



MEMORANDUM

TO: Board of Directors

DATE: February 9, 2010

FROM: David Melko, Senior Transportation Planner

SUBJECT: UNMET TRANSIT NEEDS FINDINGS FOR FY 2010/11

ACTION REQUESTED

Adopt Resolution #10-04 making findings and recommendations regarding unmet transit needs that are reasonable to meet as required by the Transportation Development Act (TDA).

BACKGROUND

As the Regional Transportation Planning Agency for Placer County, PCTPA is responsible for the administration of 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, they must be funded in the next fiscal year prior to any TDA funds being allocated for streets and roads purposes.

DISCUSSION

The Unmet Transit Needs Analysis and Recommendations Final Report for FY 2010/11 is provided as Attachment 1. The analysis was conducted in accordance with the definitions of “unmet transit needs” and “reasonable to meet” amended by the PCTPA Board of Directors in September 2006. The analysis relied upon the adopted Short Range Transit Plans, the Transit Master Plan, and the South Placer Dial-a-Ride Study and SACOG’s Public Transit Human Services Transportation Coordinated Plan.

Unmet Transit Needs Process

This year PCTPA reviewed 83 comments pertaining to unmet transit need requests; 20 percent were outside PCTPA’s jurisdiction, all focused on improving services within the North Lake Tahoe Basin by TART and the Town of Truckee.

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

- New service or service extensions (this was the dominant comment category).

- More direct routes, with fewer transfers.
- Regional connections between North Lake Tahoe, Auburn, Folsom/western El Dorado, and Sacramento.
- More consistent service hours among the different operators to provide better connectivity.
- More frequent service, especially during commute periods.
- More weekend service, with longer service hours, particularly in the morning.
- Later evening and night service consistent with employer work schedules, particularly in North Lake Tahoe.
- Improved marketing, signage, information availability, and outreach of services.
- Various facility improvements, including shelter, stops, and park-and-ride

In accordance with TDA requirements, the SSTAC met on January 26 to review the Draft Report whose review is required by TDA. The SSTAC provided a recommendation to revise the original unmet transit needs reasonable to meet finding from FY 2004/05 for year-round service along SR 267. That recommendation is reflected in this Report.

In addition, the report was reviewed by the Transit Operator's Working Group (TOWG) and PCTPA's Technical Advisory Group (TAC). These committees had no comments. The SSTAC, TOWG, and TAC concur with the finding identified below.

Recommended Findings

There are no new unmet transit needs that are reasonable to meet for FY 2009/2010.

The following finding was considered an unmet transit need from FY 2004/2005 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 TART Systems (Short Range Transit) Plan recommendations, and because implementation is contingent upon funding from jurisdictions outside of PCTPA's purview.***

It is recommended that the original finding from FY 2004/05 be revised 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.***

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: A RESOLUTION
MAKING FINDINGS REGARDING UNMET
TRANSIT NEEDS IN PLACER COUNTY
THAT ARE REASONABLE TO MEET**

RESOLUTION NO. 10-04

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 24, 2010 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chairperson
Placer County Transportation Planning Agency

Executive Director

WHEREAS, pursuant to California Government Code, Title 7.91, Section 67910, PCTPA was created as a local area planning agency to provide regional transportation planning for the area of Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(c) identifies PCTPA as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, pursuant to Public Utilities Code, Section 99401.5(d), the PCTPA must adopt by resolution a finding on unmet transit needs prior to allocating funds for non-transit purposes; and

WHEREAS, PCTPA has solicited testimony from social service agencies, transit users, and the general public through advertisements, flyers, press releases, public workshops, and public hearings regarding unmet transit needs they may have; and

WHEREAS, each item of testimony received was analyzed and compared with the definitions of “unmet transit need” and “reasonable to meet” as adopted by the PCTPA in September 2006, and is documented in the FY 2009/2010 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2010/2011; and

WHEREAS, PCTPA has consulted with the Social Services Transportation Advisory Council (SSTAC) regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c);

WHEREAS, there are no new unmet transit needs that are reasonable to meet for FY 2009/10; and

WHEREAS, the following finding was found to be reasonable to meet as an unmet transit need from FY 2004/05 on a conditional basis by adoption of PCTPA Board Resolution 05-02 on February 23, 2005:

- *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 TART Systems (Short Range Transit) Plan recommendations, and because implementation is contingent upon funding from jurisdictions outside of PCTPA’s purview*

THEREFORE, BE IT RESOLVED THAT the original finding from FY 2004/05 be revised 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.*