PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS
Pursuant to PUC Section 99401.5(c)
Adopted 11/8/92
Amended 3/23/94
Amended 9/22/99
Amended 9/27/06
Amended 5/14/14
Amended 2/23/22

The Placer County Transportation Planning Agency (PCTPA) engages the public annually to evaluate whether improvements to the existing transit services in Placer County are necessary. The process focuses on the absence of services and can be used as a tool to implement recommendations contained in the short-range transit plans. These plans contain various improvements that may be feasible to implement over the five-to-seven-year life of the plan.

PCTA uses a two-pronged test to evaluate and determine if a public comment should result in changes to existing transit services. The first step is to determine whether a comment meets the definition of an unmet transit need and the second step requires five criteria to be met. Not all comments will satisfy the definition of an unmet need

Unmet Transit Need

An Unmet Transit Needs is defined as a request for transit service that is not currently offered, inclusive of requests that are required to comply with the Americans with Disabilities Act.

Transit service is generally assumed to exist if it is within 0.75 miles walking distance of a trip's starting and end point.

Reasonable To Meet

Unmet transit needs may be found to be "reasonable to meet" and recommended for funding if all of the following criteria prevail:

1) Would meet state required farebox ratio standards.[1]

2) Could be fully funded without exceeding existing Local Transportation Fund revenues[2] and is a reasonable use of taxpayer funds.

3) Has strong and broad community support, whether documented in a short-range transit

---

[1] Farebox ratio standard is defined as the ratio of fares to operating costs. Current farebox recovery ratios for rural and senior/disabled transit services are typically 10% of operating costs from passenger fares, while transit services in suburban/urban areas are between 10% and 15%, as adopted by the PCTPA Board of Directors. California Code of Regulations Sections 6633.2 and 6633.5 and Public Utilities Code 99268.2, 99268.3, 99268.4 and 99268.5 as amended.

[2] Fare revenues and local support are defined in California Administrative Code Sections 6611.2 and 6611.3

plan or other community planning document, annual unmet transit needs report, or other transit study, which supports multiple users, as determined on a case-by-case basis.

4)   Consistent with the long-term goals of the Regional Transportation Plan.

5)   The need is consistent with the intent of the goals and implementation plan of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

Common examples of unmet transit needs could include:
- travel to locations not currently served by existing fixed-route or demand response services
- more frequent service, service at times not currently offered
- improved coordination of transfers between routes or operators

Operational Comments
Comments pertaining to day-to-day operations or decision-making powers of a transit operator are considered "operational" and are not typically considered an Unmet Transit Need. However, they provide valuable insight to the transit operators and are shared with them to explore the feasibility of implementing. These are typically forwarded to the transit operators for review and consideration. Examples of "operational" comments could include:

- More bus stops along an existing route
- Improved bus stop amenities
- Equipment related comments such as more comfortable buses, smaller buses, lighting, bicycle racks, etc.
- Minor route or bus stop modifications
- Modifications to route stop schedule
- Primary and secondary school transportation
- Service reliability
- Customer service or marketing related
- Any comments lacking sufficient specificity to determine whether a service currently exists or the destination of interest and time of day