



# **UNMET TRANSIT NEEDS REPORT**

**FY 2015-2016**

**Lake Tahoe**

**El Dorado and Placer Counties**

**December 2015**

Each year, pursuant to the California Transportation Development Act (TDA), Tahoe Regional Planning Agency (TRPA), as the Regional Transportation Planning Agency (RTPA), performs the annual Unmet Transit Needs process. The purpose of this process is to identify any unmet transit needs and ensure all unmet transit needs that are reasonable to meet are met before TDA funds are expended for non-transit uses, such as streets and roads. Currently, all of TRPA's TDA Local Transportation Fund (LTF) apportionments available for public transportation are utilized for transit services only.

TRPA, in accordance with TDA rules, approved its definition of "unmet transit needs" and "reasonable to meet" by adoption of TRPA Governing Board resolution. The definitions are as follows:

*Unmet Transit Needs - Those public transportation improvements which have not been funded or implemented but have been identified through public input, the annual unmet transit needs hearing and transit studies in the claimant's jurisdiction to be identified for implementation in the Regional Transportation Plan.*

*Reasonable to Meet - New, expanded, or revised transportation service to the public that offers equitable access, can be implemented within the first five-year phase of the Regional Transportation Plan, is technically feasible, would be accepted by the community, can be funded within the five-year time period and is cost effective.*

The unmet needs process involves a public outreach program consisting of annual workshops in El Dorado and Placer Counties to solicit unmet transit needs and participation in the Regional Coordinated Council (RCC). Transit needs are the highest priority for TDA funds and before the funds can be allocated for streets and roads purposes, an unmet transit needs hearing must be conducted to identify any unmet transit needs. If needs are found, a determination is made as to whether or not those needs are reasonable to meet. The identified needs are categorized into one of the following findings:

- There are no unmet transit needs
- There are transit needs that are not reasonable to meet
- There are unmet transit needs that are reasonable to meet

Should any unmet transit needs be identified as reasonable to meet, state law requires the jurisdiction to satisfy those needs before any TDA funds may be expended for non-transit purposes. These findings are forwarded to the appropriate transit operator for review and comment.

Making a formal finding regarding unmet transit needs is only required if there is a request to program the TDA funds for non-transit purposes. Currently, all of TRPA's TDA LTF apportionments are utilized for public transit services only, therefore TRPA is not required to complete the full unmet transit needs analysis or adopt unmet transit needs findings as outlined in the TDA Statutes and California Codes of Regulations section 99401.5 and 99401.6. However, TRPA continues the process of identifying unmet transit needs and forwarding the findings to the transit operators. By identifying the unmet transit needs that are reasonable to meet, the transit operator can use this information when possible to re-allocate existing resources to meet those needs.

There are two transit operators in the Lake Tahoe Region; Tahoe Transportation District (TTD) and Placer County Tahoe Area Regional Transit (TART). TTD manages the South shore transit service and Placer County Department of Public Works manages the North and West shores service.

Tahoe Transportation District Transit

The south shore transit system includes local fixed- routes, a commuter bus service that connects the basin with Carson City and the Carson Valley, and an origin to destination demand response service for older adults, individuals with disabilities, and veterans with a service connected disability within western Douglas and eastern El Dorado counties.

Placer County Tahoe Area Regional Transit (TART)

Placer County's service includes a local fixed route and service that extends from Incline Village, Nevada to Tahoe City on the north shore of Lake Tahoe and Sugar Pine Point State Park on the west shore of the lake, as well as to Squaw Valley, Northstar and Truckee (outside the Tahoe Region). Placer County's Americans with Disabilities Act (ADA) complementary paratransit service is provided through a taxi program.

The data for the report has been compiled from comments received by the Regional Coordinated Council (RCC) meetings held in 2015, TRPA Unmet Transit Needs Workshop September 2015 and Placer County Unmet Transit Needs Workshop October 2015. The unmet transit needs comments were forwarded to the transit operators for review and consideration.

**2015 Unmet Transit Needs Public Comments, Analysis and Recommendations**

The unmet transit needs comments, analysis and recommendations are presented on the following table.

<b>TRPA Unmet Transit Needs Public Comments Received, Analysis and Recommendations – December 2015</b>			
<b>County</b>	<b>Public Comments</b>	<b>Analysis</b>	<b>Recommendation</b>
El Dorado County	Post schedules at bus stops. There is no way to know when a bus is arriving without the schedules posted at the stops. Bus application is needed so riders can access real-time bus schedules.	TTD is currently installing schedule holders at timed bus stops this winter.	This is an unmet transit need reasonable to meet for schedule holders.
El Dorado County	Combine public and school bus transit to provide more efficient transportation. The public transit system and the school bus system should be combined to make one transit system.	The Federal Transit Administration, Nevada State Regulations, and California Code specifically prohibit the co-mingling of public and school busing.	This is not an unmet transit need.
EL Dorado County	There is a need for expanded evening hours.	TTD operates fixed and Demand Response services from 5:15 a.m. until 1:25 a.m. Demand between 1:25 a.m. and 5:15 a.m. has not shown to be cost efficient or supported by the community.	This is an unmet transit need not reasonable to meet at this time.
El Dorado County	24-hour advance notice for scheduling an On-Demand ride is inconvenient. On demand is not being used for what it should be if it can't be accessed late and you have to schedule an appointment 24 hours in advance. The bus is often late for scheduled pick up. Bus is too expensive each way.	TTD's Demand Response service meets all applicable requirements of the ADA. TTD schedules and provides demand response service to any ADA paratransit eligible person at any requested time on a particular day in response to a request for service made the previous day until 8:00 p.m. Schedulers are available to take reservations between 4:00 a.m. to 8:00 p.m. daily. Same day requests can be accommodated if space is available, but there are no guarantees.	This is not an unmet transit need.
El Dorado County	Schedules are not always available on buses. Not having bus schedules on buses is an inconvenience. Bus drivers should have schedules available for passengers.	TTD will explore posting and/or purchasing schedule holders for all buses.	This is an unmet transit need that is reasonable to meet within the first five-year phase of the Regional Transportation Plan.
El Dorado County	More bus shelters are needed at bus stops. The weather can be inclement year round and waiting in weather at a bus stop can have health repercussions.	Bus shelters are evaluated on an as-requested basis subject to terrain, demand, available infrastructure, and funding.	This is an unmet transit need that is reasonable to meet within the first five-year phase of the Regional Transportation Plan.

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El Dorado County	Buses need three bike racks. Two bike racks on buses are not adequate for the South Lake Tahoe community. Bikers would use transit if they were more confident a rack would be available.	TTD is addressing the issue of confidence with a “no biker left behind” policy that ensures a rider will not be stranded at the end of a service day. New buses will be ordered with three position bike racks.	This is a need that is being addressed.
El Dorado County	Kelly Ridge Apartment Bus Stop is needed. The Kelly Ridge bus stop was removed and residents would like the bus stop re-installed.	This service was evaluated this fall. The Kelly Ridge Apartment complex is not able to be accommodated without significant changes to the Route 53 structure that would result in a longer headway and uncoordinated transit schedules.	This is an unmet transit need not reasonable to meet at this time.
El Dorado County	The bus route to the Lake Tahoe Community College needs to run more often, especially during early morning and night hours for students who are transit dependent.	Increased service to this area would require a shifting of existing resources and service reductions in other areas.	This is an unmet transit need not reasonable to meet at this time.
El Dorado County	Pioneer Trail has no bus stops. Bus needs to run on Pioneer Trail.	Service to this area would require a shifting of existing resources and service reductions in other areas.	This is an unmet transit need not reasonable to meet at this time.
El Dorado County	A Tahoe Keys bus stop is needed. Many people walk down Tahoe Keys Boulevard road to get to the Hwy 50 stop. This is dangerous early morning and evening.	Service to this area would require a shifting of existing resources and service reductions in other areas.	This is an unmet transit need not reasonable to meet at this time.
El Dorado County	Transportation to Meyers is needed. The Meyers transportation is a prior unmet transit need. There is a need for a bus route from Meyers to South Lake Tahoe.	Service to this area would require a shifting of existing resources and service reductions in other areas.	This is an unmet transit need not reasonable to meet at this time.
El Dorado County	Increased Neighborhood Bus Service is needed. The public transportation in and out of neighborhoods in South Lake Tahoe is absent.	Expansion of the existing service area would require a shifting of existing resources and service reductions in other areas.	This is an unmet transit need not reasonable to meet at this time.
El Dorado County/Washoe	Route to Reno – Bus schedules do not match up to transfer from bus to bus.	Service is available from South Lake Tahoe to Reno. TTD will continue to work with Washoe RTC to	This is not an unmet transit need.

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County (outside of CA jurisdiction)	Have to leave South Lake Tahoe at 6:30am to get to Reno in order to make transfer to buses efficiently.	enhance service connections through planning processes.	
Douglas County (outside of CA jurisdiction)	Transportation to Round Hill/Zephyr Cove is needed.	Service to Round Hill and Zephyr Cove is provided by Route 21x and Demand Response.	This is not an unmet transit need.
Placer County	Would like to see buses run later. For example last bus to leave Kings Beach is 5 PM.	The last bus on the Highway 267 Route leaves Kings Beach at 5:00pm. The last bus from Kings Beach to Incline Village is 6:52PM. The last bus from Kings Beach to Tahoe City is 6:27PM. TART will begin operating night service previously operated under the name of "Night Rider". This will begin on December 14, 2015. It will be a winter and summer service only. This service will run as late as 2AM.	This is not an unmet transit need.
Placer County	There is a gap in service between where paratransit drops off and the fixed route service. This can be difficult for seniors to walk this distance.	TART ADA Paratransit service takes passengers directly to their destination.	This is not an unmet transit need.
Placer County	Moved to Tahoe from Park City and found that it is difficult to get around. Later night bus until 10 PM is needed for employees.	TART will begin operating night service previously operated under the name of "Night Rider". This will begin on December 14, 2015. It will be a winter and summer service only. This service will run as late as 2AM.	This is not an unmet transit need.
Placer County	Free bus service and/or 30 minute frequency is needed.	There is not enough funding available to add these services. Both of these improvements are part of the transit vision for North Tahoe.	This is an unmet transit need not reasonable to meet at this time.
Placer County	A friend would like to commute via bus from Olympic Valley to Kings Beach in less than an hour and without need to transfer buses.	The commute from Olympic Valley to Kings Beach is approximately 55 minutes and involves one transfer at the Tahoe City Transit Center.	This is not an unmet transit need.
Placer County	Later night service is needed up to 8 or 9 PM to/from medical appointments,	TART will begin operating night service previously operated under the name of "Night Rider". This will	This is not an unmet transit need.

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	public meetings, and the Sierra College Campus in Truckee.	begin on December 14, 2015. It will be a winter and summer service only. This service will run as late as 2AM. This service will not operate in Truckee. Sierra College in Truckee is not in Placer County.	
Placer County	Extend transit service around the entire lake.	All available funding for transit is being used on existing services. Extended service is not possible without additional sustained funding sources.	This is an unmet transit need not reasonable to meet at this time.
Placer County	Transit options in the area have not been marketed enough, TART, Health Express and My Rides programs.	Commented noted. Placer County works with the TNT TMA to provide continuous marketing of services. Health Express and My Rides does not operate within the Tahoe Basin portion of Placer County. Those services only operate within the jurisdiction of PCTPA.	Comment referred to Placer County Transportation Planning Agency.
Placer County	There is not enough West Shore parking for winter recreation (back country skiers). It appears that the State Route 89 construction in and around the Tahoma area is removing parking spaces, but TRPA indicates this is not the case.	This is not an unmet transit need issue. TRPA has responded to comment.	This is not an unmet transit need.
Placer County	Explore transportation options for youth, senior and other community members to access difficult to reach places.	This would require additional transit funding within the Tahoe Basin and within the Town of Truckee. All transit funding resources are being used for transit in both of these areas.	This is an unmet transit need not reasonable to meet at this time.
El Dorado & Placer Counties	Connect North and South Shore year round. The year round connection between North and South Shore is a prior unmet transit need. This connection is needed year round, especially for medical services.	Service within the Hwy 50/Hwy 28 would require a shifting of existing resources and service reductions in other areas. All available funding for transit is being used on existing services. Extended service is not possible without additional sustained funding sources.	This is an unmet transit need not reasonable to meet at this time.
El Dorado & Placer Counties	Need to Eliminate the transfer fee. There should not be a transfer fee required when transferring buses.	Transit offers a 24-hour pass, which allows the passenger to ride as many times possible and incur no transfer fee. The cost of fares is not an unmet transit need.	This is not an unmet transit need.

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El Dorado & Placer Counties	Increased frequency of service is needed. The frequency of buses running every hour does not encourage ridership for the resident or tourist. An hour wait in between bus runs is too long. Buses need to run every 15 minutes or at least every ½ hour to be conducive.	Additional service hours would require a shifting of existing resources and service reductions in other areas. All available funding for transit is being used on existing services. Extended service is not possible without additional sustained funding sources.	This is an unmet transit need not reasonable to meet at this time.
El Dorado & Placer Counties	Need a Tahoe City Bus Connection	The Tahoe Transportation District typically operates a seasonal service that connects with Tahoe Area Regional Transit (TART) system to link North and South Shore via the West Shore.	This is an unmet transit need not reasonable to meet at this time.
El Dorado & Placer Counties	Support implementation of county wide programs in the Tahoe Truckee area. Several county wide transportation programs exist to provide transit services to underserved community members, including Logisticare, Gold Country, My Rides and volunteer driver programs. While these programs are serving individuals in western Nevada, Placer County and the region, if fully implemented locally, these programs could provide critical transit services to residents in Tahoe Truckee.	All programs listed have specific funding areas which make them constrained from serving the entire area. TRPA will continue to coordinate with the responsible jurisdictions to find opportunities to expand the programs to a broader area.	This is not an unmet transit need.
El Dorado & Placer Counties	Address out of area transportation issues	Currently the out of area transportation is provided by Amtrak, Bay Area Ski Bus, Greyhound, North Tahoe/Truckee Transport, and MegaBus. The South Lake Tahoe Specialized Transportation Service will be available in January 2016. TRPA will continue to work with the TTD to find opportunities to sustain and improve the Truckee Tahoe Transportation.	This is not an unmet transit need.
El Dorado & Placer Counties	Explore “rolling stock” options as a strategy to expand transit options to community members	There are not additional operating funds to operate the vehicles that are used infrequently.	This is not an unmet transit need



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El Dorado & Placer Counties	Ensure CCTT partner voice is present at transportation forums and meetings	Comment noted. CCTT is encouraged to continue to participate in transportation studies, forums and meetings in the Tahoe basin.	This is not an unmet transit need.
El Dorado & Placer Counties	Ensure safe and viable pedestrian options exist in the winter months	This is not an unmet transit need. However, the City of South Lake Tahoe clears the Class 1 Bike/Multiuse paths after roads are safely cleared during a significant snow event. Placer County is allocating funds to do increased snow removal on paths. Placer County clears the pedestrian paths leading to and from the Transit Center and key bus stop locations.	This is not an unmet transit need.
El Dorado & Placer Counties	Explore expanded evening hours for public transit between commercial and residential areas	Additional service hours would require a shifting of existing resources and service reductions in other areas. All available funding for transit is being used on existing services. Extended service is not possible without additional sustained funding sources.	This is an unmet transit need not reasonable to meet at this time.
El Dorado & Placer Counties	Create comprehensive regional transit outreach	TTD has been authorized to proceed with actions necessary to directly operate transit and develop an inter-regional transit system. In North Tahoe, Placer County is working together with the TMA to simplify the myriad transit information and consolidate the information and branding of the services.	This is not an unmet transit need.

The unmet transit needs process is ongoing and the TRPA will continue to coordinate with the local agencies, private organizations, and the public to solicit, identify and address needs. The unmet transit needs will be taken into consideration during future transportation planning. Tahoe Regional Planning Agency will continue to allocate all Transportation Development Act LTF apportionments available for public transportation to transit services only until all reasonable to meet transit needs are met.