half-hourly service frequency to Truckee during the mid-day from 9:30 AM to 2:30 PM, summer half-hourly service to Truckee, and expansion of evening winter and evening summer service between 11:00 PM and 2:00 AM.

Related to the Truckee TART service alternatives that would operate locally in Truckee we reviewed the opportunities of offering free fares, expanding hours on the mainline during non-winter, and providing transit service into the neighborhoods evening versus daytime. Based on our discussion on February 15, below is the outline of high priority alternatives and their ranking:

- (1) Elimination of Fares on Truckee TART – The current fares received on Truckee's transit services are less than \$35,000 annually. If the free fare alternative is not implemented in the short-term, the cost of eliminating fares in the future is potentially higher if service expansion options are implemented as additional fares would be realized as part of new service implementation. The elimination of fares is included in the Placer County long-range transit plan as an unconstrained alternative. It is likely that free fares in Truckee would be offered prior to free fares on the regional services but is worth noting that the fares on the two services are not currently aligned. To do so would mean that either Placer County increases their fares to Truckee's fare structure, which is unlikely, or that Truckee decrease our fare structure and invest nearly \$100,000 in electronic fare equipment to align with Placer County. Based on the options, the most cost effective alternative is to offer free fares on the Truckee local routes, and in the interim continue receiving fares on the regional transit service operated by Placer County until such time that Placer County is able to implement free fares.
- (2) Mainline Additional Hours Non-Winter 7:00 AM to 9:00 AM and 5:00 PM to 6:00 PM – Ranked no. 2, this alternative would increase service hours during the nine months of non-winter service. Non-winter service hours currently operate between 9:00 AM and 5:00 PM. This alternative would expand service hours from 7:00 AM to 6:00 PM allowing passengers to ride to and from work on Truckee's public transit. Truckee's current fleet can support this service alternative.

- (3) & (4) Neighborhood and Mainline Summer/Winter Evening Service 5:30 PM to 11:00 PM – Evening neighborhood service could be provided using the Town’s current transit fleet and may provide an economic benefit element for Downtown businesses. Additionally, as discussed at our last meeting, there may be an opportunity to utilize some TSSA funding to help support neighborhood service in Tahoe Donner and Glenshire.
- (5.) Peak Winter Daytime Neighborhood Service – This alternative would operate a total of 38 days (see footnote for details in the attached table). While the daytime service into the neighborhoods would provide a transit option to connect to Truckee’s mainline and to Placer’s regional services, an additional three buses would be required to provide this alternative.

Medium priority alternatives within Truckee include expanding the number of days that Truckee operates winter service to align with Placer County, and providing Spring and Fall evening neighborhood and mainline service from 5:30 PM to 11:00 PM. Year-round neighborhood service from 6:30 AM to 5:30 PM is included in the long-term priority category as the Town would need to purchase a minimum of three additional buses to operate this service and the operating cost to provide the service is nearly one million dollars (not including capital costs to purchase the additional buses). Offering summer service on Donner Summit is included in the non-prioritized category as there are a number of funding partners involved and an additional bus not currently in the Town fleet would be required. Providing 30 minute headways on all Truckee TART services is also included in the non-prioritized category as the cost of providing this service is just over three million dollars plus the requirement to more than double the existing transit fleet.

I believe we captured our discussion items from the February 15 meeting in the attached updated tables. Please provide your comments on the updated tables by March 15. Gordon Shaw with LSC will incorporate information from our stakeholder meetings and the updated tables into a draft long-range plan that Town staff will send to the Stakeholder group for review most likely in April.

Please note at our last meeting we had agreed to cancel the meeting on March 22. In lieu of this meeting, staff would send the attached updated tables for comment. As the March 22 meeting had already been calendared, I will be sending a meeting cancellation to remove this meeting from your calendars. Again, please send your comments on the updated tables by March 15.

Thank you,

Kelly Beede
Administrative Analyst II
Town of Truckee
desk: 530.582.2489
fax: 530.550.2343

Prioritization of Truckee Transit Service Alternatives - Placer TART

Implementation Order	Service Alternatives (1)	Annual Ridership	Potential Town Contribution	Cost per Passenger Trip	Potential Funding Sources
High Priority: Short-Term within 5 Years					
1	Winter Evening Service Extension to Truckee 5:30 PM to 11:00 PM	8,925	\$44,900	\$5.03	Resorts, TDMA, TTBID, TOT, Airport
2	Earlier Winter Southbound Departures on 89 and 267 (2)	1,195	\$2,450	\$2.05	Resorts, TTBID, TOT, GF, Airport
3	Winter Half-Hourly Service Frequency Extension to Truckee: 2 Hours in AM, 3 Hours in PM	4,558	\$48,850	\$10.72	Resorts, TTBID, TOT, GF, Airport
Total High Priority Placer TART		14,678	\$96,200		
Medium Priority: Mid-Term within 10 Years					
4	Summer Evening Service Extension to Truckee 5:30 PM to 11:00 PM	3,698	\$36,000	\$9.74	Resorts, TDMA, TTBID, TOT, Airport
5	Off-Season Evening Service Extension to Truckee 5:30 PM to 9:30 PM	1,300	\$15,800	\$12.15	Resorts, TDMA, TTBID, TOT, GF, Airport
Total Medium Priority Placer TART		4,998	\$51,800		
Low Priority: Long-Term within 20 Years					
6	Winter Half-Hourly Service Frequency Extension to Truckee - Mid-day Period (9:30 AM-2:30PM)	3,974	\$51,650	\$13.00	Resorts, TTBID, TOT, GF, Airport
7	Summer Half-Hourly Service Frequency Extension to Truckee	2,700	\$83,850	\$31.06	Resorts, TTBID, TOT, GF, Airport
8	Winter Evening Service Extension to Truckee 11:00 PM to 2:00 AM	2,975	\$39,200	\$13.18	Resorts, TDMA, TTBID, TOT, Airport
9	Summer Evening Service Extension to Truckee 11:00 PM to 2:00 AM	1,102	\$31,450	\$28.53	Resorts, TDMA, TTBID, TOT, Airport
Total Low Priority Placer TART		10,751	\$206,150		

Note 1: All Placer TART alternatives assume 116 days per winter season, 68 days per summer season, and 181 days of spring/fall seasons

Note 2: Requires full additional run on 89 Route. 267 Route costs based on incremental over current deadhead run to Crystal Bay.

Prioritization of Truckee Transit Service Alternatives - Truckee TART

Implementation Order	Truckee TART Service Alternatives	Annual Ridership	Annual Marginal Operating Subsidy	Subsidy per Passenger Trip	Potential Funding Sources
High Priority: Short-Term within 5 Years					
1	Elimination of Fares on Truckee TART	7,700	\$35,000	\$4.55	TTBID, TOT, Sales Tax, GF, Airport
2	Mainline - Additional Hours, Non-Winter, 6 Days/Week, 7:00 AM to 9:00 AM & 5:00 PM to 6:00 PM (1)	28,133	\$111,700	\$3.97	Sales Tax, Bus Lic, GF
3	Neighborhood Summer/Winter Service, 5:30 PM to 11:00 PM	5,879	\$90,500	\$15.39	TSSA, TDMA, TTBID, TOT, GF
	Glenshire	5,793	\$91,200	\$15.74	
	Prosser/Sierra	7,121	\$89,200	\$12.53	Sales Tax, Bus Lic, GF
	<i>Subtotal</i>	18,794	\$270,900	\$14.41	
4	Mainline - Summer/Winter, 6:00 PM to 11:00 PM	5,150	\$87,500	\$16.99	Sales Tax, Bus Lic, GF
5	Peak Winter Daytime Neighborhood Service (2)	7,352	\$36,300	\$4.94	
	Glenshire	7,629	\$36,600	\$4.80	Resorts, Sales Tax, Bus Lic, GF
	Prosser/Sierra	8,933	\$35,700	\$4.00	
	<i>Subtotal</i>	23,915	\$108,600	\$4.54	
<i>Total High Priority Truckee TART</i>		83,692	\$613,700		
Medium Priority: Mid-Term within 10 Years					
6	Expand Winter Season From 88 to 116 Days	1,278	\$45,500	\$35.60	Resorts, Sales Tax, Bus Lic, GF
7	Spring/Fall, 5:30 PM to 11:00 PM	2,906	\$78,000	\$26.85	TSSA, TDMA, TTBID, TOT, GF
	Glenshire	2,457	\$78,600	\$32.00	
	Prosser/Sierra	3,574	\$76,900	\$21.52	Sales Tax, Bus Lic, GF
	<i>Subtotal</i>	8,936	\$233,500	\$26.13	
8	Mainline - Spring/Fall, 6:00 PM to 11:00 PM	4,288	\$75,500	\$17.61	Sales Tax, Bus Lic, GF
<i>Total Medium Priority Truckee TART Costs</i>		14,502	\$354,500		
Low Priority: Long-Term within 20 Years					
9	Year-Round Neighborhood Service, 6:30 AM to 5:30 PM (3)	29,948	\$329,000	\$10.99	TSSA, TDMA, TTBID, TOT, GF
	Glenshire	27,771	\$331,200	\$11.93	
	Prosser/Sierra	36,667	\$324,100	\$8.84	Sales Tax, Bus Lic, GF
	<i>Subtotal</i>	94,385	\$984,300	\$10.43	
<i>Total Low Priority Truckee TART Costs</i>		94,385	\$984,300		
Non-Prioritized Services					
Donner Summit Service: Add Summer Service		4,200	\$106,100	\$25.26	Summit Resorts, NV County, Placer County
All Truckee TART Services on 30 Minute Headways		92,197	\$3,026,700	\$32.83	

Note 1: Includes Dial-A-Ride expansion costs and ridership.

Note 2: Operates 7:00 AM to 5:30 PM, all Saturdays and Sundays from mid-December through mid-March, weekdays in last week of December and first week of January, MLK Birthday, and Presidents Day (total of 38 days)

Note 3: Beyond Winter Peak Season Daytime Service