

MEMORANDUM

DEPARTMENT OF PUBLIC WORKS
County of Placer

TO: BOARD OF SUPERVISORS DATE: October 22, 2013
FROM: KEN GREHM / WILL GARNER 
SUBJECT: NORTH LAKE TAHOE RESORT TRIANGLE TRANSIT VISION

ACTION REQUESTED / RECOMMENDATION

1. No action requested. The Department of Public Works (DPW) and North Lake Tahoe Resort Association (NLTRA) staff will provide an overview of the North Lake Tahoe Resort Triangle Transit Vision. There is no net County cost.

BACKGROUND / SUMMARY

In October of 2012, an event called the Transit Summit was held at the Truckee Airport. The Transit Summit was organized by the Truckee North Tahoe Transportation Management Association (TMA) and the North Lake Tahoe Resort Association (NLTRA). The all-day event, facilitated by Economic & Planning Systems (EPS), included a panel of speakers from local transportation entities and a luncheon panel of speakers from Aspen, CO, Park City UT, and Summit County, CO. Sixty one people attended the summit representing resorts, lodging, business, and public sector transportation agencies in the area. The purpose of the summit was to begin the work of defining a vision for improved transit services in the North Tahoe/Truckee area. At the conclusion of the summit, it was decided to form a committee to develop a transit vision for the North Tahoe and Truckee area, referred to as the North Lake Tahoe Resort Triangle.

Beginning in December of 2012, the Resort Triangle Transportation Vision Coalition began meeting monthly after the TMA Board meeting. There were also three sub-committees formed to develop 1) the transit service alternatives and costs, 2) funding strategies, and 3) governance options. The NLTRA commissioned LSC Transportation Consultants to assemble the information from the Coalition and committees to develop a draft vision service plan.

This summer LSC and the Coalition, consisting of private and public sector representatives with an interest in delivering transportation services, completed a memorandum that details the transit service plan and costs known as the Transit Vision Service Plan. The actual Transit Vision statement agreed upon by the Coalition is:

"The North Lake Tahoe Resort Triangle has a comprehensive, environmentally sensitive transportation system that encourages and supports an enjoyable experience while reducing dependency on the personal automobile."

The Transit Vision Service Plan includes strategic improvements to services currently provided by Placer County's TART, The Town of Truckee and the TMA. The key tenets of the vision are 1) Increased service frequency, 2) Increased night hours of service, 3) Year round service on Highway 267, 4) Free service (no charge to the rider), and 5) A unified brand for all transit services. Along with a single brand, a single governance and administration of the services is seen as being the most likely approach to delivering the future services. The table below compares the existing revenue vehicle service hours provided by the different public transit services in the area to the Vision level of service.

Comparison of Transit Vehicle Revenue Hours – Existing & Vision			
	Existing Level of Service	Vision Level of Service	Percent +
T A R T	25,800	44,075	71%
Nightrider (TMA)	6,800	9,715	43%
Town of Truckee	5,100	11,890	133%
Total	37,700	65,680	74%

The TART service currently operates daily from 6:00 AM to 7:00 PM. The TART "Mainline" route runs from Tahoma to Incline Village along Highways 89 and 28. The Highway 89 Route runs between Tahoe City, Squaw Valley and Truckee. The Highway 267 Route runs between Crystal Bay, Northstar and Truckee during the winter season and between Crystal Bay and Northstar during the summer. The Town of Truckee operates local transit service within the Town limits. The TMA manages other transit programs such as the Night Rider that serve Placer County and are funded with Placer County TOT funds. In all, these services cost approximately \$4.5 million per year to operate.

The fully implemented Transit Vision would cost \$7.1 million, which means \$2.6 million in additional funding would need to be raised for annual operating costs. The total added capital costs over a ten year period would be \$6 million for new buses, passenger facilities, fueling technology improvements. A host of potential funding sources has been identified to fund transit improvements under the Vision.

On November 7, 2013 a second Transit Summit will be held at the Truckee Airport to present the Vision Service Plan, and to receive additional input from the participants.

ENVIRONMENTAL

The project is statutorily exempt from CEQA pursuant to section 21080(b)(10), as it is a project to provide passenger service.

FISCAL IMPACT

There is no current fiscal impact on the County budget resulting from the Transit Vision.