

Executive Summary

2018 Western Placer Consolidated Transportation Services Agency Short Range Transit Plan

Prepared by LSC Transportation Consultants, Inc.

This document presents a seven-year Short-Range Transit Plan (SRTP) developed for the Western Placer Consolidated Transportation Services Agency (WPCTSA) program, serving western Placer County, California. An SRTP is intended to provide a detailed business plan to guide the transit organization over the coming five to seven years. It includes a review of demographics and transit needs, a review of existing planning documents, public surveys regarding WPCTSA services, a review of the effectiveness and efficiency of existing services, a review of similar systems, analysis of a wide range of options, and the results of public input processes. The resulting SRTP provides operational, capital and institutional plans. This SRTP plan has been prepared jointly with the development of parallel SRTPs for Roseville Transit, Auburn Transit and Placer County Transit.

EXISTING DEMOGRAPHICS

The population of the western portion of Placer County, per the 2015 US Census estimates is 353,847. Persons living in **households without vehicles** total 4,204, or 3 percent of the total countywide population. **Youth** (persons 10 to 17 years of age) total 39,528, or 11 percent of total population. **Elderly** persons over age 60 total 83,524 (24 percent). There are a total of 31,300 persons living in households below the federal **poverty** level (9 percent of total population). Persons who indicate they have a **disability** total 16,086, or 5 percent of total population. In addition, 7.8 percent of residents (27,487) are **veterans**.

Total Placer County population is forecast to increase by 15 percent (54,000 persons) between 2015 and 2025. Significant to this plan, the number of residents age 70 and above is forecast to increase by a full 60 percent (or 28,800 persons) over this period.

OVERVIEW OF WPCSTA PROGRAMS

- **Health Express (Non-Emergency Medical Transportation)** -- The WPCTSA contracts with Seniors First to administer advanced reservation, shared-ride, non-emergency medical transportation services for Placer County residents who are disabled or over the age of 60. Health Express is operated through a private contractor, MV Transportation. Health Express serves western Placer County from Colfax to the Sacramento County line (and medical destinations in Sacramento County). Health Express operates Monday through Friday from 7:30 AM to 4:30 PM. 6,032 passenger trips were served in FY 2016/17, requiring 4,516 vehicle-hours.
- **My Rides Program** – This is a volunteer driver program for Placer County residents who are over age 60, disabled or families with children age 0 – 5 who are unable to use conventional

public transit for essential needs. Seniors First administers the countywide program. 6,971 passenger-trips were served in FY 2016/17.

- **Retired Dial-A-Ride (DAR) Vehicle Program** – This program provides older DAR vehicles from Placer County operators and sells the vehicles to human service agencies for \$100.
- **Transit Ambassador Program** -- WPCTSA administers a Transit Ambassador Program, including a variety of outreach efforts to existing and potential passengers, such as face-to-face assistance to passengers, transit training for potential transit users and attending outreach events. The City of Roseville manages the program, recruits and trains volunteers and provides insurance for the volunteers. In FY 2016/17, a total of seven Transit Ambassadors contributed 469 volunteer hours.
- **South Placer Transit Information “Call Center”** – Initiated in 2011, the “Call Center” provides transit riders with one phone number for information and reservations for all demand response services in the South Placer area including Roseville Transit, Placer County Transit and Health Express. Up to four agents staff phones from 7:45 AM to 5:15 PM on weekdays and between 8:00 AM and 5:00 PM on weekends. In FY 2016-17 a total of 46,113 calls were answered.
- **Bus Pass Subsidy Program** -- Eligible human and service and non-profit agencies can receive partial reimbursement for the purchase of day passes on public transit for low income clients needing transportation to basic assistance and health care services.

The FY 2016-17 WPCTSA budget was around \$1.7 million. Of this, 52 percent is generated through Article 4.5 of the Transportation Development Act (TDA) Local Transportation Funds (LTF). Currently, 4 percent of available LTF funds are allocated to WPCTSA; state law allows this figure to be as high as 5 percent.

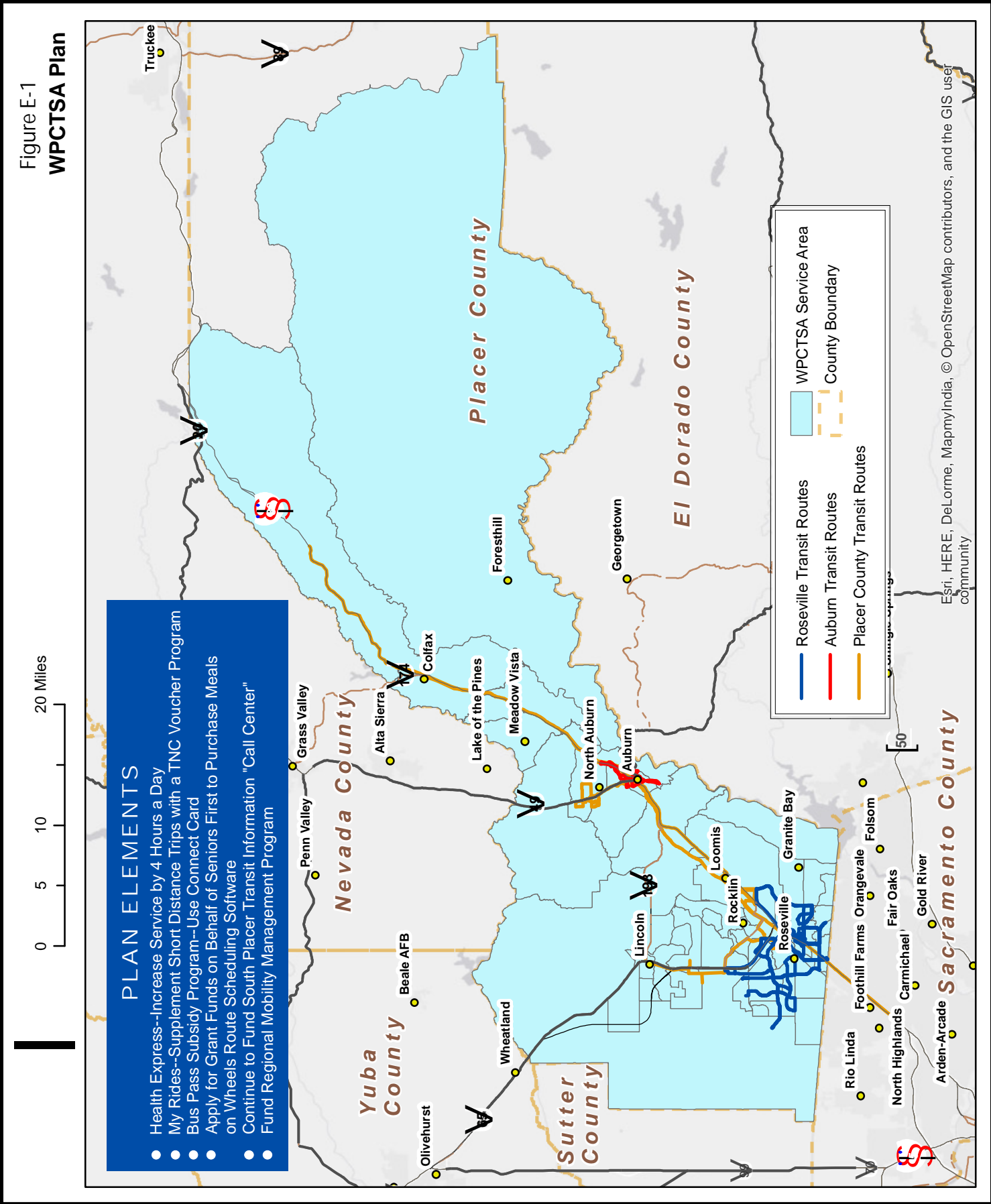
SHORT RANGE TRANSIT PLAN ELEMENTS

The Consultant recommends the following strategies to improve mobility for low income, elderly and disabled western Placer County residents (see Figure E-1).

High Priority Strategies with Minimal Operating Cost Impacts

- Use the Connect Card for the Bus Pass Subsidy Program
- Provide funding support for Meals on Wheels delivery route planning and scheduling software
- Continue to support My Rides Program and supplement short distance My Rides trips with a TNC Voucher Program

Figure E-1
WPCTSA Plan



High Priority Strategies with Supplemental Cost Impacts

- Fund full cost of South Placer Transit Information “Call Center” beginning in FY 2021/22
- Fund full cost of Transit Ambassador Program beginning in FY 2021/22

High Priority Strategies with New Cost Impacts

- Expand the Capacity of Health Express Service by four Vehicle-Hours per Weekday
- Fund the regional Mobility Management Training Program operated by the City of Roseville via a contract with Paratransit, Inc.

High Priority Strategies Reflecting Policy Trade-offs Due to Operating Cost Impacts

- Begin a Discussion with Health Care Entities Regarding Providing TNC Subsidies for Patient Transportation Outside the Hours of Public Transit Service

Requires Further Study

- Further study management opportunities of Health Express with Placer County
- Partner with Health Care Entities Regarding Providing TNC Subsidies for Patient Transportation Outside the Hours of Public Transit Service

Financial Plan

In order to balance increasing costs, a growing elderly population with limited dedicated transit funding, the following policy is recommended regarding TDA LTF Article 4.5 allocations.

WPCTSA annual TDA funding allocation should vary as necessary between the current four percent, not to exceed the maximum of five percent, depending on specific annual amount necessary to fund program costs. Prior to increasing the TDA allocation, WPCTSA should work with the Transit Operators Working Group (TOWG) and WPCTSA/PCTPA Technical Advisory Committee (TAC) to determine whether program costs are reasonable and review cost containment opportunities.

In light of this policy, a WPCTSA seven-year financial plan was developed. In order to fund high priority strategies, the LTF allocation should be increased to 4.7 percent in FY 2021/22 and to 4.77 percent in FY 2023/24.