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PLACER COUNTY

FY 2013/2014 UNMET TRANSIT NEEDS
ANALYSIS & RECOMMENDATIONS FINAL REPORT
FOR FY 2014/2015



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 September 2006. 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, and the Sacramento Area Council of Government’s (SACOG’s) Public Transit Human Services Transportation Coordinated Plan.

This year PCTPA reviewed a total of 138 comments submitted by the public as part of the FY 2013/2014 unmet transit needs process; 21 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 and the Town of Truckee) and 48 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 or service extensions.
- More direct routes, with fewer transfers.
- More consistent service hours among the different Placer transit operators to provide better connectivity.
- More frequent service at 30-minute headways.
- Later evening and night service consistent with employer work schedules, particularly in the North Lake Tahoe area.
- 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 September 2006. 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, 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 2014/15.

In accordance with TDA requirements, the SSTAC met on January 29, 2014 to review the draft report and had until February 7, 2014 to complete its review. At the January 29 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 February 7 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 29, 2014 and PCTPA’s Technical Advisory Group (TAC) on February 7, 2014. 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 2013/2014 that are reasonable to meet for implementation in FY 2014/2015.
- 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 2013/2014 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2014/2015 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 Fosskett 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.

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 2013/2014 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 2014.

The table below shows for FY 2012/2013 Local Transportation Fund (LTF) expenditures by jurisdiction within Placer County for transit and for streets and roads purposes. For the western

slope of Placer County, transit expenditures comprise 59.5 percent and street expenditures comprise 40.5 percent of the LTF in FY 2012/2013.

Local Transportation Fund (LTF) Expenditures by Placer County Jurisdiction for Western Slope – FY 2012/2013							
	LTF Transit \$	LTF Transit %	LTF Transit \$ Per Capita¹	LTF Streets \$	LTF Streets %	LTF Streets \$ Per Capita¹	Total LTF
Auburn	\$250,015	41.1%	\$18.56	\$358,242	58.9%	\$26.60	\$608,257
Call Center²	\$269,449	100.0%	\$0.78	NA	0.0%	NA	\$269,449
Colfax	\$1,994	2.2%	\$1.00	\$87,293	97.8%	\$44.15	\$89,287
WPCTSA²	\$685,940	100.0%	\$1.99	NA	0.0%	NA	\$685,940
Lincoln	\$700,148	35.8%	\$16.07	\$1,256,842	64.2%	\$28.85	\$1,956,990
Loomis	\$51,267	17.4%	\$7.89	\$243,025	82.6%	\$37.39	\$294,292
Placer County³	\$2,742,700	61.5%	\$27.74	\$1,717,791	38.5%	\$17.38	\$4,460,491
Rocklin	\$456,766	17.4%	\$7.84	\$2,165,410	82.6%	\$37.15	\$2,622,176
Roseville⁴	\$4,636,920	84.5%	\$37.99	\$847,645	15.5%	\$6.95	\$5,484,565
Western Slope Total	\$9,795,199	59.5%	\$28.42	\$6,676,248	40.5%	\$19.37	\$16,471,447

Sources:

FY 2021/2013 Final LTF Apportionment, August 2012; & FY 2012/2013 jurisdiction TDA Claims under Article 4, Article 4.5, Articles, 8a, and 8.

Notes:

- Per capita figures based on California Department of Finance City/County Population Estimates Table E-1: January 1, 2011 to January 1, 2012.*
- LTF Transit \$ Per Capita for both the Call Center and WPCTSA are calculated using the total Western Slope population figure.*
- LTF Transit \$ includes \$500,000 in Article 4 funds allocated toward Tahoe Area Regional Transit (TART) operations.*
- Roseville LTF Street \$ are used for ridesharing, TSM, and bikeway programs (i.e., planning, capital and maintenance projects).*

Assuming the LTF currently allocated in FY 2012/2013 to streets and roads (refer to table above) was re-allocated toward transit operations as recommended in the Transit Master Plan, approximately 15 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 reviews the prior four-year trend in the percentage of LTF devoted toward 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 about 63.6 percent, slightly down from prior four-year averages; while LTF allocated to streets and roads has averaged about 36.4 percent, slightly up 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.

Four Year Trend – LTF Devoted by Jurisdictions Toward Transit								
	FY 2008/2009		FY 2009/2010		FY 2010/2011		FY 2011/2012	
	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	50.5%	\$22.33	92.0%	\$24.42	66.7%	\$25.83	46.6%	\$18.95
Call Center²	NA	NA	NA	NA	100.0%	\$0.00	100.0%	\$0.83
Colfax	9.0%	\$3.46	18.7%	\$5.99	4.8%	\$1.86	4.1%	\$1.65
WPCTSA²	100.0%	NA	100.0%	NA	100.0%	\$2.07	100.0%	\$1.77
Lincoln	1.8%	\$0.71	58.5%	\$18.70	52.8%	\$20.40	39.9%	\$16.16
Loomis	12.4%	\$5.53	37.2%	\$11.87	24.1%	\$9.32	20.8%	\$8.46
Placer County	58.1%	\$25.71	77.2%	\$21.38	68.4%	\$26.48	69.3%	\$28.17
Rocklin	25.9%	\$11.41	53.0%	\$16.92	25.4%	\$9.83	21.7%	\$8.79
Roseville³	83.4%	\$31.61	80.2%	\$25.67	83.2%	\$32.18	81.6%	\$33.08
Western Slope Total	54.6%	\$23.70	72.6%	\$23.20	64.9%	\$26.46	62.1%	\$26.82

Sources: FY 2008/09, FY 2009/10, FY 2010/11 & FY 2011/12 TDA Claims.

Notes:

1. *Per capita figures based on California Department of Finance City/County Population Estimates Table E-1: January 1, 2008 to January 1, 2009; January 1, 2009 to January 1, 2010; January 1, 2010 to January 1, 2011; and January 1, 2011 to January 1, 2012. The per capita 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 2008/09, 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 September 2006, 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).

Currently, the Resort Triangle Transportation Vision Coalition (RTTVC) is 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 2013/2014 Unmet Transit Needs Process Approved Finding

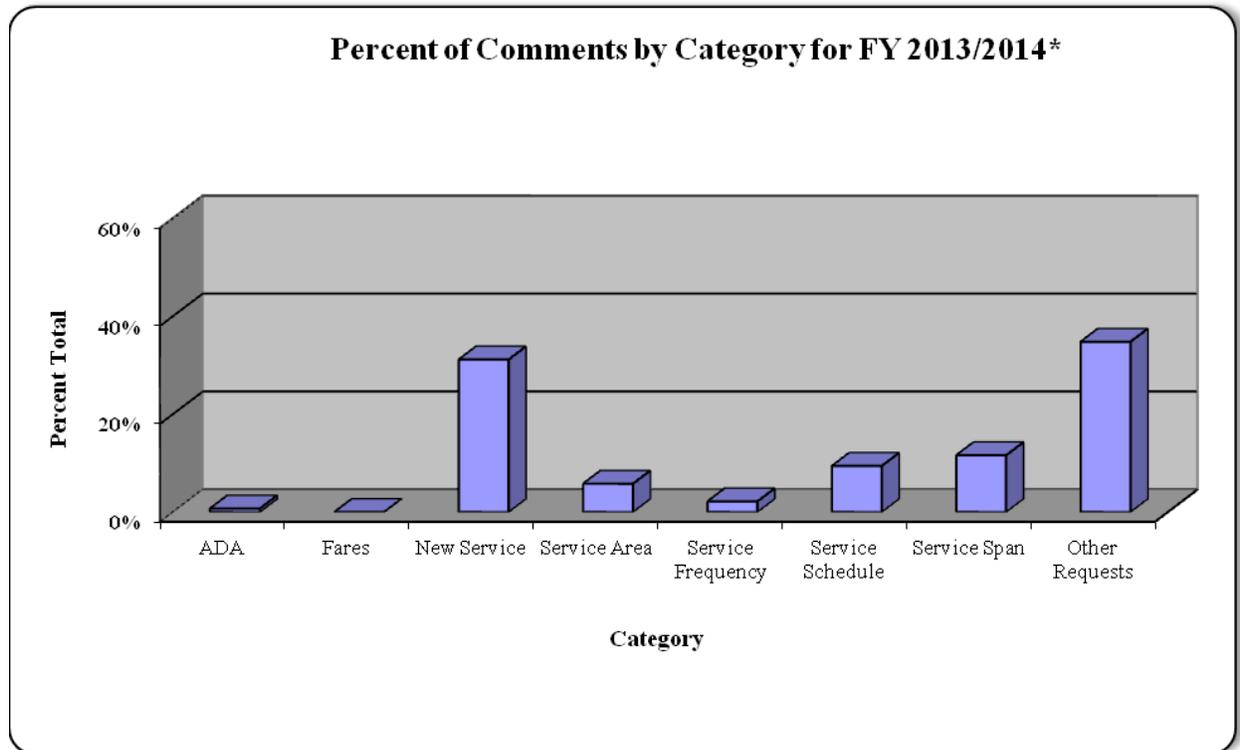
There were no new unmet transit needs that were considered reasonable to meet in FY 2013/2014.

Analysis

Several of the public comments noted during the FY 2012/2013 unmet transit needs process 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.*
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.*
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.*
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. Project kickoff occurred in*

The graph below 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.*

This year PCTPA reviewed a total of 138 comments submitted by the public. 27 comments refer to various regional transit (Placer) issues; 21 comments refer to issues outside of PCTPA's jurisdiction (the vast majority focus on improving and expanding transportation options in North Lake Tahoe and the Town of Truckee); 11 pertain to social service transportation issues; and 48 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 29, 2014 to review the FY 2013/2014 Unmet Transit Needs Draft Report and had until February 7, 2014 to complete its review. At the January 29 meeting the SSTAC recommended approval of the draft report, inclusive of the comments presented at the January 29 meeting as well as those comments subsequently submitted by the February 7 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 29, 2014 to review the Draft Report. The Draft Report was also reviewed by the PCTPA's Technical Advisory Committee on February 7, 2013. The TOWG and the TAC concurred with the recommendations included in the Report.

PCTPA Board of Directors Action

On February 26, 2014, the PCTPA Board of Directors approved the following staff recommended findings:

1. There are no new unmet transit needs in FY 2013/2014 that are reasonable to meet for implementation in FY 2014/2015.
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 2013/14 Unmet Transit Needs Analysis and Recommendations Final Report for FY 2014/15 is accepted as complete.

PCTPA Board Resolution No.14-15 is included in Appendix "J."

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 2013/2014 Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2014/2015

The unmet transit needs analysis and recommendations for FY 2014/2015 are presented on the following table.

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2013-2014

Jurisdiction	Public Comments	Analysis	Recommendation
Americans with Disabilities Act (ADA)			
Lincoln	Lincoln Transit Dial-a-Ride does not have sufficient capacity to meet Thursday & Friday ridership.	Repeated denials of ADA required service concentrated during a particular time of day and/or regular patterns of trip denials can be considered an unmet transit need that is reasonable to meet in certain cases due to ADA requirements prohibiting repeated denials of service. Lincoln Transit reports no denials of fixed-route or Dial-a-Ride service within the last year. There are sometime schedule conflicts and customers are sometimes disappointed the transit operator cannot accommodate the exact time they request. In most cases, the Transit Coordinator is able to suggest an alternative time to the customer.	This is not an unmet transit need.
Fares			
Nevada County/Placer County	Placer County has clients that have services in Grass Valley\Nevada City and it is really hard for them to get to their services using the Gold Country Stage. Gold Country Stage does not accept Credit Cards for payment and they will not mail out bus passes.	According to Gold Country Stage, Placer County currently orders bus passes and has a staff person pick them up in Grass Valley. Gold Country Stage does not accept credit cards indicating the cost per transaction is cost prohibitive. Payment by checks are however acceptable. Gold Country Stage does not mail passes, indicating past problems with customers not receiving them, refusing payment, or never submitting payment. Gold Country Stage has indicated they have tried to work with Placer County within the requirements they currently have in place.	This is not an unmet transit need. One option available to Placer County is to purchase bus passes from Gold Country Stage bus at the Auburn Multi-Modal Center.
Placer County	There is a need for discounted fares for low-income residents.	<p>Many passengers are eligible for various discounted fares on Placer transit systems. Eligible categories include:</p> <ul style="list-style-type: none"> • Seniors: age 60 and older. • Children under age 5: up to two children under age 5 may ride free with each fare-paying adult; under age 6 on Auburn Transit and Placer County Transit. • Students: ages 5 through 18 on Roseville Transit; ages 6 through 12 on Auburn Transit, Lincoln Transit and Placer County Transit. • Persons with Disabilities / Medicare Card holders: proof of eligibility is required. • Residents: commuters living in Roseville qualify for a discount. A Roseville Resident Commuter ID card is required. <p>On Health Express, passengers are eligible for discounted fares with presentation of a Medicare, Medi-Cal, Medicaid, Public Transit ADA/Disability/Senior ID Card.</p>	This is not an unmet transit need.
Regional	Some individuals find it a financial hardship that not all transit operators accept or provide transfers. Others indicate they were unaware of the availability of transfers and do not understand how to obtain one or use it.	<p>Free transfers between Placer transit operators are available upon request boarding a bus. More specifically:</p> <p><u>Roseville Transit</u> Roseville Transit accepts Placer County Transit transfers into the Roseville Transit system. Likewise, Roseville Transit passengers may board Placer County Transit at the Louis/Orlando Transfer Point and Galleria Transfer Point only with a Roseville Transit Daily, Semi-Monthly, or Monthly Passes.</p> <p><u>Placer County Transit</u> Free transfers between Placer County Transit buses have been replaced by the 24 Hour Daily Pass. This change in transfer policy applies only to transfers between Placer County Transit buses, such as transferring between the HWY 49 bus and the Auburn/Light Rail bus. Transfers between Placer County Transit and other transit agencies (Auburn Transit, Gold Country Stage, Lincoln Transit, and Roseville Transit) remain available for free.</p> <p>There is no transfer available to Sacramento Regional Transit (which eliminated this option several years ago) except for passengers who use a daily or monthly pass; in this case the transfer is free between operators in either direction.</p>	This is not an unmet transit need.
Regional	Some service providers would	Multi-ride tickets and/or passes can be purchased in advance from each transit operator. Information for	This is not an unmet transit

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2013-2014

Jurisdiction	Public Comments	Analysis	Recommendation
	<p>like to make bulk purchases of passes so they can distribute them to their clients as needed.</p>	<p>purchasing passes can be obtained at:</p> <p>Auburn Transit Auburn City Hall 1225 Lincoln Way, Auburn (530) 823-4211</p> <p>Lincoln Transit Lincoln City Hall 600 Sixth Street, Lincoln (916) 434-2430</p> <p>Placer County Transit 11432 F Ave., Auburn, (530) 885-BUSS or (916) 784-6177</p> <p>Transit passes purchased in advance are generally sold in quantities ranging from 10 to 40 rides (depending on the operator), by the month, or for a set number of days (e.g., 30-day pass).</p>	<p>need.</p>
Regional	<p>Are there possibilities of implementing a student universal bus pass for the county transportation system and its feeders (i.e. Roseville, Auburn, etc)? There is a definite need for something like this to serve Sierra College Rocklin campus.</p>	<p>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 public transit systems using a single fare instrument. The Connect Card will make using transit easier and more seamless throughout the Sacramento region. Participating transit operators include: Sacramento Regional Transit District, Yolo County Transportation District, Yuba-Sutter Transit, Elk Grove Transit, El Dorado Transit, Folsom Stage Lines, and Roseville Transit. Placer County Transit has deferred a decision to join the Consortium until a later time and will have an opportunity to exercise a contract option during implementation of the Connect Card.</p> <p>In addition, there has been recent discussion with Sierra College staff of establishing a College Transit Pass Program. Such a program would require development of a partnership between the college and local transit operators.</p>	<p>This is not an unmet transit need.</p>
Sacramento County	<p>I live in North Highlands (Sacramento County) and in the past have travelled by transit on days that were "try out transit" days. It takes a bit longer to come to work via transit but it is possible. The real inhibitor for me right now is that I cannot afford two transit passes, one for Sacramento Regional Transit and one for Roseville Transit and/or Placer County Transit. It would be great to have a transit pass that would get me from North Highlands to Roseville.</p>	<p>SACOG has the responsibility for governing fare transfer agreements between regional transit operators. SACOG and a consortium of transit agencies within the Sacramento region will be introducing a regional electronic fare card, known as the Connect Card. The connect card 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. Participating transit operators will include: Sacramento Regional Transit District, Yolo County Transportation District, Yuba-Sutter Transit, Elk Grove Transit, El Dorado Transit, Folsom Stage Lines, and Roseville Transit. Placer County Transit has deferred a decision to join the Consortium until a later time.</p>	<p>This comment will be forwarded to the Sacramento Area Council of Governments (SACOG) for analysis as part of their unmet transit needs processes.</p>
<i>New Service / Route Extensions</i>			
Capitol Corridor	<p>Why doesn't the Amtrak Zephyr stop at Auburn?</p>	<p>Amtrak Zephyr stops at Colfax, Roseville and Sacramento stations only. Amtrak bus connections are available at Auburn, Colfax, Rocklin and Roseville and Sacramento stations.</p>	<p>This is not an unmet transit need.</p>

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2013-2014

Jurisdiction	Public Comments	Analysis	Recommendation
Capitol Corridor	We need more train service to Auburn.	CCJPA's goals are to expand service into Placer County as well as between Oakland and San Jose. The CCJPA FY 2014/15 and 2015/16 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.	This is not an unmet transit need.
Capitol Corridor	Does Amtrak service go to Auburn?	Amtrak and Capitol Corridor rail and bus service is available to Auburn, Colfax, Rocklin and Roseville and Sacramento stations.	This is not an unmet transit need.
Capitol Corridor	Need one additional round trip to Auburn on the Capitol Corridor and ten round trips to Roseville per CCJPA Business Plan.	CCJPA's goals are to expand service into Placer County as well as between Oakland and San Jose. The CCJPA FY 2014/15 and 2015/16 Business Plan identify the next phase of service expansions 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.	This is not an unmet transit need.
Lincoln	Can the Lincoln Transit fixed service include route deviations? Too many destinations go unserved & it's too far to walk to them from the fixed service. We need service on more streets.	Lincoln Transit currently operates two fixed routes: the Downtown Circulator and the Lincoln Loop. Route deviations are not available for these two routes. A route deviated service would require additional equipment and funding to cover the cost to maintain the existing fixed route schedule and its connections, plus the deviations. In lieu of a route deviated service, Lincoln Transit provides a Dial-a-Ride service for the general public. This service operates as a curb-to-curb, shared ride service, within City limits.	This is not an unmet transit need.
Lincoln	Lincoln Transit fixed service driver breaks seem very long – about 25 minutes. Can this time be reallocated to do deviations?	This is an operational issue that will be forwarded to Lincoln Transit to address.	This is not an unmet transit need.
Lincoln	Need fixed route transit service to Sun City Lincoln.	Currently, Lincoln residents may connect to Lincoln Transit's Downtown Circulator and/or to Placer County Transit at the Twelve Bridges Transfer Point. Due to past low ridership, Lincoln Transit only provides Dial-a-Ride service to/from and within Sun City.	This is not an unmet transit need.
Lincoln	<p>There are no buses, that I am aware of, that connect Lincoln residents with Placer County Transit buses and/or Roseville Transit buses, or the light rail train, for people that have commuter hours into downtown Sacramento.</p> <p>There should be buses that will connect to all three of these options for the primary commuter departure times in the morning and in the afternoon.</p>	<p>Lincoln Transit's Downtown Circulator connects with Placer County Transit Sierra College/Rocklin/Lincoln bus route on weekdays at the Twelve Bridges Transfer Point (near the Twelve Bridges Library) from 6:00 am to 5:00 pm. Placer County Transit will drop off passengers by request at the Twelve Bridges Transfer Point at 6:00, 7:00 and 8:00 pm, however, there is no connecting Lincoln service at these evening times. Placer County Transit's Sierra College/Rocklin/Lincoln connects with Roseville Transit service and Placer County's Auburn/Light Rail bus route at the Galleria. Placer County Transit's Auburn/Light Rail route connects with Regional Transit's light rail at the Watt Avenue station.</p> <p>The only commuter bus service currently provided by Roseville Transit and Placer County Transit operates in the I-80 corridor. A Lincoln resident would park-and-ride at Taylor Road to catch either of these commuter services.</p>	This is not an unmet transit need.
Lincoln	There is no connection from Lincoln to commuter bus services. And leaving the Lincoln Twelve Bridges Transfer Point at 6:00 am to get to work on time and not being able to get back there until 6:00 pm sure makes for an extra long day!	Currently, a Lincoln resident could catch Placer County Transit by taking the Lincoln/Sierra College bus route to the Galleria transit center, connect to the Placer County Transit Auburn/Light Rail bus, and then connect to the Regional Transit light rail system at Watt/I-80. The existing Placer County Transit service, it should be noted, functions as an intercity bus service rather than primarily a commuter/express bus service.	This is not an unmet transit need.

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2013-2014

Jurisdiction	Public Comments	Analysis	Recommendation
Lincoln	It would be nice to have a commuter bus service for Lincoln residents.	<p>The Lincoln Transit Short Range Transit Plan (SRTP) 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 SRTP.</p> <p>Placer County Transit SRTP 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 systemwide 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 between the City of Lincoln and Placer County, and possibly other benefiting SR 65 corridor jurisdictions as well.</p>	This is not an unmet transit need that is reasonable to meet.
Lincoln	It would be nice to have a few of the highly subsidized vanpools (such as those that come out of Auburn), leaving from Lincoln everyday to get to downtown Sacramento. Getting a new vanpool started from Lincoln is becoming an expensive proposition. I have observed more than one person look into it and give up, even though they could find riders. I have also seen a couple of vanpools start up with the "SACOG" subsidy, but have to disband when the subsidy ran out because the cost became too high for the riders. It is pretty sad when riders decide it is cheaper for them to carpool than to form a vanpool.	Placer County Transit currently operates ten vanpools. Specific information regarding the vanpool program, the ability to establish new vanpools or whether existing vanpools have capacity to accommodate new riders is available by contacting Placer County Transit, at (530) 745-7570.	This is not an unmet transit need.
Lincoln	I'll begin working in downtown Sacramento and will be taking the Capital Corridor from Roseville to Sacramento each weekday. I am curious as to any plans to have a bus go from Lincoln to the Roseville Amtrak Station.	<p>There is currently no direct bus service or future plans for Lincoln Transit to serve the Roseville train station. A Lincoln resident would need to take Placer County Transit to the Galleria transfer center, transfer to Roseville Transit service to downtown Roseville, alight at Vernon Street and walk to the Roseville train station to catch the Capitol Corridor.</p> <p>An alternative would be to catch the Placer County Transit bus and take it directly to the Rocklin train station (Pacific/Midas street). The Placer County Transit bus arrives at the Rocklin train station at 6:43 am. The Capitol Corridor train arrives at the Rocklin train station at 6:58 am. The reverse would occur for the evening commute: the Capitol Corridor arrives at 5:56 pm at the Rocklin Train Station; the Placer County Transit bus arrives at 6:06 pm and arrive in Lincoln at 7:00 pm.</p>	This is not an unmet transit need.
Loomis	A 91-year old family member needs some type of alternate transportation because they cannot use the Taylor Road Shuttle.	The My Rides Program is available for Placer County senior residents to get to destinations they would not otherwise be able to access by public transit. 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.
Nevada County	Very hard to get Dial-a-Ride to Donner Summit because of Placer/Nevada county line	This area lies outside of PCTPA's jurisdiction.	This comment will be forwarded to the Nevada County Transportation

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2013-2014

Jurisdiction	Public Comments	Analysis	Recommendation
	issues. Donner has 129 residences plus many visitors. The winter shuttle needs to be a year round service.		Commission (NCTC) for analysis as part of their unmet transit needs processes.
Placer County (Christian Valley)	There are no transit services available to Christian Valley residents.	The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org .	This is not an unmet transit need.
Placer County (Foresthill)	Need to be able to get to Auburn Station to connect to other bus services.	Several years ago, bus service was provided to Foresthill. This service operated daily with two round trips. The bus route never met the goals and standards established for a rural bus service. The Foresthill bus route averaged about 50 one-way passenger trips per month; or about 2.5 trips per day, at an annual operating cost of \$78,828. The bus service was discontinued at the end of December 2008 due to its history of low productivity and ridership.	PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Foresthill community.
Placer County (Foresthill)	Need service to get to medical appointments and hospital in Auburn.	The Health Express service area includes the community of Foresthill.	This is not an unmet transit need.
Placer County (Foresthill)	There is a need for a lifeline level of bus service for residents of Foresthill. There are four new housing developments being established that will add to the demand for bus service over time.	Several years ago, bus service was provided to Foresthill. This service operated daily with two round trips. The bus route never met the goals and standards established for a rural bus service. The Foresthill bus route averaged about 50 one-way passenger trips per month; or about 2.5 trips per day, at an annual operating cost of \$78,828. The bus service was discontinued at the end of December 2008 due to its history of low productivity and ridership.	PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Foresthill community.
Placer County (Granite Bay)	There needs to be better Dial-a-Ride access in Granite Bay.	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.
Placer County (Iowa Hill)	Do Health Express and/or the My Rides Program cover the Iowa Hill area?	Health Express does not currently serve the Iowa Hill community. The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org .	This is not an unmet transit need.
Placer County (Meadow Vista)	Is there bus service to Meadow Vista?	Placer County Transit's Alta/Colfax route serves the Meadow Vista community. The Meadow Vista stop is "by reservation only." Commuter bus service is also available to Meadow Vista residents at the Clipper Gap park-and-ride lot.	This is not an unmet transit need.
Placer County (Sheridan)	Sheridan has no transit service at the present time, not even Dial-a-Ride. Please consider proving transit service to our area in the near future.	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. Currently, Health Express service and the My Rides Program are available to eligible Sheridan community residents.	PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Sheridan community.
Placer County (Sheridan)	The MAC suggests that bi-weekly bus service, perhaps on a Tuesday morning and a Saturday	Prior SRTP analyses assumed an estimated productivity of three passengers per service hour for a new fixed-route service to Sheridan operated by Lincoln Transit. This service was estimated to cost approximately \$20,000 per year to operate, providing a marginal fare box recovery ratio of about 6.0 percent. This is below the minimum 10.0	PCTPA to seek grant funding to study the feasibility of providing rural transit service

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2013-2014

Jurisdiction	Public Comments	Analysis	Recommendation
	<p>afternoon would be a good way to start such a service. We realize that this would be a trial service that would be granted for a test period as to whether the members of the Sheridan Community would use such a service. There is also need for continued outreach in the community.</p>	<p>percent required to be considered an unmet transit need that is reasonable to meet. A bi-weekly service proposal may, however, improve fare box recovery.</p>	<p>to the Sheridan community.</p>
<p>Placer County (Sheridan)</p>	<p>We want to see some type of service connecting to Lincoln.</p>	<p>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.</p> <p>Currently, Health Express service and the My Rides Program are available to eligible Sheridan community residents.</p>	<p>PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Sheridan community.</p>
<p>Placer County (Sheridan)</p>	<p>Need to get to Oakmont High School in Roseville. Takes too long to ride Placer County Transit with a transfer to Roseville Transit.</p>	<p>Currently, a Sheridan resident would need to travel to the Twelve Bridges Transfer Point in Lincoln and catch Placer County Transit's Lincoln/Sierra College bus route to the Galleria transit center, connecting to Roseville Transit service to Oakmont High School.</p>	<p>This is not an unmet transit need.</p>
<p>Placer County (Sheridan)</p>	<p>The Municipal Advisory Council (MAC) would like to recommend that the Placer Board of Supervisors consider the lack of transit service to Sheridan as an unmet transit need and the means to solve it. The community has gained residents and expects to gain more given the availability of new sewer and water permits. Sheridan residents have requested the MAC do everything possible to make transit service happen.</p>	<p>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.</p> <p>Currently, Health Express service and the My Rides Program are available to eligible Sheridan community residents.</p>	<p>PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Sheridan community.</p>
<p>Placer County (SR 193 Corridor)</p>	<p>Lincoln Transit and Placer County Transit each serve one end of this corridor, but people in the middle have no service.</p>	<p>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.</p>	<p>PCTPA to seek grant funding to study the feasibility of providing rural transit service within the SR 193 Corridor.</p>
<p>Placer County & Roseville</p>	<p>Several individuals in Auburn report there is insufficient service to the Santucci Justice</p>	<p>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.</p>	<p>This is not an unmet transit need.</p>

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2013-2014

Jurisdiction	Public Comments	Analysis	Recommendation
Regional	<p>Center.</p> <p>I would like to suggest that Placer County needs public transportation to the airport. I frequently travel to and from Denver, and I must say that the RTD system in Denver has amazing airport transportation, from as far away as Boulder. The system is heavily used (including by me), and very convenient. I live in Auburn and travel out of Sacramento International several times per month. If a reliable form of public transportation existed to get to the airport, I would use it.</p>	<p>Currently, there is no existing direct service between Auburn and Sacramento International Airport. Nor is there direct service available from El Dorado, within Sacramento, Sutter or Yuba counties to the Airport. Only Yolo County (Yolobus) provides a direct connection to Sacramento International Airport as part of its intercity service between West Sacramento, downtown Sacramento, and Woodland. There are however several options to take "Placer" public transit to Sacramento International Airport from Auburn:</p> <ul style="list-style-type: none"> • Take the Capitol Corridor rail service to the downtown Sacramento station and transfer to Yolobus, which serves the Airport on an hourly basis. • Take Placer Commuter Express directly to downtown Sacramento and transfer to Yolobus to the Airport. • Take Placer County Transit (Auburn/Light Rail route) to the Watt/I-80 light rail station and transfer to light rail. Take light rail to downtown and transfer to Yolobus. • Alternatively, private shuttle services are available to provide direct trips to the airport. <p>Also, the Denver RTD is a multi-county regional transit system in which airport passenger facility charges (PFCs) are used to subsidize direct limited stop bus service to Denver's airport. The transit systems in the Sacramento region aim to coordinate services, however, a single multi-county system does not exist the way it does within the Denver region. The proposal of multi-county transit consolidation has been brought up over the years, but has not gone anywhere due to the lack of adequate funding for current localized needs, let alone the challenges expansion over a multi-county basis as well as the governance and institutional such issues would bring.</p>	<p>This is not an unmet transit need.</p>
Rocklin	<p>Lives in Villa Serena. Has macular degeneration. Quit driving six months ago. Is interested in seeing regular bus service within City of Rocklin to get to social activities and not just medical appointments.</p>	<p>Placer County Transit and the City of Rocklin have an agreement for transit services within the City. Rocklin neighborhoods are currently served by Placer County Transit's Rocklin Dial-a-Ride, which provides advance reservation curb-to-curb service. Many public comments received during prior year unmet transit needs processes have focused on the lack of adequate transit service in many portions of the City. The Dial-a-Ride service currently has a low amount of ridership not on par with peer cities in California. Given the size and complexity of the City, the recently completed Placer County Transit SRTP recommended a focused community transit planning effort to evaluate the feasibility of more direct bus route coverage. This study is currently underway and is anticipated to be completed by summer 2014. Recommendations from the study may provide input in next year's unmet transit needs analysis.</p>	<p>Completion of the Rocklin Community Transit Study will help facilitate the determination of future unmet transit needs in the City of Rocklin.</p>
Rocklin	<p>Resident lives at Ranchview and Wildcat (Whitney Ranch Apartments) across the street from the high school. She would like to have transit to accommodate apartment residents as well as high school students. She is a disabled person, the nearest bus stop is 3.5 miles away, which isolates her from using public transit. She and three other residents along with the apartment manager spoke on this same issue in 2011.</p>	<p>Placer County Transit and the City of Rocklin have an agreement for transit services within the City. Rocklin neighborhoods are currently served by Placer County Transit's Rocklin Dial-a-Ride, which provides advance reservation curb-to-curb service. Many public comments received during prior year unmet transit needs processes have focused on the lack of adequate transit service in many portions of the City. The Dial-a-Ride service currently has a low amount of ridership not on par with peer cities in California. Given the size and complexity of the City, the recently completed Placer County Transit SRTP recommended a focused community transit planning effort to evaluate the feasibility of more direct bus route coverage. This study is currently underway and is anticipated to be completed by summer 2014. Recommendations from the study may provide input in next year's unmet transit needs analysis.</p>	<p>Completion of the Rocklin Community Transit Study will help facilitate the determination of future unmet transit needs in the City of Rocklin.</p>
Rocklin	<p>Interested in seeing expanded bus service within City of Rocklin.</p>	<p>Placer County Transit and the City of Rocklin have an agreement for transit services within the City. Rocklin neighborhoods are currently served by Placer County Transit's Rocklin Dial-a-Ride, which provides advance reservation curb-to-curb service. Many public comments received during prior year unmet transit needs processes have focused on the lack of adequate transit service in many portions of the City. The Dial-a-Ride service currently</p>	<p>Completion of the Rocklin Community Transit Study will help facilitate the determination of future</p>

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		has a low amount of ridership not on par with peer cities in California. Given the size and complexity of the City, the recently completed Placer County Transit SRTP recommended a focused community transit planning effort to evaluate the feasibility of more direct bus route coverage. This study is currently underway and is anticipated to be completed by summer 2014. Recommendations from the study may provide input in next year's unmet transit needs analysis.	unmet transit needs in the City of Rocklin.
Roseville	Working on a housing development for homeless for the Sunset Industrial Center and wants to know what it'll take to get transit out there when it's needed.	Placer County Transit's Lincoln/Sierra College bus route serves the easterly fringe of the Sunset Industrial Center on Industrial Boulevard south of the Twelve Bridges Transfer Point to Sunset Boulevard. Lacking further information, it is not possible to determine whether existing service would meet or would not meet this future development's transit needs.	This is not an unmet transit need.
Roseville	Implement Alternative A recommendations in July 8, 2013 Fehr & Peers Technical Memorandum for Roseville Transit. Alternative A recommends service to American River College.	PCTPA recently completed a SRTP on behalf of Roseville Transit. The SRTP contains a long list of service enhancements to fill identified gaps and needs for route improvements, including future service to American River College. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with the SRTP. However, the City of Roseville currently uses all available TDA funds to provide public transportation in the City and for commuters traveling from Roseville to Sacramento. PCTPA's unmet transit needs criteria also specify that a jurisdiction cannot be required to spend more TDA funds than it has available for transit service.	This is an unmet transit need that is not reasonable to meet.
Roseville	Implement a Roseville Transit Civic Center to Sierra Gardens bus route to Sierra College as a pilot service.	<p>Currently, Sierra College students can take Roseville Transit to the Galleria Transfer Point or Louis/Orlando Transfer Point and board Placer County Transit, which directly serves Sierra College. Once Placer County Transit's service ends for the day, Roseville Transit's Sierra College Evening Shuttle begins service at 7:51 p.m. traveling to the Galleria Transfer Point through 9:22 p.m.</p> <p>PCTPA recently completed a SRTP on behalf of Roseville Transit. The SRTP contains a long list of service enhancements to fill identified gaps and needs for route improvements, including future service to Sierra College. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with the SRTP. However, the City of Roseville currently uses all available TDA funds to provide public transportation in the City and for commuters traveling from Roseville to Sacramento. PCTPA's unmet transit needs criteria also specify that a jurisdiction cannot be required to spend more TDA funds than it has available for transit service.</p>	This is not an unmet transit need that is reasonable to meet.
Roseville	Extend Routes A and B to serve Sierra College.	<p>Currently, Sierra College students can take Roseville Transit to the Galleria Transfer Point or Louis/Orlando Transfer Point and board Placer County Transit, which directly serves Sierra College. Once Placer County Transit's service ends for the day, Roseville Transit's Sierra College Evening Shuttle begins service at 7:51 p.m. traveling to the Galleria Transfer Point through 9:22 p.m.</p> <p>PCTPA recently completed a SRTP on behalf of Roseville Transit. The SRTP contains a long list of service enhancements to fill identified gaps and needs for route improvements, including future service to Sierra College. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with the SRTP. However, the City of Roseville currently uses all available TDA funds to provide public transportation in the City and for commuters traveling from Roseville to Sacramento. PCTPA's unmet transit needs criteria also specify that a jurisdiction cannot be required to spend more TDA funds than it has available for transit service.</p>	This is an unmet transit need that is not reasonable to meet.
Roseville	In need of the Roseville Transit to add a line from the Galleria Mall to the Watt/I- 80 light rail station. The Placer County Transit only goes one time each hour. Need Roseville Transit to	<p>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.</p> <p>PCTPA recently completed a SRTP on behalf of Roseville Transit. The SRTP contains a long list of service enhancements to fill identified gaps and needs for route improvements, including future service to the Watt/I-80 light rail station. In order to be considered an unmet transit need that is reasonable to meet this service request</p>	This is an unmet transit need that is not reasonable to meet.

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	leave Watt/I- 80 on the half hour. This is a need from a great number of Placer County Transit riders.	must be consistent with the SRTP. However, the City of Roseville currently uses all available TDA funds to provide public transportation in the City and for commuters traveling from Roseville to Sacramento. PCTPA's unmet transit needs criteria also specify that a jurisdiction cannot be required to spend more TDA funds than it has available for transit service.	
Tahoe/Truckee	Important to get our clients in Tahoe to U.C. Davis Medical Center in Sacramento.	The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org . It should be noted however that some of the Tahoe/Truckee areas lie outside of PCTPA's jurisdiction and the My Rides Program service area.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.
Tahoe/Truckee	Need service from 9:30 am to noon to Kings Beach near elementary school; near SR 89; and to the Donner Creek trailer park.	This area lies outside of PCTPA's jurisdiction.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) for analysis as part of their unmet transit needs processes.
WPCTSA	There is a need for socialization for seniors. You got the medical trip needs covered. Maybe there can be a public/private partnership to meet these needs?	The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org . It should be noted that the My Rides Program represents a partnership between public agencies such WPCTSA, Area 4 Agency on Aging, and Placer First 5 Families, and Seniors First, a non-profit organization..	This is not an unmet transit need.
WPCTSA	Would be good for Health Express to serve Travis VA Hospital.	Currently, Health Express does not serve the Travis VA Hospital located in Fairfield, Solano County.	This is not an unmet transit need.
WPCTSA	Does Health Express serve the new U.C. Davis medical facility near SR 65?	The Health Express service area includes service to the new U.C. Davis medical facility near SR 65.	This is not an unmet transit need.
WPCTSA	Need Health Express to serve the VFW medical facility at McClellan.	Health Express operates two partial days per week, Tuesdays and Thursdays, (up to six hours each day) for Placer residents to go to medically related appointments in the Sacramento area. Sacramento medical facilities served by Health Express include the McClellan VA Clinic.	This is not an unmet transit need.
Service Area			
Auburn & Placer County	Confusion expressed over service roles between PCT Highway 49 service and Dial-a-Ride within Auburn area.	Placer County Transit operates two types of transit services, fixed route and Dial-a-Ride service, within the Highway 49 corridor. The Dial-a-Ride is available to the general public, including persons with disabilities; and operates within a ¼ mile corridor on either side of the Highway 49 fixed route.	This is not an unmet transit need.
Colfax	I want to express my thanks for the Dial-a-Ride type buses that are being used east of Colfax. It has made a huge difference for some young men in our neighborhood without transportation as their families do not have a car. So far, I can	Placer County Transit's Alta/Colfax bus route operates as a route deviated service. Deviations can occur up to ¼ mile from the route on a reservation basis. Health Express and the My Rides Program are also available to serve eligible Colfax and unincorporated area Placer County residents.	This is not an unmet transit need.

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	<p>still drive. If I couldn't, I'd be stranded as I could not walk the distance to the mailboxes where the bus comes. Is there anything that is being considered for handicapped people who live too far to walk out to the freeway or can't walk out of their yard? I don't need it now, but the day may be coming when I do.</p>		
<p>Placer County (Bowman)</p>	<p>Mike takes pain medication because he suffered head injury. He has short-term memory loss and has many physical issues. The Dial-a-Ride will only go to Foothill Market. He needs Dial-a-Ride to go up Lincoln Way near the McDonald's or the Kentucky Fried Chicken, or somewhere on Tierra Way. It is physically painful to walk to the Foothill Market from his home near Sierra Mesa Place. Can you expand the Dial-a-Ride pickup service area by ½ mile or so?</p>	<p>The Americans with Disabilities Act (ADA) only requires complimentary transit service for persons with disabilities within a ¼ mile zone of any fixed-route service. Placer County Transit is currently consistent with this ADA requirement. Although not required, the ADA regulation includes an optional provision that service can be provided from ¼ mile up to 1½ miles of a bus route at the transit operator's discretion.</p> <p>Extending Dial-a-Ride service past the ¼ mile ADA boundary at this location will not be easy to accomplish. Further, the Placer County SRTP does not include a recommendation to extend the Dial-a-Ride service areas beyond their ¼ mile service up to 1½ miles. The SRTP does however recommend looking at the feasibility of providing rural transit services. Generally, a broader approach is needed to address this issue rather than a case by case solution to specific service requests.</p>	<p>PCTPA to seek grant funding to study the feasibility extending the Dial-a-Ride fringe areas within rural Placer County.</p>
<p>Placer County (Sierra College Corridor)</p>	<p>Would like to see a new route along Sierra College/Hazel Avenue corridor to the Hazel light rail station. Locate stops at Wal-Mart and Target Centers located in Rocklin.</p>	<p>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.</p>	<p>This is not an unmet transit need.</p>
<p>Regional</p>	<p>Continue to advocate for improved regional transit connectivity to achieve seamless travel across the region for increased efficiency, cost-effectiveness, and expanded services. Currently, the number of transfers required makes many transit trips too long and arduous.</p>	<p>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.</p> <p>Currently, transit operators in Placer County coordinate their services with one another. Timed transfers with each system is a goal and for the type of transit service provided quite typical within lower density suburban areas, such as Placer County.</p>	<p>This is not an unmet transit need.</p>
<p>Regional</p>	<p>Can't easily get to Citrus Heights or visiting sister in Carmichael.</p>	<p>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.</p>	<p>This is not an unmet transit need.</p>

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Regional	Would like to be able to use to get from Rocklin to Auburn, Lincoln, Loomis, and Roseville without having to ride multiple buses.	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. Currently, transit operators in Placer County coordinate their services with one another. Timed transfers with each system is a goal and for the type of transit service provided quite typical within lower density suburban areas, such as Placer County.	This is not an unmet transit need.
Tahoe/Truckee	Out of the area transportation is needed for people that need to access essential food, medical or county services in Auburn, Grass Valley, Nevada City, Reno, and Sacramento. Families without access to personal transportation struggle to find a way to access these essential services and often miss critical appointments due to lack of public transportation.	The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org . It should be noted however that some of the Tahoe/Truckee areas lie outside of PCTPA's jurisdiction and the My Rides Program service area. Some out of area transportation needs could also be met using the Amtrak Zephyr. The Zephyr stops at Reno, Truckee, Colfax, Roseville and Sacramento stations.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.
Service Frequency			
Placer County	Would like to see 30 minute frequency during peak periods on Auburn LRT service.	The Placer County Transit SRTP includes a recommendation to increase the frequency of the Auburn/Light Rail service, from 60 to 30 minutes. It should be noted that variability of service frequencies among Placer County Transit bus routes may cause passengers to perceive the service as unreliable. When service frequencies are consistent, passenger's confidence is increased. Therefore, the Placer County Transit SRTP recommendation to increase the frequency of the Auburn/Light Rail service would need to be implemented systemwide, and as such would require similar changes to the Lincoln/Sierra College and Highway 49 bus routes. This would require additional equipment and funding.	This is an unmet transit need that is not reasonable to meet.
Roseville	Request that Route M "long run" occur every hour.	The Route "M" long run every hour went into effect September 30, 2013.	This is not an unmet transit need.
Roseville	More frequent service is needed on Route "G."	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. Lacking further information regarding service frequency, this comment that will be forwarded to Roseville Transit to address.	This is not an unmet transit need.
Service Schedule			
Loomis	It is difficult to determine where the timed stop for the Taylor Road Shuttle is located in Loomis? The bus driver leaves before the scheduled time.	This is a schedule/timetable issue that will be forwarded to Placer County Transit to address. Placer County Transit would need to conduct a GPS analysis to determine what time to post and where to post the bus stop sign.	This is not an unmet transit need. Placer County Transit to conduct a GPS analysis to determine time to post and where to post the bus stop sign.
Loomis	Why doesn't the Taylor Road Shuttle stop at the Train Depot?	This is an operational issue that will be forwarded to Placer County Transit and the Town of Loomis to address.	This is not an unmet transit need.
Placer County	The Placer County Transit busses leave at the hour. Light rail drops	This is a scheduling issue that will be forwarded to Placer County Transit to address.	This is not an unmet transit need.

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	two minutes later. Then bus usually waits at Louis Orlando then leaves. This has caused many a jam for me could we make a little sense please.		
Placer County	Likes the 5:00 am PCT bus to the Galleria.	This is compliment will be forwarded to Placer County Transit.	This is not an unmet transit need.
Regional	Simplify Dial-a-Ride services so there are no transfers. For an example, see Paratransit, Inc. in Sacramento.	Transfers for the type of transit service provided are typical within lower density suburban areas, such as Placer County.	This is not an unmet transit need.
Regional	Don't like transfers. Don't want to ride multiple buses; just one bus. Can't see very well, so trying to determine which bus to transfer to/from is very difficult for me.	Transfers for the type of transit service provided are typical within lower density suburban areas, such as Placer County.	This is not an unmet transit need.
Regional	Dial-a-Ride, Health Express and My Rides all have limited schedules. There isn't sufficient time within the trip to be able to socialize, get coffee, etc...	When scheduling a ride on Dial-a-Ride or Health Express the rider is encouraged to schedule sufficient time to accomplish their intended activities. The My Rides Program is a volunteer based service. The volunteer driver's primary role is to drive people to the requested destination. Volunteer drivers typically stay on location with the rider and drive the rider home at the conclusion of the appointment.	This is not an unmet transit need.
Roseville	Question regarding transfers between Roseville Transit and other operators, including Sacramento Regional Transit.	Information regarding transfers between Roseville Transit and other operators, including Sacramento Regional Transit, can be found on the Roseville Transit website at: http://www.roseville.ca.us/transportation/roseville_transit/timetables/fixed_route/default.asp#Local_Connecting	This is not an unmet transit need.
Roseville	Request Commuter Bus 7:00 pm be pushed out 15 minutes.	This is a scheduling issue that will be forwarded to Roseville Transit to address.	This is not an unmet transit need.
Roseville	Please add an AM route at Taylor/I-80 between Bus 7 and Buses 8/9 - i.e. 7:10 am.	There are 12 combined commuter bus trips provided by Placer County Transit and Roseville Transit. These services are scheduled to meet the majority of commuter needs for those riders working in downtown Sacramento.	This is not an unmet transit need.
Roseville	Request an additional bus beyond the 5:30 pm time frame returning to Roseville from downtown Sacramento.	There are 12 combined commuter bus trips provided by Placer County Transit and Roseville Transit. These services are scheduled to meet the majority of commuter needs for those riders working in downtown Sacramento.	This is not an unmet transit need.
Roseville	Please have Commuter PM 1 and Route R timed to connect at Louis Orlando Transfer Point.	This is a scheduling issue that will be forwarded to Roseville Transit to address.	This is not an unmet transit need.
Sacramento County	There aren't any busses to HP at about 7:00 am.	Currently, Roseville's Route R gets to HP around 7:50 am.	This is not an unmet transit need.
Service Span			
Loomis	Would like to be able to use the bus to attend Sunday service at the Loomis Methodist Church and get to the Senior Life Center (@ Brace and Barton Roads).	Placer County Transit currently does not provide fixed route or Dial-a-Ride services on Sunday. It is not particularly common for smaller transit systems to operate service on Sundays. This service alternative was examined in Placer County Transit's SRTP; however due to increased operating costs and low ridership projections the adopted SRTP did not include any recommendation to provide service on Sundays. Roseville Transit is the only transit system that operates Dial-a-Ride service on Sundays, from 8:00 a.m. to 6:00 p.m.	This is an unmet transit need that is not reasonable to meet.

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Nevada County	Gold Country Stage Route 5 should operate again on Saturday.	This area lies outside of PCTPA's jurisdiction.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) for analysis as part of their unmet transit needs processes.
Placer County	Would like to see longer Auburn LRT service hours (to match light rail hours of service) in place when Sacramento Kings 2016 season begins at new downtown arena.	PCTPA has recently completed a SRTP on behalf of Placer County Transit. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including extended service hours. The Placer County Transit SRTP recommendation to extend service hours of the Auburn/Light Rail service would need to be implemented systemwide, and as such would require similar changes to the Lincoln/Sierra College and Highway 49 bus routes. This would require additional equipment and funding. Currently, there is no funding to implement this service recommendation.	This is an unmet transit need that is not reasonable to meet.
Regional	Implement Sunday service.	Auburn Transit, Lincoln Transit and Placer County Transit do not provide fixed route or Dial-a-Ride services on Sunday. It is not particularly common for smaller transit systems to operate service on Sundays. This service alternative was examined in each transit operators SRTP; however due to increased operating costs and low ridership projections the adopted SRTPs did not include any recommendation to provide service on Sundays. Only Roseville Transit operates service on Sundays, with Dial-a-Ride operating from 8:00 a.m. to 6:00 p.m.	This is an unmet transit need that is not reasonable to meet.
Regional	Sunday service is nonexistent or limited in multiple jurisdictions.	Auburn Transit, Lincoln Transit and Placer County Transit do not provide fixed route or Dial-a-Ride services on Sunday. It is not particularly common for smaller transit systems to operate service on Sundays. This service alternative was examined in each transit operators SRTP; however due to increased operating costs and low ridership projections the adopted SRTPs did not include any recommendation to provide service on Sundays. Only Roseville Transit operates service on Sundays, with Dial-a-Ride operating from 8:00 a.m. to 6:00 p.m.	This is an unmet transit need that is not reasonable to meet.
Regional	Workers who rely on public transit to get to their jobs and home again report that busses do not operate late enough between Roseville and Auburn to get back home after work. They also need longer hours on weekends. Without transportation, they must down job offers in the Roseville/Rocklin area or only get assigned to part time work.	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 systemwide, 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 an unmet transit need that is not reasonable to meet.
Roseville	Roseville Transit Route "R" and "S" need to run all day and not focus solely on commuters.	This request is identified in Roseville Transit's SRTP. Currently, there is no funding to implement this service recommendation. The City of Roseville currently uses all available TDA funds to provide public transportation in the City and for commuters traveling from Roseville to Sacramento. PCTPA's unmet transit needs criteria specify that a jurisdiction cannot be required to spend more TDA funds than it has available for transit service. However, the request for Route "R" and "S" service to be extended all day will be passed along to the City of Roseville for their consideration.	This is an unmet transit need that is not reasonable to meet.
Roseville	Provide service on Route "L" until 8:00 pm. Monday through Friday and later Saturday hours on Routes "A", "B", "L", and "M."	This request is identified in Roseville Transit's SRTP. Currently, there is no funding to implement this service recommendation. The City of Roseville currently uses all available TDA funds to provide public transportation in the City and for commuters traveling from Roseville to Sacramento. PCTPA's unmet transit needs criteria specify that a jurisdiction cannot be required to spend more TDA funds than it has available for transit service. However, the request for extended service on Route "L" and later Saturday hours on Routes "A", "B", "L", and "M" will be passed	This is an unmet transit need that is not reasonable to meet.

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Roseville	Provide fixed route Sunday service.	along to the City of Roseville for their consideration. Roseville Transit currently does not provide fixed route services on Sunday. It is not particularly common for smaller transit systems to operate service on Sundays. This service alternative was examined in Roseville Transit's SRTP; however due to increased operating costs and low ridership projections the adopted SRTP did not include any recommendation to provide fixed route service on Sundays. Roseville Transit only operates Dial-a-Ride service on Sundays, from 8:00 a.m. to 6:00 p.m.	This is an unmet transit need that is not reasonable to meet.
Roseville	Request to extend fixed route into the evening on weekends like the week day service provides.	The Roseville Transit SRTP contains a long list of service enhancements to fill identified gaps and needs for route improvements, including extended service hours. Recommendations to extend service hours would generally need to be implemented systemwide, and as such would require similar changes to other bus routes. This would require additional equipment and funding. Currently, there is no funding to implement this service recommendation. The City of Roseville currently uses all available TDA funds to provide public transportation in the City and for commuters traveling from Roseville to Sacramento. PCTPA's unmet transit needs criteria specify that a jurisdiction cannot be required to spend more TDA funds than it has available for transit service.	This is an unmet transit need that is not reasonable to meet.
TART	Year round fixed route service on SR 267 is the number one transit need. Currently, there only is service in the summer (115 days) between Truckee, Northstar 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.
TART	Year round fixed route service on SR 267 is needed. Although there is fixed route transportation on SR 267 in the wintertime, during the rest of the year individuals must go through Tahoe City to access key services in Truckee and vice versa. Many essential medical services are located in Truckee and individuals must often take a day off from work to allow adequate time to take the bus to and from Truckee.	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.
TART	Continue to advocate for full year-round service on SR 267 for residents and tourists. Urge the PCTPA Board to make it a priority to develop a funding plan with the adjacent jurisdictions in Nevada County and the Tahoe Regional Planning Agency (TRPA), and with other potential beneficiaries such as	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. PCTPA continues to seek opportunities to leverage state and federal dollars to enhance local transit funding as well as investigate opportunities for innovative local funding sources to address unmet transit needs considered reasonable to meet.	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.

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	employers and the hospitality industry, to cooperate in funding this service.		
TART	Need regular transportation over SR 267 from Kings Beach to Truckee.	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.
Regional	There are lots of people who work on Sundays who need transit service.	Auburn Transit, Lincoln Transit and Placer County Transit do not provide fixed route or Dial-a-Ride services on Sunday. It is not particularly common for smaller transit systems to operate service on Sundays. This service alternative was examined in each transit operators SRTP; however due to increased operating costs and low ridership projections the adopted SRTPs did not include any recommendation to provide service on Sundays. Only Roseville Transit operates service on Sundays, with Dial-a-Ride operating from 8:00 a.m. to 6:00 p.m.	This is an unmet transit need that is not reasonable to meet.
Regional	Need Sunday service to be able to get to church.	Auburn Transit, Lincoln Transit and Placer County Transit do not provide fixed route or Dial-a-Ride services on Sunday. It is not particularly common for smaller transit systems to operate service on Sundays. This service alternative was examined in each transit operators SRTP; however due to increased operating costs and low ridership projections the adopted SRTPs did not include any recommendation to provide service on Sundays. Only Roseville Transit operates service on Sundays, with Dial-a-Ride operating from 8:00 a.m. to 6:00 p.m.	This is an unmet transit need that is not reasonable to meet.
Other Requests			
Auburn	Auburn Station bike lockers – one is occupied by homeless person belongings; another has a broken door. Are you supposed to place locks on the lockers?	This is a maintenance issue that will be forwarded to Auburn Transit to address.	This is not an unmet transit need.
Auburn/Placer County	Seniors and others with disabilities have requested a bus stop at or nearby the Social Security office in Auburn. The existing bus stop at Luther Road is too far away and creates a hardship to walk there for those with mobility or respiratory issues and crossing the intersection is dangerous due to the high traffic volume.	This is an operational issue that will be forwarded to Placer County Transit to address.	This is not an unmet transit need.
Lincoln	The Twelve Bridges Transfer Point is not convenient. I understand that the Transfer Point was moved from 3 rd & F Streets because of traffic impacting the bus schedule and	This is an operational issue that will be forwarded to Lincoln Transit and Placer County Transit to jointly address.	This is not an unmet transit need.

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	due to cost savings. Now that the Lincoln Bypass has been completed can the Transfer Point be relocated back to 3 rd & F Streets?		
Lincoln	Why can't Lincoln Transit Dial-a-Ride have a transfer agreement with Roseville Transit Dial-a-Ride at the Galleria Mall?	This is an operational issue that will be forwarded to Lincoln Transit and Roseville Transit to jointly address.	This is not an unmet transit need.
Loomis	How do I get to light rail from Loomis?	Placer County's Taylor Road Shuttle connects with Placer County's Auburn/Light Rail bus route at Sierra College. Placer County Transit's Auburn/Light Rail route connects with Regional Transit's light rail at the Watt Avenue station.	This is not an unmet transit need.
Loomis	Is there bus service in Loomis?	The Town of Loomis is served by Placer County's Taylor Road Shuttle and the Placer Commuter Express service.	This is not an unmet transit need.
Nevada County	Whatever happened to Gold Country Stage Route 5X?	Gold Country Stage Route 5X was discontinued due to poor productivity and withdrawal of funding support by the Capitol Corridor.	This is not an unmet transit need.
PCTPA	I am losing my eyesight and can't read the PCTPA web site.	The commenter may want to get a screen reader and/or increase the font size from the user's computer.	This is not an unmet transit need.
Placer County	Placer County's funding commitment to the Gathering Inn Tuesday and Thursday shuttle to Auburn was discontinued.	Funding for the Gathering Inn shuttle was provided by Placer County Health and Human Services for the specific purpose to assist persons to get to primary care medical appointments at the Medical Clinic in Auburn. Funding was only available until the end of 2013. Additionally, there is now medical service available in the Roseville area that was not available when the shuttle service was established. Further, a review of the service by Placer County Health and Human Services determined that many people who used the shuttle were not going to medical appointments but to the DeWitt complex for other reasons.	This is not an unmet transit need.
Placer County	Can we get three bike racks on the buses? Has been stranded occasionally because the two racks have been filled.	Bicycles are currently allowed only on the front mounted bike racks on Placer transit buses. Capacity of the bicycle racks is two or three bikes per bus depending upon the specific transit operator. Bike rack space is available on a first-come, first-served basis.	This is not an unmet transit need.
Placer County	I ride the Placer County Commuter bus from Rocklin to downtown. It's been a life-saver. We've noticed that the Bus #2 is frequently standing room only by the time it makes its last stop in downtown before leaving for Rocklin. Many people don't want to stand so they wait for the next bus. I suppose that would be okay, but with traffic the Bus #3 often leaves downtown late and arrives at Rocklin (among the other destinations) much later. I've spoken to several riders and they have all expressed an interest in a bus that arrives at the last downtown stop (P&5 th)	Placer County Transit currently has no plans to add service or modify times. However, the County will be conducting an on-board survey in the near future (spring 2014). Placer County will also look into the departure times on Placer Commuter Express Bus #3 to see if anything can be done to improve its on-time performance.	This is not an unmet transit need. Placer County Transit to conduct an on-board survey of Placer Commuter Express buses in the near future (spring 2014).

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	at 4:00 going to Rocklin (and beyond). With that information, do you have any plans to conduct a rider survey or add another bus in the near future?		
Placer County	<p>Are there any plans to add a text or twitter type alert for when and where Placer County Transit buses are arriving (i.e. GPS feature).</p> <p>One time this past fall, there was an accident on I-5 during the morning run. It prompted the bus driver to take an alternate route (expressway I believe). We got to downtown five to ten minutes faster and everyone wondered why we don't always take that route.</p>	<p>Placer County has plans to add a GPS feature that provides bus arrival predictions to computers and cell phones. The County does not have a firm timeline on project development, however, summer of 2014 is the anticipated target.</p> <p>Placer Commuter Express uses I-5 to get the bus into position to serve our route with a minimal amount circulation through downtown Sacramento. In the past County bus drivers have used SR 160, however using this route adds more potential to encounter problems in downtown Sacramento on the way to the first bus stop on J Street. In checking with Placer County Transit the time savings has ended up being a wash between the two routes.</p>	This is not an unmet transit need.
Placer County (Foresthill)	We need other road alternatives in/out of Foresthill in the event of a fire emergency.	This is a circulation issue that will be forwarded to Placer County Public Works Department to address.	This is not an unmet transit need.
Regional	Who does pedestrian planning in Placer County? We need sidewalks; a safe place to walk in town.	Planning for pedestrian, bicycle and other nonmotorized transportation is the responsibility of each local jurisdiction's Public Works Department.	This is not an unmet transit need.
Regional	Call Center messes up my Dial-a-Ride schedule. I ask for 1:00 pm pickup and a 3:00 pm return and instead get an 11:00 am pickup and 1:00 pm return.	Call Center representatives are trained to work with passengers when making their reservations for scheduled appointments. There are sometime schedule conflicts and customers are sometimes disappointed the Call Center representative cannot accommodate the exact time they request. In most cases the Call Center representative is able to negotiate an alternative time to the customer within 60 minutes of their requested time; otherwise, the trip request is classified as a trip denial	This is not an unmet transit need.
Regional	<p>Can a rider ask the bus driver to call the connecting bus when it's running late, so we don't miss our connection?</p> <p>What about expanded bus services for seniors? Seniors need to get to places when they cannot drive for the socialization.</p>	Each Placer transit system driver has the ability to directly communicate with its dispatch via radio; for example when the bus is running late. Typically, each system has procedures in place for the other bus to hold for a reasonable amount of time, approximately three minutes for the late running bus.	This is not an unmet transit need.
Regional	What about using "Next Bus" technology so we know when the next bus is arriving?	Placer County has plans to add a GPS feature that provides bus arrival predictions to computers and cell phones. The County does not have a firm timeline on project development; however, summer of 2014 is the anticipated target.	This is not an unmet transit need.
Regional	Can we install QR codes on bus stop signs that link us to the Auburn bus schedule?	This is an operational issue that will be forwarded to Auburn Transit to address.	This is not an unmet transit need.

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Regional	Placer's military members and their families have unmet transportation needs.	Comment noted.	This is not an unmet transit need.
Regional	Would like to see more consistent destination information on front of buses.	This is an operational issue that will be forwarded to each transit operator to address.	This is not an unmet transit need.
Regional	Does not know when his bus is coming; whether it is on time or not?	Placer County has plans to add a GPS feature that provides bus arrival predictions to computers and cell phones. The County does not have a firm timeline on project development; however, summer of 2014 is the anticipated target.	This is not an unmet transit need.
Regional	Need smaller buses.	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.
Regional	Why not a consolidated transit system?	Increased coordination of service delivery rather than service consolidation is the preference previously established by the PCTPA Board.	This is not an unmet transit need.
Regional	Students are confused on how to take the bus to Sierra College.	Students can call 745-7560 or visit www.sptransitinfo.org for help planning their trip to the Sierra College campus. In addition, local transit operators are currently working with Sierra College planning outreach activities to students to increase awareness of public transit service options.	This is not an unmet transit need.
Regional	Is there commuter service to Sacramento?	There are 12 combined commuter bus trips provided by Placer County Transit and Roseville Transit. These services are scheduled to meet the majority of commuter needs for those riders working in downtown Sacramento.	This is not an unmet transit need.
Rocklin	Placer Transit currently has a bus stop on the Sierra College Campus near the theater. I know that it is a problem for the driver to easily get back onto Rocklin Road. Is it possible to move the stop to the large parking lots off of Sierra College Boulevard? There is a traffic light controlled intersection that would make it a lot easier to exit the lot back onto Sierra College Boulevard. The new Wal-Mart down the street makes a new bus stop even more effective. The center of the campus is moving in that direction. There is a new 100,000 sq ft science building proposed for construction in the next few years to be located adjacent to that lot. Also, the traffic on Rocklin Road is severely impacted at various times throughout the day and any movement from Rocklin Road to Sierra College Boulevard	<p>This is an operational issue that will be forwarded to Placer County Transit to address.</p> <p>Placer County Transit indicated a concern that relocation of the existing bus stop would move it further away from the center of Sierra College campus. If that were to occur it may make operational sense to use the parking lots on Sierra College Boulevard as a bus stop and a turnaround location and then serve the bus stops on Rocklin Road in both directions just like the Auburn/Light Rail bus route.</p> <p>An extension to Wal-Mart and Target would require a considerable change in the existing route west of I-80 to get the time needed to extend the route north on Sierra College Boulevard.</p> <p>PCTPA has begun a focused community transit study within the City of Rocklin, which can examine the various proposed Sierra College campus service options.</p>	This is not an unmet transit need. The Rocklin Community Transit Study to examine proposed Sierra College campus service options.

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	would help to alleviate traffic impacts.		
Roseville	Placer County is expanding various child and social services near the Santucci Justice Center (1000 Sunset Boulevard). This location will become a mini-DeWitt Center. There will be a need for a bus stop.	This is an operational issue that will be forwarded to Placer County Transit to address.	This is not an unmet transit need.
Roseville	Add bus stop on Route "M" at Pleasant Grove and Kirkhill	This is an operational issue that will be forwarded to Roseville Transit to address.	This is not an unmet transit need.
Roseville	Request a bus shelter or bench at Wal-Mart on Lead Hill Route "L" service.	This is an operational issue that will be forwarded to Roseville Transit to address.	This is not an unmet transit need.
Roseville	Request a bench at Sierra Gardens Transfer Point, and add a bus stop on north side of Douglas Boulevard in front of the Goodwill store.	This is an operational issue that will be forwarded to Roseville Transit to address.	This is not an unmet transit need.
Roseville	Request to change Route "C" so buses no longer make u-turn into their mobile home complex at 4949 South Cirby.	This is an operational issue that will be forwarded to Roseville Transit to address.	This is not an unmet transit need.
Roseville	Request for stop on Route "S" to service Teleplan at 8875 Washington Boulevard.	This is an operational issue that will be forwarded to Roseville Transit to address.	This is not an unmet transit need.
Tahoe/Truckee	Important to have viable pedestrian paths in winter. There is a need for snow packed paths that are well lighted as well as cleared paths.	This is a maintenance issue that will be forwarded to the Placer County Department of Public Works to address.	This is not an unmet transit need.
Tahoe/Truckee	Develop a regional Social Service Transportation Advisory Committee, which would address Resort Area Triangle social service transportation issues on an ongoing basis. Subjects to discuss include public outreach, information sharing, and local attitudes about taking public transit.	The North Lake Tahoe Basin lies within the jurisdiction of three regional transportation planning agencies (RTPAs): NCTC, PCTPA and TRPA. All three RTPA's are required to have a SSTAC in place as a requirement under the State TDA. As noted in prior Unmet Transit Needs analyses, the Resort Triangle Transportation Planning Coalition could provide a forum for Resort Area Triangle social service transportation issues.	This is not an unmet transit need.
Tahoe/Truckee	Explore transportation options for youth, senior and other community members to access "hard to reach places." Access to classes, after school programs, community services and	All of the locations identified in the comment are located outside of PCTPA's jurisdiction. It should be noted that to serve these locations would most probably require TART service to deviate off existing routes. Any deviation off route would require additional equipment and funding for TART to cover the cost to maintain its existing schedule and connections.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as

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	extracurricular programs is limited due to lack of fixed route transportation, specifically at: <ul style="list-style-type: none"> • North Tahoe Middle School and North Tahoe High School; • Rideout Community Center; • Truckee High School (for youth who reside in Tahoe Donner); and • Sierra College. 		part of their unmet transit needs processes.
Tahoe/Truckee	Concerned that the Transit Visioning process is not focused sufficiently on underserved members of the community.	Comment noted.	This is not an unmet transit need.
Tahoe/Truckee	Support implementation of countywide programs in the Tahoe/Truckee area to provide transit services to underserved community members.	Some Tahoe/Truckee locations are generally located outside of PCTPA's jurisdiction.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.
Tahoe/Truckee	Explore "rolling stock" options to expand transit options to community members.	Some Tahoe/Truckee social service agencies and nonprofit organizations requesting a "rolling stock" option are located outside of PCTPA's jurisdiction. It should be noted that within PCTPA jurisdiction, the WPCTSA provides a Retired Dial-a-Ride Vehicle Program. Vehicle availability is dependent upon local transit operators having retired surplus buses.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.
Tahoe/Truckee	Ensure Community Collaborative Tahoe Truckee partner voice is present at transportation forums and meetings.	The Resort Triangle Transportation Planning Coalition could provide a forum and opportunity for the Community Collaborative Tahoe/Truckee to present social service transportation issues.	This is not an unmet transit need.
Tahoe/Truckee	Ensure safe and viable pedestrian options exist in winter months. All pathways need to be clear of snow during winter months.	This is a maintenance issue that will be forwarded to the Placer County Department of Public Works to address.	This is not an unmet transit need.
Tahoe/Truckee	Would like to know if it's possible for several non-profit organizations to rent a bus. Need bus service once per week. Currently, contract one to two times per month. Also, need a	Some of the Tahoe/Truckee social service agencies and nonprofit organizations requesting a "rolling stock" option are located outside of PCTPA's jurisdiction. It should be noted that within PCTPA jurisdiction, the WPCTSA provides a Retired Dial-a-Ride Vehicle Program. Vehicle availability is dependent upon local transit operators having retired surplus buses.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as

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	bus for special events.		part of their unmet transit needs processes.
WPCTSA	Should get the Health Express riders guide out to the fire districts; and the Transit Connections Guide out to the Senior Centers.	Comment noted.	This is not an unmet transit need. PCTPA to distribute materials to recommended locations.
WPCTSA	Like the Health Express Riders Guide and My Rides card/flyer.	This is compliment will be forwarded to the WPCTSA.	This is not an unmet transit need.
WPCTSA	Noted there are lots of jurisdiction barriers to overcome. Cited the My Rides Program as an example, and funding constraints with Placer First Five funding.	PCTPA continues to seek opportunities to overcome jurisdiction barriers, leverage existing funding, and investigate opportunities for innovative funding sources.	This is not an unmet transit need.
WPCTSA	Would like to have Seniors First do background checks on its volunteer drivers.	All volunteer drivers participating in the My Rides Program are approved and scheduled by Seniors First.	This is not an unmet transit need.
WPCTSA	Can the My Rides program allow more flexibility in types of appointments currently served? For example, can I go out for tea? A senior's health is dependent as much only socialization as getting to their medical appointments.	The My Rides Program is a volunteer based service. The volunteer driver's primary role is to drive people to the requested destination. Volunteer drivers typically stay on location with the rider and drive the rider home at the conclusion of the appointment.	This is not an unmet transit need.
WPCTSA	Can you post Health Express Riders Guide and Coordinated Guide on Granite Bay MAC website or at post a link?	PCTPA is currently working with MAC field representatives to post a transit information link to MAC web pages.	This is not an unmet transit need. PCTPA to work with Placer County to establish links between MAC and PCTPA web sites.
WPCTSA	Advertize Health Express and My Rides programs in Foresthill Messenger.	Comment noted.	This is not an unmet transit need. PCTPA to work with Placer County to establish links between Foresthill Forum MAC and PCTPA web sites.

Acronyms

- BRT – Bus Rapid Transit
- CCJPA – Capitol Corridor Joint Powers Authority
- CTSA – Consolidated Transportation Services Agency
- MAC – Municipal Advisory Council
- NCTC – Nevada County Transportation Commission
- PCT – Placer County Transit
- PCTPA – Placer County Transportation Planning Agency
- 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