



Transit Master Plan For South Placer County

DRAFT Findings and Recommendations

Summary Presentation

May 2007





Objectives

- **Long Range Service Plan**
- **Long Range Capital Needs**
 - **Vehicles**
 - **Fixed Facilities**
 - **Other Technology**
- **Costs and Funding Options**
- **Service Coordination Opportunities**
- **Institutional/Integration Options**



Public Perception & Opinion

- **Three Sources: (1) Interviews, (2) SACOG LRTP Workshop, (3) MTP2035 Workshop**
- **Most Critical Finding: Make Transit Use “Seamless” for the User.**
- **Other Findings:**
 - **Improve Inter-Jurisdictional Trip Capability**
 - **Improve Paratransit Services**



Service Plan: Scenarios and Service Types

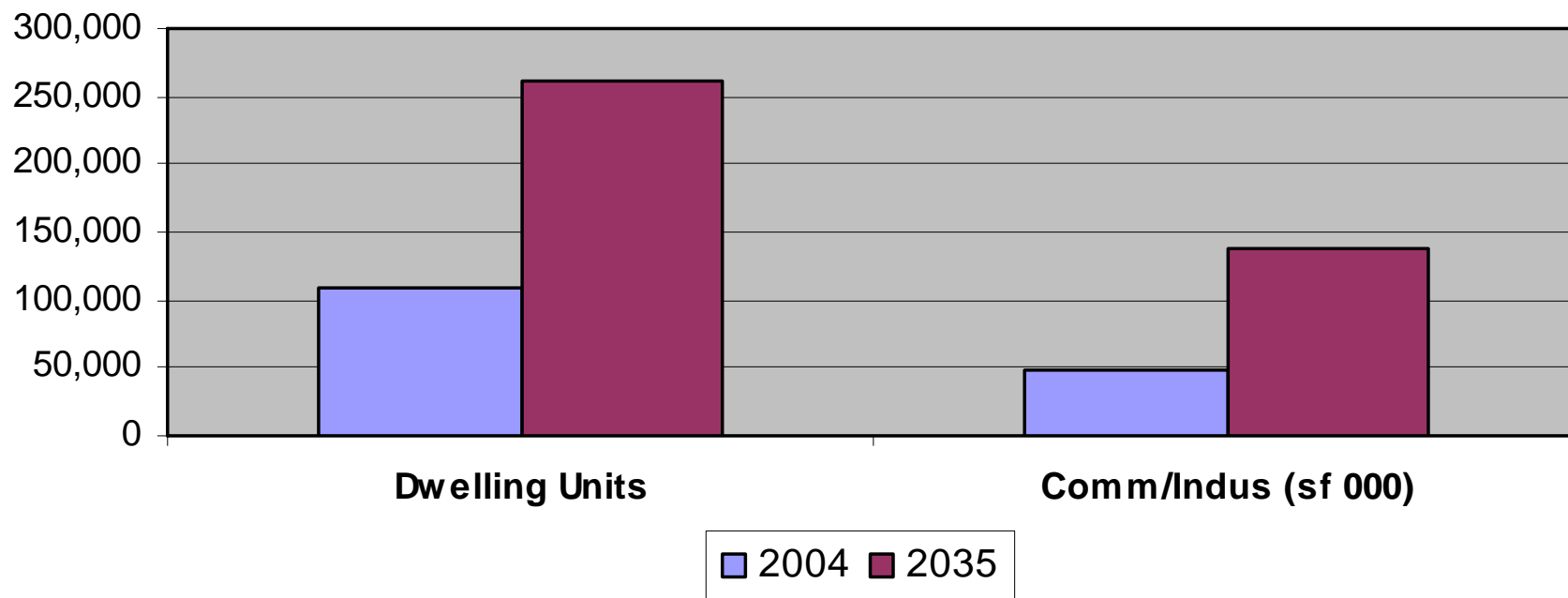
- **Three Incremental Scenarios:**
 1. **Funding-Constrained**
 2. **Transition**
 3. **Urban**

- **Service Types:**
 - **Local/Fixed Route**
 - **Commuter**
 - **Bus Rapid Transit (BRT)**
 - **(Paratransit Addressed Separately)**



Projected Placer County Growth

South Placer County Land Use: 2004 and 2035





Service Plan: Results

- **1. Funding-Constrained: 20 New Routes; 138% of Current Service Level.**
- **2. Transitional: Additional 8 New Routes; Additional Coverage; 190% of Current Service Level.**
- **3. Urban: Additional 5 New Routes; Major Increase in Service Frequency; 320% of Current Service Level.**



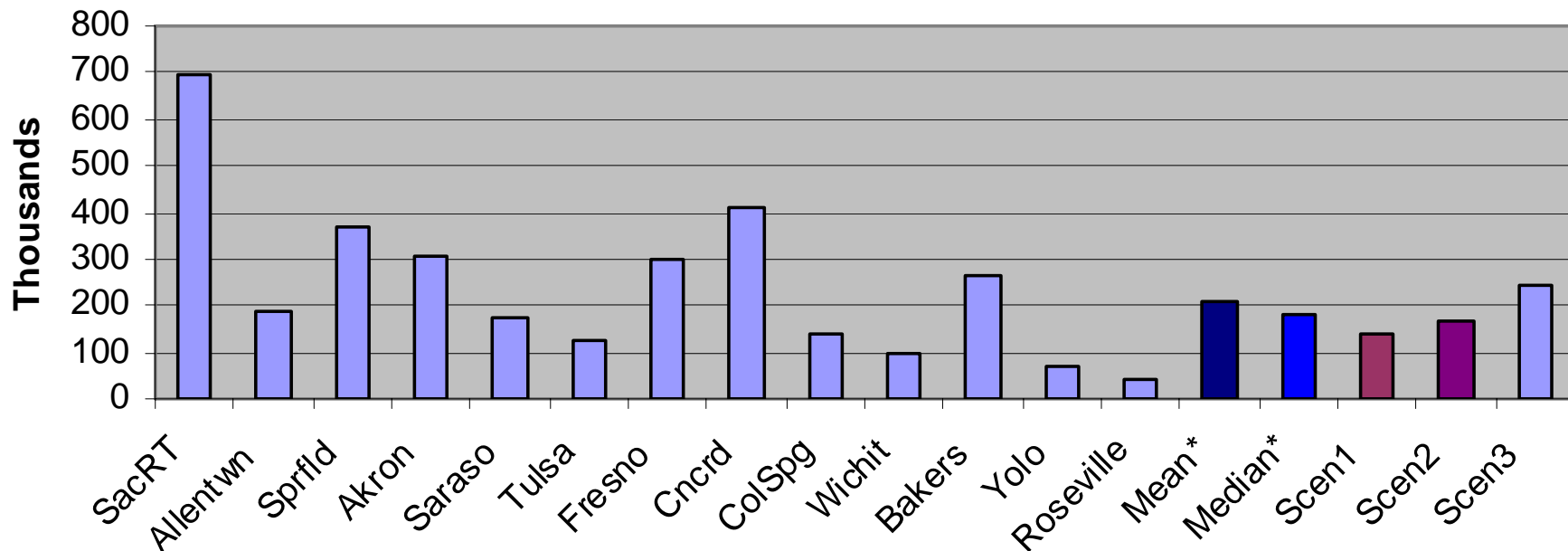
Comparison With Peer Systems

- **Compared Results with Similar Systems**
- **Considered Five Metrics:**
 1. **Vehicles In Maximum Service**
 2. **Vehicle Revenue Miles**
 3. **Vehicle Revenue Hours**
 4. **Boardings**
 5. **Boardings/Revenue Mile**
- **Scenario 2 Is Solidly Within Ranges Set By Peer Systems**



Comparison With Peer Systems

Annual Vehicle Revenue Hours



*Does not include SacRT



Service Plan: Recommendations

- **TOWG Recommends Scenario 2 As Goal for 2035 Service**
- **Implement Service in Priority Order:**
 1. **New Coverage**
 2. **Increased Peak and Mid-Day Frequency**
 3. **Increased Evening and Weekend Frequency**
- **Focus on Cost-Effectiveness and Retain “Lifeline” Services Where Necessary**
- **Improve Intercity and “Mid-Range” Services**



Vehicles, IT and Facilities

- **Move to Single Vehicle Fuel Type**
- **Consider Transition to All Low-Floor Buses**
- **Establish Joint Procurement System**
- **Establish Universal Farecard System**
- **Establish Full ITS Capability**
- **Develop Joint Roseville/PCT Maintenance Facilities**



System Costs: 2007-35

(Constant 2006 Dollars in Thousands)

	Scenario 1	Scenario 2	Scenario 3
Local/Fixed Route	\$ 526,500	\$ 721,400	\$ 1,226,400
Commuter	\$ 58,300	\$ 79,900	\$ 135,800
BRT	\$ 17,200	\$ 23,600	\$ 40,100
Dial-a-Ride	\$ 120,300	\$ 164,900	\$ 280,400
Regional Rail	\$ -	\$ 90,100	\$ 90,100
TOTAL	\$ 722,300	\$ 1,079,900	\$ 1,772,800



Baseline Funding Forecast

(Constant 2006 Dollars in Thousands)

	Scenario 1	Scenario 2	Scenario 3
Available Funding*			
Fares	\$ 55,855	\$ 96,075	\$ 149,615
TDA/LTF	\$ 583,927	\$ 583,927	\$ 583,927
TDA/STA	\$ 26,200	\$ 26,200	\$ 26,200
FTA 5307	\$ 63,600	\$ 63,600	\$ 63,600
FTA 5309 Bus	\$ 9,200	\$ 9,200	\$ 9,200
FTA 5310	\$ 6,300	\$ 6,300	\$ 6,300
FTA 5311	\$ 5,600	\$ 5,600	\$ 5,600
CMAQ	\$ 15,200	\$ 15,200	\$ 15,200
Total Funding	\$ 765,882	\$ 806,102	\$ 859,642
Estimated Cost			
Total	\$ 722,300	\$ 1,079,900	\$ 1,772,800
Surplus (Deficit)			
Total	\$ 43,582	\$ (273,798)	\$ (913,158)



Funding Options and Recommendations

- **Maximize Federal and State Grants**
- **Examine LTF Allocation Policies and Farebox Recovery Ratios**
- **Include Transit In Sales Tax and Impact Fees**
- **Emphasize “Transit-Friendly” Road Projects**



System Integration: Goals and Options

- **“Seamless” Operation: Passenger Convenience/Utility**
- **Operations/Management Efficiency**
- **Cost-Effective Fleet Procurement/-Maintenance**
- **Improved Public Approval/Support**
- **Range of Options: New Agency...JPA...MOU...PCTPA Oversight**



System Integration: Recommendations (1)

- **Focus on Realistic, Short-Term Strategies:**
 - **Common Identity Elements**
 - **Unified DAR Call-Taking and Dispatching**
 - **Common Information Call Center and Website**
 - **Common Fare Schedule and Fare Media**
- **Explore Single Commuter Service Entity and Single DAR Entity**



System Integration: Recommendations (2)

- **Consider PCTPA As Interim Planning, Policy, and Funding Entity**
- **Maximize Efficient Use of Contract Operators to Maintain Flexibility**
- **Conduct Detailed Integration Options Study**
- **Establish Firm Integration Plan As Part of Next SRTP Cycle**