

February 25, 2015



PLACER COUNTY

**FY 2014/2015 UNMET TRANSIT NEEDS
ANALYSIS & RECOMMENDATIONS FINAL REPORT
FOR FY 2015/2016**



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

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UNMET TRANSIT NEEDS SUMMARY AND FINDINGS

Summary

As the Regional Transportation Planning Agency for Placer County, the Placer County Transportation Planning Agency (PCTPA) is responsible for the administration of Transportation Development Act Funds (TDA) funds. This responsibility includes the annual unmet transit needs process, which has four key components:

- 1) Soliciting testimony on unmet transit needs that may exist in Placer County;
- 2) Analyzing transit needs in accordance with adopted definitions of “unmet transit needs” and “reasonable to meet;”
- 3) Consultation with the Social Services Transportation Advisory Council (SSTAC); and
- 4) Adoption of a finding regarding unmet transit needs that may exist for implementation in the next fiscal year.

Unmet transit needs may include establishing, contracting for, or expanding public transportation, in addition to services or measures required to comply with the Americans with Disabilities Act. If, based on the adopted definition and criteria, any unmet transit needs are determined to be reasonable to meet by the PCTPA Board of Directors; they must be funded in the next fiscal year prior to any TDA funds being allocated for non-transit purposes.

The unmet transit needs analysis was conducted in accordance with the definitions of “unmet transit needs” and “reasonable to meet” amended by the PCTPA Board of Directors in May 2014. The analysis relied upon the recently approved Short Range Transit Plans (SRTPs), the Long Range Transit Master Plan, the South Placer Dial-a-Ride Study, the Draft Rocklin Community Transit Study, and the Sacramento Area Council of Government’s (SACOG’s) Public Transit Human Services Transportation Coordinated Plan.

This year PCTPA reviewed a total of 117 comments submitted by the public as part of the FY 2014/2015 unmet transit needs process; 14 comments lie outside of PCTPA’s jurisdiction (with the vast majority focused on improving and expanding transit services and specialized transportation within the North Lake Tahoe Basin, to the Town of Truckee, and to medical facilities outside of the basin due to recent changes in healthcare laws) and 24 comments are for other requests that do not pertain to the unmet transit needs process.

Of the comments addressing unmet transit needs, the list below summarizes the more prominent themes:

- New service to Earhart Avenue/Locksley Lane in the vicinity of the Auburn Municipal Airport.
- Additional passenger rail service to Placer County including along State Route 65.
- More direct routes, with fewer transfers.
- Later service hours among the different Placer transit operators.
- Seamless dial-a-ride system that expands beyond jurisdictional boundaries
- More weekend service, with longer service hours.

Staff analyzed these remaining comments in accordance with the definitions of “unmet transit needs” and “reasonable to meet” amended by the PCTPA Board of Directors in May 2014. The analysis relied upon the recently approved Short Range Transit Plans (SRTPs), the Long Range Transit Master Plan, the South Placer Dial-a-Ride Study, Draft Rocklin Community Transit Study, and SACOG’s Public Transit Human Services Transportation Coordinated Plan. As a result of this analysis, staff finds there are no new unmet transit needs that are reasonable to meet for implementation in FY 2015/16.

In accordance with TDA requirements, the SSTAC met on January 22, 2015 to review the draft report and had until January 30, 2015 to complete its review. At the January 22 meeting the SSTAC recommended approval of the draft report, inclusive of the comments presented at the meeting as well as those comments subsequently submitted by the January 30, 2015 deadline. The final report incorporates all SSTAC comments, which are included in Appendix “I” of this Report.

In addition, the draft report was reviewed by the Transit Operator’s Working Group (TOWG) on January 22, 2015 and PCTPA’s Technical Advisory Group (TAC) on February 10, 2015. These committees had no comments. The SSTAC, TOWG, and TAC concur with the recommended findings.

Recommended Findings

- 1) There are no new unmet transit needs in FY 2014/2015 that are reasonable to meet for implementation in FY 2015/2016.
- 2) The following finding from FY 2004/05, as amended in FY 2009/2010, is considered a continuing unmet transit need on a conditional basis:
Year-round service between Truckee and Kings Beach on SR 267 provided by TART via a new or combined route that connects Truckee, Northstar-at Tahoe and Kings Beach continues to be an unmet transit need that is reasonable to meet on a conditional basis due to adopted TART Systems (Short Range Transit) Plan recommendations. Implementation of year-round service is contingent upon development of a multi-year funding plan, which demonstrates a financial commitment toward the service by jurisdictions and partners, including those outside of PCTPA’s purview.
- 3) That the FY 2014/2015 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2015/2016 is accepted as complete.

INTRODUCTION

Background

This report presents an analysis of the recent public testimony on unmet transit needs in Placer County. This annual process fulfills the requirements of the Transportation Development Act (TDA) regarding uses of the Local Transportation Fund (LTF). The LTF consists of ¼ cent of the sales taxes collected in Placer County. Transit needs are the highest priority for funds received under the TDA. The legislative intent for the use of the LTF funds is stated in the Public Utilities Code:

It is in the interest of the state that funds available for transit development be fully expended to meet the transit needs that exist in California. Such funds are to be expended for physical improvement to improve the movement of transit vehicles, the comfort of the patrons, and the exchange of patrons from one transportation mode to another.

The Placer County Transportation Planning Agency (PCTPA) Board of Directors has adopted a definition of an unmet transit need and criteria for determining whether needs are reasonable to meet (Appendix “A”). The adopted definition of an unmet transit need is as follows:

An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services. Unmet transit needs are also those needs required to comply with the requirements of the Americans with Disabilities Act.

The adopted criteria for determining whether or not an unmet transit need is reasonable to meet (assuming all of the criteria prevail) are as follows:

- *Service, which if implemented or funded, would result in the responsible service meeting the fare box recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5, and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5. The minimum required fare box recovery is summarized in Appendix “B.”*
- *Notwithstanding the criterion above, an exemption to the required fare box recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.*
- *Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.*
- *Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community*

- groups, community leaders, and community meetings reflecting a commitment to public transit.*
- *The need should be in conformance with the goals included in the Regional Transportation Plan.*
 - *The need is consistent with the intent of the goals of the adopted Short Range Transit Plan for the applicable jurisdiction.*

If the PCTPA Board of Directors finds that there are unmet transit needs that are reasonable to meet, LTF funds must be spent to meet those needs before funds can be spent for streets and roads purposes. However, if no needs meet the reasonable-to-meet criteria, jurisdictions can implement service changes or other improvements as long as transit operators continue to meet the TDA-required fare box recovery minimum.

American with Disabilities Act (ADA) Requirements

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities. Currently, all buses used by transit providers in Placer County meet this requirement. In addition, the ADA requires transit authorities to provide complementary paratransit or other special transportation services to individuals with disabilities who cannot use fixed-route bus service. This service must be demand-response and curb-to-curb service provided within a ¾-mile boundary around all fixed-route transit services. Placer County transit operators fulfill this requirement in one of two ways: Dial-a-Ride paratransit service or deviated fixed-route service.

Any trips that are currently not provided according to these requirements are considered violations of ADA regulations. According to the PCTPA definition, an unmet transit need can include those trips (and measures) required to comply with the requirements of the ADA.

Existing Transit Operations

There are five public transit providers, including the Western Placer Consolidated Transportation Services Agency, serving the western portion of Placer County, and one transit operator, the Tahoe Area Regional Transit Service, serving the northern and western shores of Lake Tahoe.

Auburn Transit

The City of Auburn Department of Public works operates Auburn Transit. Auburn Transit provides two deviated fixed routes weekdays from 6:00 am to 6:30 pm, and one deviated fixed route on Saturdays from 9:00 am to 5:30 pm. These interlinking routes will deviate from the scheduled route up to ¾ of a mile upon a reservation request, scheduled at least two hours in advance. This deviated fixed-route service fulfills the Americans with Disabilities Act (ADA) requirement for complementary paratransit service. The vehicles are equipped with a cellular phone, which allows passengers to contact the drivers directly for demand-response service.

Auburn Transit is based around the Auburn Multi-Modal Station located on Blocker Drive near Nevada Street. The Auburn Multi-Modal Station provides a transfer point from Auburn Transit to Placer County Transit and Nevada County's Gold County Stage service.

Lincoln Transit

The City of Lincoln Department of Public Services operates Lincoln Transit. Lincoln Transit provides fixed-route and demand response public transit services. The service includes two fixed routes: the Downtown Circulator and Lincoln Loop.

The Downtown Circulator operates throughout historic Downtown Lincoln and along Lincoln Boulevard; with stops near City Hall, commercial retail centers, Twelve Bridges library, Twelve Bridges Medical Center, and Kaiser Permanente. Service hours are Monday through Friday (except holidays) from 6:30 am to 5:30 pm. The Downtown Circulator also connects with Placer County Transit's Lincoln/Rocklin/Sierra College route. Placer County Transit service is available during evening hours and Saturday at Third and F Streets.

The Lincoln Loop operates throughout north of the Auburn Ravine, with stops at many schools, parks, community centers, and other points of interest. Service hours are Monday through Friday (except holidays) from 7:00 am to 5:40 pm. Final drop-off is at 5:40 pm at Foskett Regional Park.

Lincoln Transit offers complementary paratransit service to ADA-certified individuals and seniors (age 60 and above). The program, which operates as a shared-ride, reservation-based service, provides curb-to-curb service to any location within a ¾-mile radius of any Lincoln Transit route as well as the Del Webb community. With respect to ride requests, priority will be given to ADA-certified individuals followed by seniors (defined as persons age 60 and above). Use of the Dial-a-Ride service by the general public is available solely on a space-available basis. The service operates Monday through Friday, from 6:30 am to 6:00 pm. Final pickup occurs at 5:30 pm.

Placer County Transit (PCT)

Placer County Transit directly operates fixed route service between 1) Alta, Colfax and Auburn, 2) Auburn and the Watt-I-80 Light Rail, 3) Dry Creek Road in North Auburn to Downtown Auburn, and 4) Lincoln, Rocklin and Sierra College. This service operates Monday through Friday, 5:00 am to 9:00 pm; and on Saturdays from 8:00 am to 7:00 pm.

As of February 2, 2015, PCT under contract with the City of Auburn restructured the Highway 49 Route to serve the Auburn Municipal Airport along Earhart Avenue and Locksley Lane.

PCT contracts Dial-a-Ride service and the Taylor Road Shuttle to MV Transit. Dial-a-Ride provides service based on reservations directly to requested destinations within the service area. Dial-a-Ride is provided in Auburn in the Highway 49 Corridor, Loomis, Rocklin and Granite Bay. The Taylor Road Shuttle provides service to Newcastle, Penryn and Loomis from Auburn to Sierra College in Rocklin.

PCT provides connections with Auburn Transit, Gold Country Stage (Nevada County), Lincoln Transit, Roseville Transit, and the Sacramento Regional Transit District (RT) at designated transfer points within respective jurisdictions.

The Placer Commuter Express (PCE) service begins in Colfax and stops at Clipper Gap, Auburn, Penryn, Loomis, Rocklin and Roseville, and ends in downtown Sacramento. This service operates Monday through Friday from 5:00 am to 8:00 am and from 4:00 pm to 7:00 pm.

The Placer County vanpool program is administered by PCT. The vanpools are leased from a private firm and driven by one of the commuters in the vanpool. Currently there are ten vanpools originating from Placer County to various employers in Sacramento and Davis. The vanpool program is supported with County subsidy.

Roseville Transit

The City of Roseville Department of Public Works is responsible for providing transit service within the City of Roseville. The City owns and maintains the bus fleet and contracts with a transit provider for the daily operation of Roseville Transit.

Roseville Transit is comprised of three modes: a fixed route service with ten local routes operated throughout the City, as well as an evening college shuttle; Dial-a-Ride, a city-wide demand-response service open to the general public; and a weekday peak-period commuter service from park-and-ride facilities within Roseville to downtown Sacramento (as well as a reverse commuter service using the same commuter buses). All services operate weekdays, from 5:30 am to 10:00 pm., except the Commuter service, which operates from 5:00 am to 9:00 am and from 3:30 pm to 6:30 pm. The fixed-route service (except for the college shuttle) operates on Saturdays from 8:00 am to 5:00 pm, while the Dial-a-Ride operates on Saturdays and Sundays. Dial-a-Ride services operate on Saturday and Sunday from 8:00 am to 5:00 pm.

Roseville Transit provides connections with Placer County Transit (PCT) and the Sacramento Regional Transit District (RT) at designated transfer points in Roseville.

Roseville Transit also operates the South Placer Transit Information (Call Center) and the Transit Ambassador program by agreement with the WPCTSA

Tahoe Area Regional Transit (TART)

Transit services in the North Tahoe area are primarily provided by Tahoe Area Regional Transit (TART) which is operated by the Placer County Department of Public Works. TART service differs from other transit services operated in Placer County, as it operates within the jurisdictions of multiple planning agencies including the Nevada County Transportation Commission (NCTC), the Tahoe Regional Planning Agency (TRPA), and the Placer County Transportation Planning Agency (PCTPA).

TART operates public bus transit service in North Tahoe. TART's "mainline" route runs year-round between Tahoma on the Westshore to the Hyatt in Incline Village. The route serves Tahoe City, Kings Beach and all of the other communities along this route. TART also operates route service between Tahoe City, Squaw Valley and Truckee. In the summer time, TART adds additional service on the north shore portion of the mainline route to increase headways to 30 minutes. TART also provides a summer time version of the Highway 267 route which operates between Crystal Bay and Northstar. In summer of 2012, TART ceased providing nighttime service using replica trolley vehicles. This service was replaced with an expanded version of the

Nightrider service which is provided in partnership with the Tahoe Transportation District and the Truckee North Tahoe Transportation Management Association. In winter of 2013/2014 TART took over operation of the free Ski Shuttle program, which provides fixed routes between key lodging properties and Squaw Valley, Alpine Meadows and Homewood. This service runs on weekends and holiday periods.

In general, TRPA is responsible for analyzing unmet transit needs within the Tahoe Basin, and PCTPA is responsible for the unmet transit needs outside the Basin, but only within Placer County. NCTC performs the required unmet transit needs analysis within the Town of Truckee, where TART also provides a level of transit service. For purposes of this report, PCTPA focuses only on transit services located within its jurisdiction - State Routes 89 and 267 corridors.

Western Placer Consolidated Transportation Services Agency (WPCTSA)

The Western Placer Consolidated Transportation Services Agency (WPCTSA) is a joint powers authority, consisting of Placer County and all of the cities within the County. The WPCTSA became effective October 13, 2008, and new services went into effect on January 2, 2009. These services include: a non-emergency medical transportation program known as “Health Express;” and the “My Rides” program, which includes a transportation vouchers, the door-to-door ride program, and a rural mileage reimbursement program. Administration of these programs is through a public/private partnership between the WPCTSA and Seniors First, Inc. In addition, WPCTSA services include the South Placer Transit Information and the Transit Ambassador program. Both of these programs are administered and operated by Roseville Transit through an agreement with WPCTSA.

Transit Expenditures

Public transit services in western Placer County are funded by a variety of local, state, and federal sources. The primary source of local transit funds is the Transportation Development Act (TDA). While all transit operators in Placer County use TDA funds to operate their respective services, other federal, state and local funds are also used for capital and operations, which help conserve TDA dollars.

The TDA provides funding under two separate programs called the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. The LTF is derived from ¼ percent of the statewide sales tax collected in Placer County. Each jurisdiction in Placer County receives LTF funds according to a formula apportioned on the basis of population. Population estimates come from the California Department of Finance (DOF).

The Unmet Transit Needs process relates only to the use of the LTF for transit expenditures and the use of those funds to fulfill any unmet transit need that is found to be reasonable to meet by this process.

A compilation of FY 2014/2015 LTF expenditures by jurisdiction within Placer County for transit and for streets and roads purposes is not available at the time of publication of this report. To date, not all jurisdictions have submitted their LTF claims. Also, the annual LTF fiscal audit process verifying past expenditures will not be completed until March 2015.

The table below shows FY 2013/2014 Local Transportation Fund (LTF) expenditures by jurisdiction within Placer County for transit and for streets and roads purposes, which is the most current data available. For the western slope of Placer County, transit expenditures comprise 53.6 percent and street expenditures comprise 46.4 percent of the LTF in FY 2013/2014.

Table 1							
Local Transportation Fund (LTF) Expenditures							
by Placer County Jurisdiction for Western Slope – FY 2013/2014							
	LTF Transit \$	LTF Transit %	LTF Transit \$ Per Capita¹	LTF Streets \$	LTF Streets %	LTF Streets \$ Per Capita¹	Total LTF
Auburn	\$328,115	52.3%	\$24.40	\$299,768	47.7%	\$22.29	\$627,883
Call Center²	\$275,328	100.0%	\$0.79	N/A	0.0%	N/A	\$275,328
Colfax	\$5,989	6.5%	\$3.04	85,968	93.5%	\$43.66	\$91,957
WPCTSA²	\$714,072	100.0%	\$2.06	N/A	0.0%	N/A	\$714,072
Lincoln	\$829,656	40.6%	\$18.93	\$1,215,782	59.4%	\$27.75	\$2,045,438
Loomis	\$54,026	17.8%	\$8.32	\$249,167	82.2%	\$38.37	\$303,193
Placer County³	\$2,960,500	64.0%	\$29.89	\$1,663,518	36.0%	\$16.80	\$4,624,018
Rocklin	\$561,760	20.6%	\$9.61	\$2,168,606	79.4%	\$37.08	\$2,730,366
Roseville	\$3,476,551	60.3%	\$28.15	\$2,287,404	39.7%	\$18.52	\$5,763,955
Western Slope Total	\$9,205,997	53.6%	\$26.55	\$7,970,213	46.4%	\$22.98	\$17,176,210

Sources: FY 2013/2014 Final LTF Apportionment, August 2013; & FY 2013/2014 jurisdiction TDA Claims under Article 4, Article 4.5, Articles, 8a, and 8c.

Notes:

1. Per capita figures based on California Department of Finance City/County Population Estimates Table E-1: January 1, 2012 to January 1, 2013.
2. LTF Transit \$ Per Capita for both the Call Center and WPCTSA are calculated using the total Western Slope population figure.
3. LTF Transit \$ includes \$500,000 in Article 4 funds allocated toward Tahoe Area Regional Transit (TART) operations.

Assuming the LTF currently allocated in FY 2013/2014 to streets and roads (refer to table above) was re-allocated toward transit operations as recommended in the Transit Master Plan, approximately 17 new bus routes could be implemented within western Placer County – each operating daily (12 hours), with an assumed annual operating cost of about \$450,000 per route.

The table below summarizes the prior four-year trend in the percentage of LTF devoted to transit and LTF spent on transit per capita for each jurisdiction. As can be seen from this table, over the last four fiscal years LTF allocated to transit has averaged approximately 65 percent, an increase of approximately two percent from prior four-year averages; while LTF allocated to streets and roads has averaged about 35 percent, slightly down from prior four-year averages. It is important to note that LTF allocations between transit and streets and roads may vary widely from year-to-year depending upon the determination of unmet transit needs, current economic conditions and budget considerations.

	FY 2009/2010		FY 2010/2011		FY 2011/2012		FY 2012/2013	
	LTF Transit %	LTF Transit \$ per Capita¹	LTF Transit %	LTF Transit \$ per Capita¹	LTF Transit %	LTF Transit \$ per Capita¹	LTF Transit %	LTF Transit \$ per Capita¹
Auburn	92.0%	\$24.42	66.7%	\$25.83	46.6%	\$18.95	41.1%	\$18.56
Call Center²	NA	NA	100.0%	\$0.00	100.0%	\$0.83	100.0%	\$0.78
Colfax	18.7%	\$5.99	4.8%	\$1.86	4.1%	\$1.65	2.2%	\$1.00
WPCTSA²	100.0%	NA	100.0%	\$2.07	100.0%	\$1.77	100.0%	\$1.99
Lincoln	58.5%	\$18.70	52.8%	\$20.40	39.9%	\$16.16	35.8%	\$16.07
Loomis	37.2%	\$11.87	24.1%	\$9.32	20.8%	\$8.46	17.4%	\$7.89
Placer County	77.2%	\$21.38	68.4%	\$26.48	69.3%	\$28.17	61.5%	\$27.74
Rocklin	53.0%	\$16.92	25.4%	\$9.83	21.7%	\$8.79	17.4%	\$7.84
Roseville³	80.2%	\$25.67	83.2%	\$32.18	81.6%	\$33.08	84.5%	\$37.99
Western Slope Total	72.6%	\$23.20	64.9%	\$26.46	62.1%	\$26.82	59.5%	\$28.42

Sources: FY 2009/10, FY 2010/11, FY 2011/12, FY 2012/13 TDA Claims.

Notes:

1. Per capita figures based on California Department of Finance City/County Population Estimates Table E-1: January 1, 2009 to January 1, 2010; January 1, 2010 to January 1, 2011; and January 1, 2011 to January 1, 2012, January 1, 2012 to January 1, 2013. The population figures are typically published in April.
2. LTF Transit \$ Per Capita for both the Call Center and WPCTSA are calculated using the total Western Slope population figure.
3. Remaining Roseville LTF \$ spent on ridesharing, TDM, bikeway programs in FY 2009/10, FY 2010/11 and FY 2011/12.

Short Range Transit Plans

Short range transit plans (SRTP) are prepared for each of the transit operators in Placer County. These plans look at countywide demographics, review operating histories of each transit operator, analyze demand for transit services, present a series of goals, objectives and performance standards, analyze a series of service alternatives, identify operating, maintenance and capital program needs, address the requirements of the ADA, the FTA and the TDA, and present the steps that each transit operator will take over the seven year plan period to improve and enhance transit services.

As part of the annual unmet transit needs process, PCTPA requires that any unmet transit need be consistent with the applicable SRTP before the need can be considered "reasonable to meet" and funded. Amendments to the SRTPs can occur due to unanticipated situations that were not taken into account when the SRTPs were originally adopted. Keeping the SRTPs current will help facilitate the determination of unmet transit needs within Placer County.

In 2011, SRTPs were updated for Auburn Transit, Placer County Transit, Roseville Transit, and the Western Placer CTSA. Lincoln Transit's SRTP was updated in 2009. These plans have been accepted by the PCTPA Board of Directors for purposes of transit planning and funding considerations.

Each SRTP contains a long list of service enhancements to fill identified gaps and needs for route improvements, including extension of hours of service and frequency changes. Appendix "C" summarizes the various service alternatives considered in each operator's SRTP. For purposes of determining unmet transit needs that are reasonable to meet, the analysis uses Alternative A in the Lincoln Transit, Placer County Transit and Roseville Transit SRTPs. Alternative A represents a low-cost, status quo scenario, reflecting minor changes to each operator's schedule and route alignments. Auburn Transit's SRTP identifies a preferred scenario.

Implementation of the SRTPs is contingent upon funding. While it is a priority to implement each plan's various transit service improvements, funding uncertainties in the current economy continues to be an important constraint in implementing the plan recommendations.

Service Evaluation Process

Each transit operator routinely follows a service evaluation process. Through the service evaluation process, data is collected on transit services which are compared against the standards identified in the SRTPs. Continuous monitoring of service aids in the identification of system performance, whether or not existing services perform at acceptable levels, identify trends, evaluate proposed service changes and/or possible new services, and to prioritize the allocation of available resources within the overall system. Overall, this leads to better service planning decisions by the transit operator. Appendix "D" summarizes ridership trends, an important performance indicator, for each Placer transit operator.

Status of Prior Year Unmet Transit Needs Recommendations

The following findings are based on analysis conducted in accordance with the definitions and criteria adopted by the Placer County Transportation Planning Agency Board in May 2014, as amended.

FY 2004/05 Unmet Transit Needs Process Approved Finding

In FY 2004/2005 the PCTPA Board approved a finding that year-round service between Truckee and Kings Beach on SR 267 provided by TART via a new or combined route that connects Truckee, Northstar-at Tahoe and Kings Beach is a continuing unmet transit need that is reasonable to meet on a conditional basis. Subsequent annual unmet transit needs processes continued to find that year round service along SR 267 to be reasonable to meet on a conditional basis. The PCTPA Board amended the original finding on February 24, 2010 to read as follows:

- *Year-round service between Truckee and Kings Beach on SR 267 provided by TART via a new or combined route that connects Truckee, Northstar-at Tahoe and Kings Beach continues to be an unmet transit need that is reasonable to meet on a conditional basis due to adopted TART Systems (Short Range Transit) Plan recommendations. Implementation of year-round service is contingent upon development of a multi-year funding plan, which demonstrates a financial commitment toward the service by jurisdictions and partners, including those outside of PCTPA's purview.*

Analysis

TART began transit service along the SR 267 corridor in the winter 2007. This service runs only during the winter months between the Town of Truckee (Nevada County) and Kings Beach (Placer County), with service to the Northstar-at-Tahoe Ski Resort.

The TART Systems (Short Range Transit) Plan suggests that the projected fare box recovery of several service alternatives along SR 267 operated by TART would meet the minimum requirement to be considered as an unmet transit need that is reasonable to meet. The Plan recommended that the current winter-only service along SR 267 remain unchanged until the Community Service Areas (CSAs) for Martis Valley are established, generating the funding needed to implement a new TART route along this corridor year-round. The year round service when implemented is expected to incrementally cost about \$400,000 annually to add the off-season (summer service).

Six CSA zones of benefit have been created in Martis Valley for transit expansion. These zones were estimated to raise approximately \$210,000 per year. However, due to much slower growth in development than originally forecast the six CSA zones as of December 31, 2013, have generated a total of \$153,355.

The jurisdictions outside of the PCTPA jurisdiction – Nevada County, Town of Truckee and TRPA - do not have sufficient funding at this point to contribute to their fair share of year-round service along this corridor. These jurisdictions currently commit 100 percent of their LTF funds toward transit services.

TART does not have a policy regarding funding to initiate new service. As a practice, TART recommends a minimum of three years of funding be set aside for service implementation before TART can make a commitment to the public to initiate the new service.

There is however a growing concern regarding the declining ridership on the TART SR 89 bus route. The SR 89 bus route currently operates year-round and is similar to the year-round service proposed on SR 267. Ridership on the SR 89 route has declined over the past two fiscal years. Placer County will need to take this issue into account when determining the cost-effectiveness of increasing the SR 267 bus route to a year-round service.

For year round SR 267 service to occur, jurisdictions and partners outside of PCTPA's purview would need to commit their participation toward the fair share cost of the service, whether through the use of LTF or another fund source(s).

Over the past year, the Resort Triangle Transportation Vision Coalition (RTTVC) has been actively exploring approaches to fund year-round SR 267 transit service. The RTTVC represents a group of interested stakeholders operating under the TNT/TMA. The resort triangle area encompasses Washoe County/Incline Village/Crystal Bay, eastern Placer County, and Nevada County/Truckee. In addition to the issue of year-round SR 267 service, the RTTVC is discussing how to achieve a seasonably reliable, consistent year round transportation system that meets the needs of residents and visitors within the resort triangle area.

FY 2014/2015 Unmet Transit Needs Process Approved Finding

There were no new unmet transit needs that were considered reasonable to meet in FY 2014/2015.

Analysis

Several of the public comments noted during prior unmet transit needs cycles identified issues that required further study in order to address their feasibility. These issues required additional analysis that was beyond the scope of the recently approved SRTPs; and therefore required PCTPA to pursue grant funding in order to conduct the work. The status regarding these comments is as follows:

1. During FY 2013/2014 PCTPA to seek grant funding to study the feasibility of implementing PCT service to Foresthill.
 - *Project was not selected for FY 2012/2013 Caltrans funding. PCTPA to pursue grant funding opportunities.*
 - *PCTPA resubmitted a grant in FY 13/14 and was awarded a grant to evaluate transit service options in rural areas of Placer County. PCTPA has released a request for proposals seeking a consultant to perform the study.*

2. During FY 2013/2014 PCTPA to seek grant funding to study the feasibility of implementing PCT service to Sheridan.
 - *Project was not selected for FY 2012/2013 Caltrans funding. PCTPA to pursue grant funding opportunities. The scope of the Health Express service includes service to the Placer County communities of Foresthill and Sheridan.*
 - *PCTPA resubmitted a grant in FY 13/14 and was awarded a grant to evaluate transit service options in rural areas of Placer County. PCTPA has released a request for proposals seeking a consultant to perform the study.*

3. During FY 2013/2014 PCTPA to seek grant funding to study the feasibility of implementing PCT service along SR 193.
 - *Project was not selected for FY 2012/2013 Caltrans funding. PCTPA to pursue grant funding opportunities.*
 - *PCTPA resubmitted a grant in FY 13/14 and was awarded a grant to evaluate transit service options in rural areas of Placer County. PCTPA has released a request for proposals seeking a consultant perform the study.*
4. During FY 2013/2014 PCTPA to pursue grant funding in association with Rocklin and Placer County Transit to study Rocklin service alternatives.
 - *Project was selected for FY 2013/2014 Caltrans funding and a report is in draft format as of January 2015.*
5. During FY 2012/13, PCT should evaluate systemwide passenger loads to determine whether a change in the service frequency and/or span of service is warranted.
 - *Service expansion will require a long-term commitment in funding to provide enhanced services and connections. Placer County's current focus is to provide the most productive service within existing resources through increasing cost and labor efficiencies, increasing cost and service effectiveness, and improving farebox recovery. Placer County is currently working on a new budget for the upcoming fiscal year and is also developing a cost model for future service improvement scenarios. The 2012 SRTP will be used as a guideline for developing future service improvement scenarios.*

Two additional comments received during FY 2013/2014 that were determined to not be an unmet transit need are anticipated for implementation in 2015. The first comment related to providing new service to recently relocated social service agencies in the vicinity of the Auburn Municipal Airport area along Earhart Avenue and Locksley Lane. The Placer County Board of Supervisors and the Auburn City Council approved (October and December 2014, respectively) implementation plan for the new service that will be provided through a modification to the existing Highway 49 route. The second comment is the implementation of a bus pass subsidy program for social service agencies. The Western Placer Consolidated Transportation Service Agency Board approved an implementation plan in December 2014. The program will allow eligible social service agencies to be reimbursed for up to 75% of cost of bus passes purchased from Placer County transit operators. The program is anticipated to begin July 1, 2015.

2014/2015 Unmet Transit Needs Comments: Compilation and Distribution

As in previous years, the comments analyzed for this year's Unmet Transit Needs report were compiled through telephone calls, web site access, email communication, letters, and fax messages. Public comments for the unmet transit needs process were accepted from October 1, 2014 through December 12, 2014.

Appendix “E” depicts the flyer advertising the unmet transit needs public workshops and public hearing. Each of the public workshops and the public hearing was advertised in local newspapers, along with flyers distributed by the transit operators (including versions available in Spanish), and on PCTPA’s website. All of the locations for each public workshop and the public hearing were considered transit accessible, and jurisdiction and transit operator staffs were encouraged to attend all meetings

Public workshops were held in the following jurisdictions:

- October 1 11:00-1:00 p.m. Loomis Train Depot
5775 Horseshoe Bar Road, Loomis

- October 2 1:00-3:00 p.m. Tahoe City Community Center
380 North Lake Blvd, Tahoe City

- October 15 4:00-6:00 p.m. Lincoln City Hall
600 Sixth Street, Lincoln

- October 16 6:00-7:00 p.m. Auburn City Hall
1225 Lincoln Way, Auburn

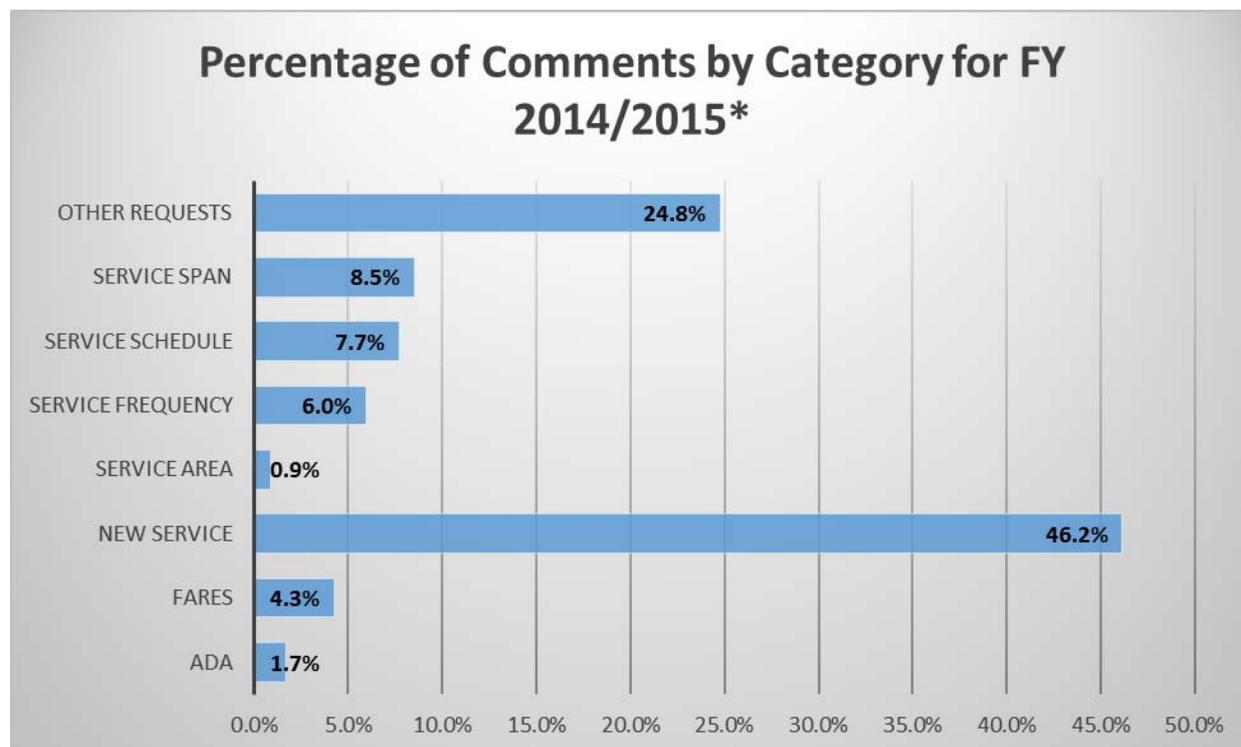
- October 23 5:00-9:00 p.m. Rocklin Food Truck Mania
Johnson Springview Park
5480 Fifth Street, Rocklin

Summaries of public input plus sign-in sheets are included in Appendix “F.”

The Unmet Transit Needs public hearing was held on Wednesday, October 22, 2014, 9:15 a.m., at the Placer County Administrative Center (Board of Supervisors Chambers); location of the regularly scheduled meetings of the PCTPA Board of Directors. The minutes from the Board public hearing are included in Appendix “G.”

PCTPA also conducted focused workshops with Placer Independent Resource Services, the Placer County Welcome Center, Older Adults Advisory Council, and Placer Collaborative Network.

The graph on the following page shows the percent distribution (by category) of the total amount of comments received during this year’s unmet transit needs public comment period.



*Note: *All comments received, including those that are duplicative of other comments, are counted.*

PCTPA reviewed a total of 117 comments submitted by the public. 22 comments refer to various regional transit (Placer) issues; 14 comments refer to issues outside of PCTPA’s jurisdiction (with the vast majority focused on improving and expanding transit services and specialized transportation within the North Lake Tahoe Basin, to the Town of Truckee, and to medical facilities outside of the basin due to recent changes in healthcare laws); 10 pertain to social service transportation issues; and 24 comments are for other requests that do not pertain to the unmet transit needs process.

Many of the comments received are similar or duplicative. Therefore, some consolidation of the comments has been made for purposes of avoiding duplicative analysis.

Involvement of the Social Services Transportation Advisory Council (SSTAC)

The Transportation Development Act requires that the Placer County Social Service Transportation Advisory Council (SSTAC) annually participate in the identification of transit needs in Placer County, including unmet transit needs that may exist. The SSTAC, established by the PCTPA, includes members representing the following constituencies:

- Transit users age 60 and older;
- Transit users who have a disability;
- Local social service providers who serve seniors, persons with disabilities, and persons of limited means;
- Social service transportation providers;
- The designated consolidated transportation services agency; and,

- Additional members as appropriate.

The SSTAC's responsibilities include:

- Participation in the process of identifying unmet transit needs;
- Recommending whether or not there are any unmet transit needs that are reasonable to meet; and,
- Advising on any other major transit issues, including the coordination and consolidation of specialized transportation services.

The SSTAC met on January 22, 2015 to review the FY 2014/2015 Unmet Transit Needs Draft Report and had until January 30, 2015 to complete its review. At the January 22 meeting the SSTAC recommended approval of the draft report, inclusive of the comments presented at the January 22 meeting as well as those comments subsequently submitted by the January 30, 2015 deadline. The final report includes all of these comments from the SSTAC, which are included in Appendix "I" of this report.

PCTPA TOWG and TAC Comments

In conjunction with the SSTAC, the Transit Operators Working Group (TOWG) met on January 22, 2014 to review the Draft Report. The Draft Report was also reviewed by the PCTPA's Technical Advisory Committee on February 10, 2015. The TOWG and the TAC concurred with the recommendations included in the Report.

PCTPA Board of Directors Action

On February 25, 2015, the PCTPA Board of Directors approved the following staff recommended findings:

1. There are no new unmet transit needs in FY 2014/2015 that are reasonable to meet for implementation in FY 2015/2016.
2. The following finding from FY 2004/05, as amended in FY 2009/2010, is considered a continuing unmet transit need on a conditional basis:
Year-round service between Truckee and Kings Beach on SR 267 provided by TART via a new or combined route that connects Truckee, Northstar-at Tahoe and Kings Beach continues to be an unmet transit need that is reasonable to meet on a conditional basis due to adopted TART Systems (Short Range Transit) Plan recommendations. Implementation of year-round service is contingent upon development of a multi-year funding plan, which demonstrates a financial commitment toward the service by jurisdictions and partners, including those outside of PCTPA's purview.
3. That the FY 2014/15 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2015/16 is accepted as complete.

PCTPA Board Resolution No.15-10 is included in Appendix "I."

ANALYSIS AND RECOMMENDATIONS

Categories of Unmet Transit Need Requests

The unmet transit needs analysis is organized by categories of unmet transit need requests expressed during the public comment period. These categories are further defined below. Within each of these categories, the unmet transit needs are sorted by jurisdiction. Each request is accompanied by an analysis as appropriate, and a recommendation is offered for PCTPA Board consideration.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) is a civil rights law passed by Congress in 1990, which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

Fares

Fares refer to the fee paid by a passenger allowing the person to make use of a public transit system.

New Service / Route Extensions

A new route is a specified path taken in a previously unserved or underserved area by a transit vehicle, along which passengers are picked up or discharged. Usually, the route is designated by a number or a name. Route extensions typically involve greater than 25 percent of an existing route's miles or service hours.

Other Requests

Many comments cover operational, customer service, bus stops / transit shelters and park-and-ride facilities, fares, and miscellaneous issues. They do not meet the PCTPA definition of an unmet transit need. These comments do indicate areas where changes if implemented by the transit operators, could contribute to improved customer service, increased ridership, convenience, safety, and overall comfort. Therefore, they are included here as valued customer input regarding existing public transit services, and will be forwarded to the transit operators in Placer County for their consideration. Responses to these requests have been provided where pertinent information is available.

Service Area

Service area is defined as a geographic area, which is provided with public transit services. Service area is typically defined to be consistent with ADA requirements; i.e., service that can be provided up to $\frac{3}{4}$ mile of a bus route. Individual service area descriptions for Placer transit operators are described in the section "Existing Transit Operations" of this report.

Service Frequency

Service frequency refers to the amount of time scheduled between consecutive buses (or trains) on a given route segment; in other words, how often the bus (or train) comes (also referred to as Headway).

Service Schedule

Service schedule refers an existing time table by which an individual route of transit system operates. The schedule typically shows days of the week (weekday vs. weekend), time of day, frequency, and time points for key bus stop locations, and a route map over which the route operates, with key locations / activity centers served indicated by the map.

Service Span

Service span refers to the approximate starting and ending hours of transit service operated; for example, 6:00 a.m. to 10:00 p.m. Typically, service span does not include deadhead time. Service span often varies by weekday, Saturday, or Sunday; or by type of service provided.

FY 2014/2015 Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/2016

The unmet transit needs analysis and recommendations for FY 2015/2016 are presented on the following table.

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
Americans with Disabilities Act (ADA)				
Roseville	Request that Roseville DAR provide service to Sierra College.	Placer County Transit provides DAR services by agreement within the City of Rocklin, which includes services from Sierra College to the Galleria. Roseville Transit dial-a-ride services operate within the City of Roseville and, therefore does not provide service to Sierra College. However transfers between DAR services can be coordinated by the South Placer Transit Information Center (i.e., the Call Center). Additionally, all transit buses operated by PCT and Roseville Transit are ADA complaint and equipped with wheel chair lifts or ramps.	This is not an unmet transit need.	1
Lincoln	Does the DAR vehicle wait for me while I'm at my doctor's appointment? What happens if I miss my DAR return trip home?	No, a pick up time from the home and destination must be made when scheduling a trip on dial-a-ride.	This is not an unmet transit need.	1
Fares				
Regional	The Welcome Center operated by the Health and Human Services Department needs additional bus passes for clientele – underscoring the need for the implementation of the bus pass subsidy program.	Fares are not considered an unmet transit need. However, the WPCTSA Board approved the implementation plan for the Bus Pass Subsidy Program in December 2014. The program will announce a call for applications Spring 2015 and initiate the program July 1, 2015. Eligible social service agencies will be reimbursed through an invoicing process for up to 75% of the full bus pass cost purchased from Placer County transit operators.	This is not an unmet transit need.	1
Regional	As an organization who works with Health and Human Services ensuring people are signed up to receive health care, there is a need for transportation to health care services. There should be a free shuttle to get to health care and is willing to help with focus groups.	Fares are not considered an unmet transit need. However, the WPCTSA Board approved the implementation plan for the Bus Pass Subsidy Program in December 2014. The program will announce a call for applications Spring 2015 and initiate the program July 1, 2015. Eligible social service agencies will be reimbursed through an invoicing process for up to 75% of the full bus pass cost purchased from Placer County transit operators.	This is not an unmet transit need.	1
Roseville	Request Roseville Transit fixed route start accepting DHA (welfare issued) passlike SacRT does at the LOTP.	Fares are not considered an unmet transit need. However, this comment will be forwarded to Roseville Transit as they determine passenger fares in the future.	This is not an unmet transit need.	1
Roseville	Request that ACCESS pass issued by Los Rios Community Colleges be accepted by Roseville Transit	Fares are not considered an unmet transit need. However, this comment will be forwarded to Roseville Transit as they and PCT determine passenger fares in the future.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
TRPA	Transportation around lake Tahoe needs to be "free", ie., taxpayer funded.	Fares are not considered an unmet transit need. However, this area lies outside of PCTPA's jurisdiction.	This is not an unmet transit need. The comment will be referred to the Tahoe Area Regional Planning Agency.	1
<i>New Service / Route Extensions</i>				
Auburn	Regular bus service is needed along Earhart Ave. / Locksley Ln. for customers of Auburn Interfaith Food Closet, Sierra Foothills Aids Foundation, Seniors First, CORR Community Recovery Resources.	The Placer County Board of Supervisors and Auburn City Council approved initiation of service to the Earhart Ave. / Locksley Ln. area near the Auburn Municipal Airport on October 7, 2014 and December 8, 2014, respectively. Placer County Transit and the City of Auburn are coordinating on an implementation plan for the new service that will be provided through a modification to the existing Highway 49 route.	This is not an unmet transit need.	12
Auburn	The Auburn Airport Business Association is also supportive of bus service along Earhart Ave. / Locksley Ln.	The Placer County Board of Supervisors and Auburn City Council approved initiation of service to the Earhart Ave. / Locksley Ln. area near the Auburn Municipal Airport on October 7, 2014 and December 8, 2014, respectively. Placer County Transit and the City of Auburn are coordinating on an implementation plan for the new service that will be provided through a modifications to the existing Highway 49 route.	This is not an unmet transit need.	1
Capitol Corridor	Add additional Trains to Auburn and Rocklin. This will require additional parking in both locations, but particularly challenging in Auburn where available space is extremely limited.	CCJPA's goals are to expand service into Placer County as well as between Oakland and San Jose. The CCJPA FY 2015/16 through 2016/17 Business Plan identifies the next phase of service expansion will focus on service to San Jose and to Placer County. Expanding train service to and from San Jose and Placer County will require additional rolling stock and further track capacity improvements. The CCJPA is currently in the environmental and preliminary engineering phase for the "Third Track" project that would, when constructed, allow for up to ten round trips per day.	This is not an unmet transit need.	2
Capitol Corridor	Extending Capitol Corridor Service to Lincoln (and eventually Yuba City/Marysville). Consider soliciting financial support from Thunder Valley Casino and other businesses/cities along the route. The Hwy 65 Corridor has been one of the fastest growing regions in the State and offering train service could help reduce the chronic vehicle congestion on Hwy. 65).	There are currently no existing plans to extend Capitol Corridor service up the Hwy 65 corridor to Yuba City/Marysville. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with the Capitol Corridor Vision Plan or Business Plan.	This is not an unmet transit need.	2

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
Capitol Corridor	Would like to see another rail line from Reno to Sacramento so people everywhere on the hill can commute to Sacramento without using roads.	CCJPA's goals are to expand service into Placer County as well as between Oakland and San Jose. The CCJPA FY 2015/16 through 2016/17 Business Plan identifies the next phase of service expansion will focus on service to San Jose and to Placer County. Expanding train service to and from San Jose and Placer County will require additional rolling stock and further track capacity improvements. The CCJPA is currently in the environmental and preliminary engineering phase for the "Third Track" project that would, when constructed, allow for up to ten round trips per day.	This is not an unmet transit need.	1
Capitol Corridor	We desperately need more train service so the train becomes an option. Right now there's only 1 train to Roseville from downtown and it is frequently late, sometimes by as much as over an hour. The train is really the best solution rather than adding more buses. Absent more and better train service, we need more buses around the 5:00 hour and after 5:30. Currently, the last Roseville Transit bus leaves downtown at 5:35 pm.	CCJPA's goals are to expand service into Placer County as well as between Oakland and San Jose. The CCJPA FY 2015/16 through 2016/17 Business Plan identifies the next phase of service expansion will focus on service to San Jose and to Placer County. Expanding train service to and from San Jose and Placer County will require additional rolling stock and further track capacity improvements. The CCJPA is currently in the environmental and preliminary engineering phase for the "Third Track" project that would, when constructed, allow for up to ten round trips per day.	This is not an unmet transit need.	1
Colfax/Regional	Elderly residents in Colfax who participate in an exercise program at a park in Meadow Vista have no public transit options.	Placer County Transit's Alta/Colfax route serves the Meadow Vista community. The Meadow Vista stop is "by reservation only." Additionally, PCTPA recently released a request for proposals to explore transit options for rural communities of Placer County.	This is not an unmet transit need.	1
Lincoln	A park and ride/commuter line in Lincoln to service Lincoln Crossing. Leaving Lincoln around 5:00-6:30 AM for the Capital Mall Area in Downtown Sacramento between 5th and 10th and J and P Streets and returning around 3:00-4:30 PM	The Lincoln Transit Short Range Transit Plan (SRTTP) does not include a recommendation to implement a SR 65 commuter bus service. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with the Lincoln Transit SRTTP. Placer County Transit SRTTP does recommend a future SR 65 commuter service between the Galleria Mall and the City of Lincoln during peak hours. Implementation of the commuter service would require system wide changes to other Placer County Transit, Lincoln Transit and Roseville Transit routes to support connections between local services and the commuter service. Implementation would also require development of a funding partnership	This is not an unmet transit need that is reasonable to meet.	2

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
		between the City of Lincoln and Placer County, and possibly other benefiting SR 65 corridor jurisdictions as well.		
NCTC	Shuttle service is needed for those residing in the subdivisions in Soda Springs. They have service in the winter, but no way to get into the Town of Truckee and connect to other services in the summer.	This area lies outside of PCTPA's jurisdiction.	This comment will be referred to the Nevada County Transportation Commission (NCTC).	1
Placer County Transit	Recommend providing transit service on 193 to enhance existing dial-a-ride services.	Prior Placer County Transit SRTP service analyses indicated the addition of fixed-route transit service along SR 193 would operate at a 4.4 percent farebox recovery ratio, well below the minimum requirement of 10.0 percent to be considered an unmet transit need that is reasonable to meet. The current Placer County Transit SRTP includes a recommendation that the County consider extension of transit service along SR 193 once development occurs in the Bickford Ranch Specific Plan area. This service may be appropriate once new residential growth can support adequate ridership numbers. Also, Caltrans is planning to improve safety along segments of SR 193 in phases by realigning and widening the highway to address traffic collision issues. Implementation of these road safety improvements will improve the capability to provide transit service in this corridor.	PCTPA recently released a request for proposals to explore transit options for rural communities of Placer County. This study is funded through a Caltrans grant. This is not an unmet transit need.	1
Placer County Transit	No bus service from Auburn to Walmart on Sierra College Boulevard in Rocklin.	The Taylor Road Shuttle can deviate up to 3/4 of a mile with advanced reservation.	PCTPA recommends that the Placer County Transit monitor deviation requests to this destination and coordinate service modifications based on deviation requests with partner agencies. This is not an unmet transit need that is reasonable to meet.	1
Placer County Transit	I would be interested in riding the bus from Sheridan CA to Roseville Galleria Mall area, if it was available. I typically drive, myself, arriving Roseville at about 8am and leaving about 5/5:30pm Mon-Friday.	Transit service is only provided as far north as the City of Lincoln along SR 65. Neither Placer County Transit nor the Lincoln Transit SRTPs recommend implementing service to the Sheridan community. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with one or both of these SRTPs.	PCTPA recently released a request for proposals to explore transit options for rural communities of Placer County. This study is funded through a Caltrans grant. This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
Placer County Transit	There are no direct and simple routes from Rocklin PCT stops to Sun Splash (Taylor I-80) park and ride for using the Roseville commuter service to downtown Sacramento. I'd like to see direct routes to the commuter stops at the park and rides.	There is existing PCT service to the Roseville Galleria, which is a stop for several Roseville commuter bus routes. However, there is not existing service connecting Rocklin PCT stops to the Taylor/I-80 Roseville Transit commuter bus stop. However, Placer County Transit does operate four Placer County Commuter Express buses between the Rocklin Station, located at Pacific Street and Rocklin Road, and Downtown Sacramento.	This is not an unmet transit need.	1
Placer County Transit	I live in Sabre City Estates which houses many disabled and elderly persons that have no transportation to important doctor appointments and other important appointments. This area needs some type of public transportation.	The Health Express program provides non-emergency medical trips to seniors and disabled individuals on a reservation based system. For more information for scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org .	This is not an unmet transit need.	1
Placer County Transit	Need a bus route Auburn to the Penryn Library	The Taylor Road Shuttle can deviate up to 3/4 of a mile with advanced reservation.	This is not an unmet transit need.	1
Placer County Transit	I would like to use buses to and from work. I work at the Justice Center in Roseville. County bus goes from Auburn to Thunder Valley and turns at Sunset, but not 1 mile further to Justice Center.	There is not existing direct service between Auburn and the Santucci Justice Center, the commenter can take the Auburn to Light Rail bus with a transfer at the Roseville Galleria Mall to Roseville Transit route S. This route is pursuant to an agreement between Placer County and the City of Roseville.	This is not an unmet transit need.	1
Regional	Would like to see a commuter rail or light rail loop from Folsom to the Roseville Galleria and back.	There are no existing plans to construct a commuter rail or light rail loop to Folsom. However, the PCTPA's 2035 Regional Transportation Plan (RTP) includes a new Bus Rapid Transit route along Sierra College and Hazel Avenue as part of its long-term improvement program. Such service would require a new source of funding. It is anticipated that the service would not be implemented before year 2020.	This is not an unmet transit need.	1
Regional	Currently, there is no efficient transit service between the Roseville area and Folsom. I believe the best routing is for PCT to operate a Galleria-Sierra Gardens-Granite Bay-Folsom route, which will also bring back a	There are no existing plans to implement service between Placer County cities and Folsom. However, the PCTPA's 2035 Regional Transportation Plan (RTP) includes a new Bus Rapid Transit route along Sierra College and Hazel Avenue as part of its long-term improvement program. Such service would require a new source of funding. It is anticipated that the service would not be implemented before year 2020.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
	PCT-operated service from years ago. This could be introduced as a commuter service, but a regular service on a Douglas Blvd.- Auburn/Folsom Rd. routing would allow Roseville Transit to restructure its E/G/L services.			
Regional	Please consider more micro/mini transit serving 12-15 riders in neighborhoods, this is successful in Rancho Cordova.	Micro/mini transit services are not part of any short-range transit plans in Placer County. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with one or both of these SRTPs.	This is not an unmet transit need.	1
Regional	My husband works in Rancho Cordova at Delta Dental and commutes each day from Rocklin. He has many other coworkers who also commute from Placer County. Currently, we have not been able to find any reasonable public transit options.	There is no existing direct service between Placer County and Rancho Cordova. However, a transit trip could between Placer County and Rancho Cordova by using the PCT Auburn to Light Rail bus, transferring at the Sacramento RT Watt/I-80 transfer station to RT routes 80 or 84, and transferring again at the Watt/Manlove transfer station to the Gold Line.	This is not an unmet transit need.	1
Regional	There is not bus service that can get me to the Roseville Galleria and from Antelope at the times I need to travel for work.	This trip originates outside of Placer County and has been forwarded to SACOG for incorporation into their unmet transit needs process. However, the commenter can take the Sacramento RT routes 80 or 93 that have stops on Elkhorn Boulevard and connect to the Louis/Orlando Transfer Station in Roseville. From there, a transfer to Roseville Route A will connect the commenter to the Galleria Mall.	This is not an unmet transit need.	1
Rocklin	Add a bus from the Whitney Ranch area of Rocklin to/from downtown Sac. Using the bus now takes me 15 minutes to get to the nearest bus stop	The Draft Rocklin Community Transit Study did not identify additional intra-city service within Rocklin. This study evaluated the need for enhanced or additional public transit based on demographics, community input, and feasible service options to meet the required farebox ratio. However, Commuter bus service is provided by Placer County Transit and Roseville Transit with stops strategically located throughout the I-80 corridor and with Roseville, respectively.	This is not an unmet transit need.	1
Rocklin	Transit service is needed to the Target and Wal-Mart shopping centers on Sierra College Boulevard. A PCT bus currently runs along Sierra College but does not stop at either location.	The Draft Rocklin Community Transit Study identified modifications to the PCT operated Lincoln to Sierra College Route and the Taylor Road Shuttle that could serve these destinations. The study identified potential impacts to existing passengers transferring between the Auburn to Light Rail bus and the Taylor Road Shuttle as a result. The study recommended that the City of Rocklin and Placer County Transit coordinate to determine an implementation	PCTPA recommends that the City of Rocklin and Placer County Transit coordinate on an implementation plan as recommended in the Draft Rocklin Community Transit	2

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
		schedule for service recommendations, including necessary operating, schedule, capital, marketing, and funding elements and upon agreement of an implementation schedule to then amend the existing service contract. This study was a recommendation from prior year Unmet Transit Needs recommendations and evaluated the need for enhanced or additional public transit based on demographics, community input, and feasible service options to meet the required farebox ratio.	Study. Until an implementation plan can be fully vetted and determined feasible, this is not an unmet transit need that is reasonable to meet.	
Roseville	Request a Commuter Bus from the Louis/Orlando Transfer Point to the Watt/I-80 (Light rail Station).	Sacramento RT route 93 or 103 and the Placer County Transit operated Auburn to Light Rail bus currently provides this service. Additionally, the 12 combined commuter bus trips provided by Placer County Transit and Roseville Transit are strategically located to meet the majority of commuter needs for those riders working in downtown Sacramento.	This is not an unmet transit need.	1
Roseville	In need of the Roseville Transit to add a line from the Galleria mall to the Watt and I-80 Light rail station. PCT only goes one time each hour. In need of Roseville Transit to leave Watt and I-80 on the half hour. PCT leaves on the hour. This is a need from a great number of PCT riders.	Currently Placer County Transit's Auburn/Light Rail route connects the Galleria Transfer Point with the Watt/I-80 light rail station. As the commenter noted this service is hourly. Roseville Transit has studied the addition of another route from Roseville to the American River Junior College campus and then to the Light Rail Station at Watt/I-80. However, Roseville Transit is not ready at this time to implement the service. Adequate capacity exists on PCT service from Roseville to the Watt/I-80 Light Rail Station.	This is not an unmet transit need.	1
Roseville	Add commuter service to Stockton/Broadway area of Sacramento.	There are 12 combined commuter bus trips provided by Placer County Transit and Roseville Transit. These services are scheduled and stops are strategically located to meet the majority of commuter needs for those riders working in downtown Sacramento.	This is not an unmet transit need.	1
Roseville	Request resumption of service to Sun City at least two times per day.	Route M operates adjacent to Sun City along Pleasant Grove Blvd. Previously, by agreement, Sun City operated a bus for its residents. The development agreement was later amended and Roseville Transit Route M was provided as a service to Sun City residents. However, Route M service into Sun City was discontinued in 2010 due to low ridership. Roseville general public dial-a-ride and ADA complementary paratransit service is available with an advanced reservation.	This is not an unmet transit need.	1
Roseville	Request fixed route service to Roseville West Park/Blue Oaks area	General public dial-a-ride is available with and ADA complimentary complementary paratransit service is available with an advanced reservation. The Roseville SRTP identified service along Blue Oaks Boulevard and out to the West Park/Fiddymont Farms area pending future development levels supportive of providing transit service.	PCTPA recommends that Roseville Transit monitor comments for service requests to this area and evaluate when development levels would provide sufficient population to	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
			support this service. This is not an unmet transit need that is reasonable to meet.	
Roseville	Request fixed route to Blue Oaks Woodcreek Oaks area.	General public dial-a-ride is available with and ADA complimentary complementary paratransit service is available with an advanced reservation. The Roseville SRTP identified service along Blue Oaks Boulevard and out to the West Park/Fiddymont Farms area pending future development levels supportive of providing transit service.	PCTPA recommends that Roseville Transit monitor comments for service requests to this area and evaluate when development levels would provide sufficient population to support this service. This is not an unmet transit need that is reasonable to meet.	1
Roseville	Local route to service Junction and Baseline area	General public dial-a-ride is available with and ADA complimentary complementary paratransit service is available with an advanced reservation.	This is not an unmet transit need.	1
Roseville	Roseville Transit should implement a fixed route to American River College via the I-80/Watt transfer station.	Roseville and Placer County residents can currently take the Auburn to Light Rail Bus from the Louis Orlando Transfer Station to the Watt/I-80 light rail station with a transfer to Sacramento RT route 1. The City of Roseville's SRTP recommends considering extending service to the American River College as a long-term plan and discussing service with Sacramento Regional Transit and Placer County who already provide services in these corridors.	This is not an unmet transit need.	1
TART	Year-round service is needed on SR 267 to provide access to key health and human services that are available in Truckee and Kings Beach.	In FY 2004/2005 the PCTPA Board approved a finding that year-round service between Truckee and Kings Beach on SR 267 provided by TART via a new or combined route that connects Truckee, Northstar-at Tahoe and Kings Beach is a continuing unmet transit need that is reasonable to meet on a conditional basis. Subsequent annual unmet transit needs processes continue to find that year round service along SR 267 to be reasonable to meet on a conditional basis.	This is an unmet transit need found reasonable to meet in 2004 by the PCTPA Board. As part of each year's unmet transit analysis the Board should reaffirm that year round fixed route service on SR 267 continues to be a priority for implementation by PCTPA.	3
TART	Would like to be able to have dial-a-ride service from my house to TART bus stops or the transit center.	This area lies outside of PCTPA's jurisdiction.	The comment will be referred to the Tahoe Area Regional Planning Agency.	1
TRPA	There is a need for a transit connection between North Shore and South Shore. The Emerald Bay connection was canceled. There are more social and health	This area lies outside of PCTPA's jurisdiction.	The comment will be referred to the Tahoe Area Regional Planning Agency.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
	services that are located in South Shore now and there is a growing demand due to changes in insurance under the new universal health care law.			
TRPA	There is a need for transit service from the North Tahoe area to Western El Dorado to provide access to a dentist that accepts Medi-Cal.	This area lies outside of PCTPA's jurisdiction.	The comment will be referred to the Tahoe Area Regional Planning Agency.	1
TRPA	This Nifty 50 Trolley not going through any more, was a major problem this summer. I was told by Ms. Montgomery, and someone at El Dorado County it was discontinued because of low ridership numbers, and funding short falls. Every year I would ride it at least once and it was packed! The extra leg of the journey to meet the transit center an additional nine miles away probably hurt the budget!	This area lies outside of PCTPA's jurisdiction.	This is not an unmet transit need. The comment will be referred to the Tahoe Area Regional Planning Agency.	1
WPCTSA	The Placer County program <i>My Rides</i> does not currently cover the Tahoe City area.	Tahoe City families with children are eligible for the My Rides program. However, Tahoe City adults without children under five are ineligible for the My Rides program due to partner agency funding limitations.	This is not an unmet transit need.	1
Service Area				
Regional	There currently are not any buses that travel down Alhambra Street in Sacramento. There are currently three hospitals and many hospital employees working in surrounding buildings. Please consider a morning and evening bus for this route. El Dorado Transit currently services this route.	There are 12 combined commuter bus trips provided by Placer County Transit and Roseville Transit. These services are scheduled and stops are strategically located to meet the majority of commuter needs for those riders working in downtown Sacramento.	This is not an unmet transit need.	1
Service Frequency				

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Placer County Transit	Taking public transportation from Auburn to Roseville and back for appointments is infrequent and most of the day is spent getting there and back.	The Auburn to Light Rail bus operates hourly between Auburn and the Roseville Galleria Mall and is a 30 minute trip. Comment noted.	This is not an unmet transit need.	1
Placer County Transit	More frequent service on Taylor Road / old US 40 between Auburn - Roseville.	The Placer County SRTP identifies adding two additional round trips to the Taylor Road Shuttle and increasing the Auburn to Light Rail service to 30-minute frequencies during the peak periods. Service expansion in the Taylor Road corridor will require a long-term commitment in funding to provide enhanced services and connections throughout the system due to the connections with other routes in the PCT system. Placer County's current focus is to provide the most productive service within existing resources through increasing cost and labor efficiencies, increasing cost and service effectiveness, and improving farebox recovery.	This is not an unmet transit need that is reasonable to meet.	1
Regional	Buses on Saturday run every 1/2 hour instead of every hour. I use the local buses all the time and every month I need to go shopping for groceries it ends up being an all-day deal with me wasting a lot of time waiting for the bus. The buses only run from 8am to 4pm which is not a lot of time to get errands done when the bus runs every hour.	This does not suggest to which agency the comment is directed, however, neither the PCT or Roseville Transit SRTP include a recommendation to run 1/2 hour transit service on Saturdays, which is based upon existing and projected ridership. The existing service meets the adopted SRTP standard.	This is not an unmet transit need.	1
Roseville	Put a second bus on the M route	Although the comment does not suggest why a second bus might be needed, service frequency is primarily a function of passenger demand, and is typically set by a transit operator so that passenger demand is evenly distributed and that buses do not exceed a given vehicle load standard. A vehicle load standard defines the level of crowding that is acceptable. When load levels are high, the frequency of service should be increased to provide a sufficient number of vehicles to accommodate passenger demand or larger vehicles need to be used to increase the overall capacity of the bus route.	This is not an unmet transit need.	2
Roseville	The Roseville Commuter buses are often filled requiring me to stand.	Effective January 26, 2015, Roseville Transit added a 7:05 a.m. and 3:40 p.m. commuter run to address heavier passenger loads. Service frequency is primarily a function of passenger demand, and is typically set by a transit operator so that passenger demand is evenly distributed and that buses do not exceed a given vehicle load standard. A vehicle load standard defines the	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
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		level of crowding that is acceptable. When load levels are high, the frequency of service should be increased to provide a sufficient number of vehicles to accommodate passenger demand or larger vehicles need to be used to increase the overall capacity of the bus route.		
TRPA	In the winter season the TART bus that operates between Tahoe City and Incline Village is consistently overloaded with passengers.	This area lies outside of PCTPA's jurisdiction.	This is not an unmet transit need. The comment will be referred to the Tahoe Area Regional Planning Agency.	1
Service Schedule				
Placer County Transit	PCT Commuter express does not have a bus at Sun Splash late enough in the morning, if the last pick-up time should be extended.	This is a scheduling issue that will be forwarded to Placer County Transit to address.	This is not an unmet transit need.	1
Roseville	Request that the H & 11th bus stop be a timed stop.	This is not an unmet transit need issue. However, this comment will be forwarded to Roseville Transit to address.	This is not an unmet transit need.	1
Roseville	Request Commuter Route 9am to leave at 7:05 a.m. from Taylor & I-80	Effective January 26, 2015, Roseville Transit added a 7:05 a.m. departing from Taylor/I-80 and a 3:40 p.m. commuter run returning to Taylor/I-80 to address heavier passenger loads.	This is not an unmet transit need.	1
Roseville	Request a commuter bus between AM1 and AM4 at the Maidu Center	Effective January 26, 2015, Roseville Transit added a 7:05 a.m. departing from Taylor/I-80 and a 3:40 p.m. commuter run returning to Taylor/I-80 to address heavier passenger loads.	This is not an unmet transit need.	1
Roseville	Request Route S operate on Saturdays to accommodate release of inmates.	Roseville Transit Route "S" serves the Santucci Justice Center pursuant to an agreement between Placer County and the City of Roseville. Route "S" connects with Placer County Transit services at the Galleria Transfer Point. DAR service is available by reservation seven days a week, which provides service to and from the Santucci Justice Center.	This is not an unmet transit need.	1
Roseville	Request Commuter PM routes 1, 2, or 3 to return back to Mahany. AM 2 and 3 leave early but not return back to Mahany early.	This is not an unmet transit need issue. However, this comment will be forwarded to Roseville Transit to address.	This is not an unmet transit need.	1
Roseville	Spread Saugstad AM departures more evenly between 6:50 and 7:27 (i.e. Route 8 closer to the midpoint).	This is not an unmet transit need issue. However, this comment will be forwarded to Roseville Transit to address.	This is not an unmet transit need.	1
Roseville	Add earlier route to PM schedule. Has a 6:30 a.m. - 3 p.m. work schedule. Needs the bus to	This is not an unmet transit need issues. However, this comment will be forwarded to Roseville Transit. In addition, please note that effective January	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
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	depart 9th & Capital at 3:15. Also wants to be able to use the bus to come home mid-day if needed. (currently a non-rider, but looking into alternative commute options).	26, 2015, Roseville Transit added a 7:05 AM departure to Sacramento and a 3:40 return.		
Roseville	Pick-up at Vernon/Cirby at 7:30 a.m. M-F dropping off near Galleria/East Roseville Parkway by 7:50 a.m. M-F and returning at 4:45 p.m. M-F	This is not an unmet transit need issue. However, the comment will be forwarded to Roseville Transit.	This is not an unmet transit need.	1
Service Span				
Auburn	Would like to take evening classes at Placer High School, but there are currently no transit options.	Existing service currently ends at 6:30 PM Monday through Friday. The City of Auburn's SRTP identified extending service hours to 8:00 PM. However, prior cycles of the unmet transit needs process has not resulted in comments requesting later service hours.	PCTPA recommends that Auburn Transit monitor comments requesting later evening service. This is not an unmet transit need that is reasonable to meet.	1
Placer County Transit	Please consider extending the service of the Granite Bay Dial A Ride from 7AM to 6PM. This will allow commuters to catch the Roseville Transit to go to/from their work. Right now, the GB DAR only make two trips – after 9:30 and before 3PM. An alternative is for PCT to partner with Roseville Transit to extend the trip of Route L up to Douglas/Auburn Folsom Road in Granite Bay or up to Folsom Lake. Route L's last stop is on Douglas/Sierra College Blvd. Extending the route up to Granite Bay will give commuters from Granite Bay more options to catch Roseville Transit from Monday to Saturday.	Placer County Transit's Granite Bay Dial-a-Ride currently represents the most subsidized service per one-way passenger trip within its system; operating at a farebox recovery ratio under 3.0 percent. This is below the minimum 10.0 percent farebox recovery required by PCTPA to be considered an unmet transit need that is reasonable to meet. It is unlikely that service expansion - increasing frequency and/or expanding hours of operation – will lead to an increase in farebox recovery performance. Elimination of this service was previously analyzed as a service alternative in Placer County Transit's SRTP. The SRTP also analyzed expansion of Dial-a-Ride service through contracting with Roseville Transit. Because most Dial-a-Ride trips from Granite Bay have destinations in Roseville, Roseville Transit may be the most reasonable provider of expanded Dial-a-Ride service in the Granite Bay area.	This is not an unmet transit need that is reasonable to meet.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
Jurisdiction	Public Comments	Analysis	Recommendation	# of Comments
Placer County Transit	Placer County Transit should extend the Auburn to Light Rail (Watt/I-80) route to coincide with later Sacramento Regional Transit light rail hours.	This is a scheduling issue that will be forwarded to Placer County Transit to address. The existing service is satisfies the Placer County Transit SRTP standards.	This is not an unmet transit need.	1
Placer County Transit	Earlier Saturday service is needed on the PCT Auburn-Light Rail route.	This is a scheduling issue that will be forwarded to Placer County Transit to address. The existing service is satisfies the Placer County Transit SRTP standards.	This is not an unmet transit need.	1
Regional	Provide workforce transportation for later evening service on the weekdays and on weekends.	PCTPA has recently completed SRTPs on behalf of Auburn Transit, Placer County Transit and Roseville Transit. These plans contain a long list of service enhancements to fill identified gaps and needs for route improvements, including extended service hours for each system. Recommendations to extend service hours would generally need to be implemented system wide, and as such would require similar changes to each systems bus routes. This would require additional equipment and funding. Currently, there is no funding to implement this service recommendation.	This is not an unmet transit need that is reasonable to meet.	1
Regional	Later evening commuter services are needed for downtown employees who stay for events at the Entertainment Sports Complex in Downtown Sacramento.	Currently there is no demand for this service as the ESC is not scheduled to open until late 2016. Transit operators are coordinating possible services for such events at the SACOG Transit Coordinating Committee meetings. However, this is not an unmet transit need.	This is not an unmet transit need.	1
Regional	Encourage Placer County Transit and Roseville Transit to conduct surveys of commuter passengers about interest in attending events at the Entertainment Sports Complex in Downtown Sacramento via transit. Placer County Transit and Roseville Transit should consider afternoon and evening service modifications.	Placer County Transit and Roseville Transit already conduct passenger surveys. Currently there is no demand for this service as the ESC is not scheduled to open until late 2016. This is not an unmet transit need.	This is not an unmet transit need.	1
Roseville	Roseville has increased service on Routes A and B, but will not operate late enough for returning evening trips from the	Currently there is no demand for this service as the ESC is not scheduled to open until late 2016. This is not an unmet transit need.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
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	Entertainment Sports Complex in Downtown Sacramento.			
Roseville	Request Route R to expand its hours after 5 PM.	The Roseville Transit Short Range Transit Plan identifies that the greatest demand on Route R is during the peak hours. The existing service satisfies the S RTP standard.	This is not an unmet transit need.	1
Roseville	Roseville Transit Route R should operate all day service rather than just during commute hours. Roseville Transit should also create a connection to the City of Lincoln to reduce travel times and transfers currently experienced.	The Roseville Transit Short Range Transit Plan identifies that the greatest demand on Route R is during the peak hours. The existing service satisfies the S RTP standard.	This is not an unmet transit need.	1
Other Requests				
Lincoln	Wouldn't it be more economical to run small buses? I usually see only one or two people riding big buses around town.	Smaller buses do not necessarily cost less to operate. The major cost component to operate a bus (large or small) is the labor cost. It is entirely possible that a transit system using small buses can cost more to operate because the equivalent capacity afforded by a large bus, with one driver, is spread over several smaller buses using several drivers. This is not an unmet transit need issue. However this comment will be forwarded onto the City of Lincoln	This is not an unmet transit need.	1
Lincoln	Can I get to the Roseville Galleria from Lincoln?	Currently, a Lincoln resident can take the Lincoln/Sierra College bus route from the Twelve Bridges PCT transfer point to the Galleria transit center hourly.	This is not an unmet transit need.	1
Lincoln	How do I get to the Twelve Bridges PCT transfer point in Lincoln if I don't drive?	Lincoln dial-a-ride services can be used to get to the Twelve Bridges PCT transfer point. Dial-a-ride requires advanced reservations.	This is not an unmet transit need.	1
Placer County Transit	Drivers on the Hwy 49/North Loop Route need to call out upcoming stops or invest in auditory/automatic notifications for visually impaired riders.	This is an operational issue that will be forwarded to Placer County Transit	This is not an unmet transit need.	1
Regional	A mobile app to determine the arrival time of buses would be helpful.	Roseville Transit uses a third party internet browser based system to display bus arrival times through www.thebus.mobi and the Tahoe Area Regional Transit uses a similar third party internet browser based system accessible through www.nextbus.com . Expansion of the services would require technological enhancements to the existing buses and computer systems.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
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Regional	Provide additional mobility training – seniors would benefit from understanding how to read schedules / use the transit system. There is a need for this current transit ambassador program to grow and be marketed accordingly.	This is not an unmet transit need issue. However, the City of Roseville on behalf of Placer County transit operators recently submitted a FTA 5310 grant application to SACOG to expand the geographic reach of the current Transit Ambassadors Program and to include mobility training.	This is not an unmet transit need.	1
Regional	Advocate for seamless transit system, particularly for dial-a-ride services so there is not the need to transfer between operators and support the consolidation of Placer County Transit and Lincoln Transit	The expansion of DAR services as suggested are not included in any transit operator SRTP. However, SACOG and a consortium of transit agencies within the Sacramento region will be introducing a regional electronic fare card, known as the Connect Card, which will allow transit users to ride seven transit systems using a single fare instrument. The Connect Card will make using transit easier and more seamless throughout the Sacramento region. Additionally, the Western Placer Consolidated Transportation Service Agency is coordinating with the transit operators to enhance the dispatching of dial-a-ride and health express riders.	This is not an unmet transit need.	1
Regional	Turn western Placer into a transit-oriented County, with a rapid-bus system in the middle of I-80, 49 and 65 so we have a method to move around without getting behind the wheel. Residents from other parts of the region can make it to western Placer to spend money at the Galleria or at the casino, or in Auburn and Grass Valley.	Placer County has evaluated enhanced transit services and Bus Rapid Transit in the Transit Master Plan for South Placer County (June 2007), South Placer County Bus Rapid Transit (BRT) Service Plan (November 2008), and individual transit operators short-range transit plans. There is not currently plans to operate transit service in the median of I-80, SR-49, and SR-65.	This is not an unmet transit need.	1
Regional	Placer County should operate DAR/paratransit services like Paratransit Inc. in Sacramento County to simplify or create a seamless system so you don't have to transfer.	Increased coordination of service delivery rather than service consolidation is the preference previously established by the PCTPA Board. Additionally, the Western Placer Consolidated Transportation Service Agency is coordinating with the transit operators to enhance the dispatching of dial-a-ride and health express riders.	This is not an unmet transit need.	1
Regional	Do all Placer County jurisdictions spend 100% of their LTF on transit?	No, according to table 1 and 2 in the report, the four year average spent on transit is approximately 65%.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
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Regional	Transit services in Placer County should look at consolidation and simplification.	This is not an unmet transit need issue. However the coordination of service delivery rather than service consolidation is the preference previously established by the PCTPA Board.	This is not an unmet transit need.	1
Regional	The seating/covered area is not large enough at the Sun Splash stop, oftentimes riders are left standing in the rain.	This is not an unmet transit need issue. However, the comment will be forwarded to Roseville Transit.	This is not an unmet transit need.	1
Regional	More stops within Roseville/Rocklin to service the commuter buses.	This is not an unmet transit need issue. However, the comment will be forwarded to the City of Rocklin and Placer County to address.	This is not an unmet transit need.	1
Regional	Add Wi-Fi internet to the commuter buses.	This is not an unmet transit need issue. However, the comment will be forwarded to Roseville Transit and Placer County Transit.	This is not an unmet transit need.	1
Rocklin	Can a Park-n-Ride lot in a portion of the existing Sierra College parking lot be implemented?	This is not an unmet transit need issue. However, the comment will be forwarded to the City of Rocklin to address with Sierra College.	This is not an unmet transit need.	1
Rocklin	No bike lockers at the Rocklin PCE train station where the bus also stops.	This is not an unmet transit need issue. However, the comment will be forwarded to the City of Rocklin and Placer County to address.	This is not an unmet transit need.	1
Roseville	Request to bring back the timed stop at Olympus before Professional on the L Route.	This is not an unmet transit need issue. However, the comment will be forwarded to Roseville Transit.	This is not an unmet transit need.	1
Roseville	Request to find application for photo ID more accessible on the web.	This is not an unmet transit need issue. However, the comment will be forwarded to Roseville Transit.	This is not an unmet transit need.	1
Roseville	Request to install a bus shelter or at least a bench at the Cirby/Riverside (Kaiser) bust stop.	This is not an unmet transit need issue. However, the comment will be forwarded to Roseville Transit.	This is not an unmet transit need.	1
Roseville	Request that Roseville Transit fixed route issue a change card like PCT does.	This is not an unmet transit need issue. However, the comment will be forwarded to Roseville Transit.	This is not an unmet transit need.	1
Roseville	Add stop to Route S, northbound Washington at Pleasant Grove to meet public transit requirements for LEED certification of DMV new construction.	A timed bus stop currently exists at this location according to the September 30, 2013 Roseville Transit Local Bus Service Guide.	This is not an unmet transit need.	1
Roseville	Request bus stop and shelter at Harding Blvd. & Berry St.	This is not an unmet transit need issue. However, the comment will be forwarded to Roseville Transit.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014-2015				
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Roseville	Requests a bus stop for bus Route B between Creekside Ridge Dr. and Galleria Blvd. near Home Expo	This is not an unmet transit need issue. However, the comment that will be forwarded to Roseville Transit.	This is not an unmet transit need.	1
Roseville	There is only one bus stop for Walmart. From my house I can get there but there is no way to get home. How about putting a second stop across the street for a return trip?	This is not an unmet transit need issue. However, the comment that will be forwarded to Roseville Transit.	This is not an unmet transit need.	1
TART	It is challenging for North Lake Tahoe residents to get to the Tahoe transit center or Amtrak train station in Truckee and there needs to be more education and outreach about connections.	Year round service is available between North Lake Tahoe and the Truckee Depot are via the Highway 89 route.	This is not an unmet transit need.	1
TRPA	There are no bus schedules posted at the stops in the West Shore and Timberland areas.	This area lies outside of PCTPA's jurisdiction.	This is not an unmet transit need. The comment will be referred to the Tahoe Area Regional Planning Agency.	1
TRPA	Would like to see opportunities for coordination of planning park & ride lots along transit corridors in the North Lake Tahoe area. Also, suggested that information of areas were free parking areas exist in relation to transit, such as at the new transit center on SR 89.	This area lies outside of PCTPA's jurisdiction.	This is not an unmet transit need. The comment will be referred to the Tahoe Area Regional Planning Agency.	1
TRPA	Who operates the water taxi and will it continue after the pilot plan ends?	The water taxi was operated by the Tahoe Transportation District as a one-year pilot program. The comment will be referred to the Tahoe Area Regional Planning Agency.	The comment will be referred to the Tahoe Area Regional Planning Agency.	1
TRPA	North Lake Tahoe residents need out of the area medical transportation to Reno, Grass Valley, Roseville, and greater Sacramento.	The Tahoe Transportation District recently initiated the North Tahoe / Truckee Transport. This is a one-year pilot program that provides reservation based shared-ride trips to select out of area destinations. More information is available at www.tahoetransportation.org/nttt or by calling 530-550-7451.	The comment will be referred to the Tahoe Area Regional Planning Agency.	1

Acronyms

- BRT – Bus Rapid Transit
- CCJPA – Capitol Corridor Joint Powers Authority
- C TSA – Consolidated Transportation Services Agency
- MAC – Municipal Advisory Council
- NCTC – Nevada County Transportation Commission
- PCT – Placer County Transit
- PCTPA – Placer County Transportation Planning Agency
- DAR – Dial-a-Ride
- Sac RT – Sacramento Regional Transit District
- RTPAs – Regional Transportation Planning Agencies
- SACOG – Sacramento Area Council of Governments
- SRTPs – Short Range Transit Plans
- TART – Tahoe Area Regional Transit
- TDA – Transportation Development Act
- TRPA – Tahoe Regional Transportation Planning Agency