



Placer County
Transportation
Planning Agency

Annual Unmet Transit Needs Report

For Fiscal Year 2021

Adopted: February 26, 2020



EXECUTIVE SUMMARY

This year Placer County Transportation Planning Agency (PCTPA) received a record 347 Unmet Transit Needs comments through a workshop, a public hearing, and extensive online engagement. The comments represent nearly every part of Placer County and reflect the diversity of needs for transit across its communities.

There were three dominant trends in comments. First, as in previous years, there were many comments requesting a service that already exists, reflecting a need for more public education around transit. Second, there were far more requests for inter-city and inter-county transit service than in previous years. Third, there were many request for non-work transit service, including service from South Placer to the Tahoe Basin for recreation, service to the airport, and service to downtown Sacramento for evening and weekend events.

PCTPA staff analyzed these comments according to adopted Unmet Transit Needs definitions, and will present recommended findings to the Social Services Transportation Advisory Council (SSTAC), the Technical Advisory Committee (TAC), and the PCTPA Board of Directors.

The SSTAC's recommended finding is that there are no new unmet transit needs that are reasonable to meet. Last year's unmet transit needs finding that Dial-A-Ride service between Lincoln and Rocklin for people who are unable to ride fixed-route service is in the process of being implement by the cities of Lincoln and Rocklin, and Placer County Transit.

The PCTPA Board adopted the SSTAC and staff recommended findings at their February 2020 meeting.



TABLE OF CONTENTS

About Unmet Transit Needs	4
<i>About PCTPA</i>	<i>4</i>
<i>Definitions and Requirements</i>	<i>5</i>
<i>Transit Funding</i>	<i>6</i>
<i>Outreach and Analysis Process</i>	<i>7</i>
<i>Status of Last Year’s Recommendations</i>	<i>7</i>
Existing Transit Service	8
<i>Transit Operators</i>	<i>8</i>
<i>Transit Planning</i>	<i>8</i>
<i>Interregional, Intercity, and Commuter Service</i>	<i>9</i>
<i>Local Service</i>	<i>9</i>
<i>Demand-Response and Paratransit Service</i>	<i>9</i>
Analysis and Recommendations	10
<i>Official Finding</i>	<i>10</i>
<i>Analysis of Comments</i>	<i>10</i>
Appendices	12
<i>A - Public Comments and Responses</i>	<i>12</i>
<i>B - Adopted Unmet Transit Needs Definitions</i>	<i>52</i>
<i>C - Adopted TDA Fare Revenue Ratios</i>	<i>53</i>
<i>D - Copy of Public Hearing Notice and Proof of Publication</i>	<i>54</i>
<i>E - Adopted Unmet Transit Needs Finding for FY 2021</i>	<i>55</i>

ABOUT UNMET TRANSIT NEEDS

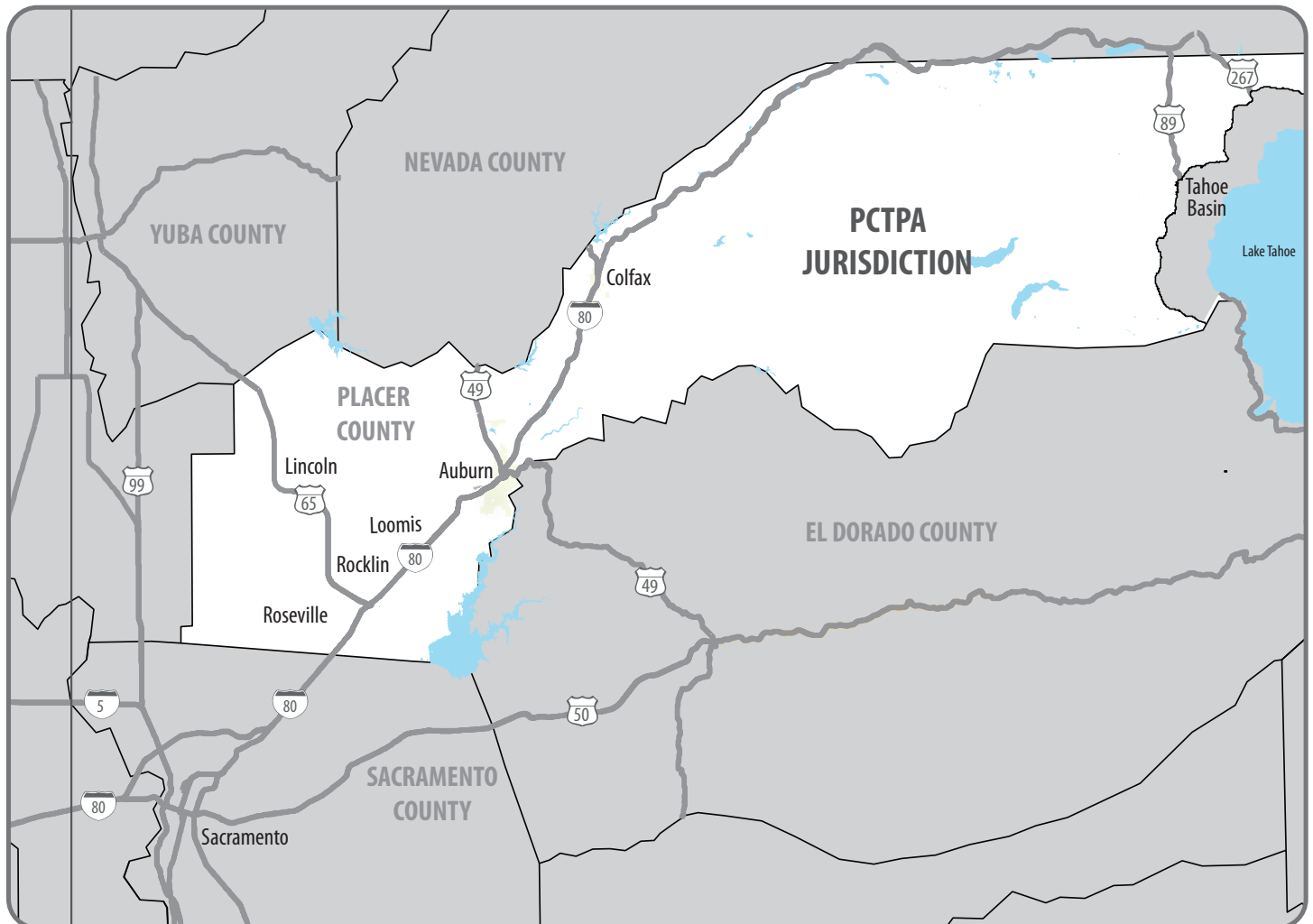
About PCTPA

Placer County Transportation Planning Agency (PCTPA) is the state designated Regional Transportation Planning Agency (RTPA) for the western slope of Placer County. PCTPA's jurisdiction includes five cities—Roseville, Rocklin, Lincoln, Auburn, and Colfax,—the town of Loomis, and unincorporated areas of Placer County. PCTPA's jurisdiction does not include the Tahoe Basin, where the Tahoe Regional Planning Agency (TRPA) is the RTPA. References to Placer County within this report refer only to the portion of Placer County that is within PCTPA's jurisdiction unless otherwise noted.

One of PCTPA's duties is to administer Transportation Development Act (TDA) funds, which includes the Local Transportation Fund (LTF). While public transit is the first priority for LTF funds, jurisdictions can spend it for other transportation purposes so long as there are no “unmet transit needs”. To determine whether Placer County has any unmet transit needs—and therefore whether LTF can be spent on non-transit improvements—every year PCTPA collects and analyzes comments from the public on unmet transit needs.



PCTPA Jurisdiction Map



PCTPA UTN Definition

“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.”

Amended in 2014

TDA and ADA Requirements

PCTPA defines an unmet transit need as “an expressed or identified need, which is not currently being met through the existing system of public transportation services, including needs required to comply with the requirements of the Americans with Disabilities Act.” This definition outlines the first requirement a request must meet: whether the transit service requested already exists.

In addition to describing an unmet need, a request must be “reasonable to meet”. In 2014, PCTPA adopted five criteria for determining what is “reasonable to meet”. First, the requested service must not cost more to implement than the amount of transit funding an operator has to spend. Second, the requested service must be able to meet the minimum required farebox recovery ratio, or the ratio of fare revenues to operating costs. These first two criteria ensure the requested service could be implemented cost-effectively. Third, there must be community support for the requested service, including support from community groups and leaders, and evidence of that support. Fourth, the requested service must be consistent with the goals of the Regional Transportation Plan. Fifth, the request service must be consistent with goals and intent of the applicable Short Range Transit Plan(s). These final three criteria ensure there is general support for the requested service.

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities and that transit authorities provide origin-to-destination paratransit services to individuals with disabilities within a three-quarter mile boundary around all fixed-route transit services. According to the PCTPA unmet transit needs definition, improvements that are necessary to meet ADA requirements are considered unmet transit needs that are reasonable to meet.

Using these definitions and criteria, PCTPA staff evaluate each public comment to determine whether the requested service is a) an unmet transit need and b) reasonable to meet. If it is determined that there is an unmet transit need that is reasonable to meet, state law dictates that LTF money must be used to meet that need before it can be used for non-transit services.

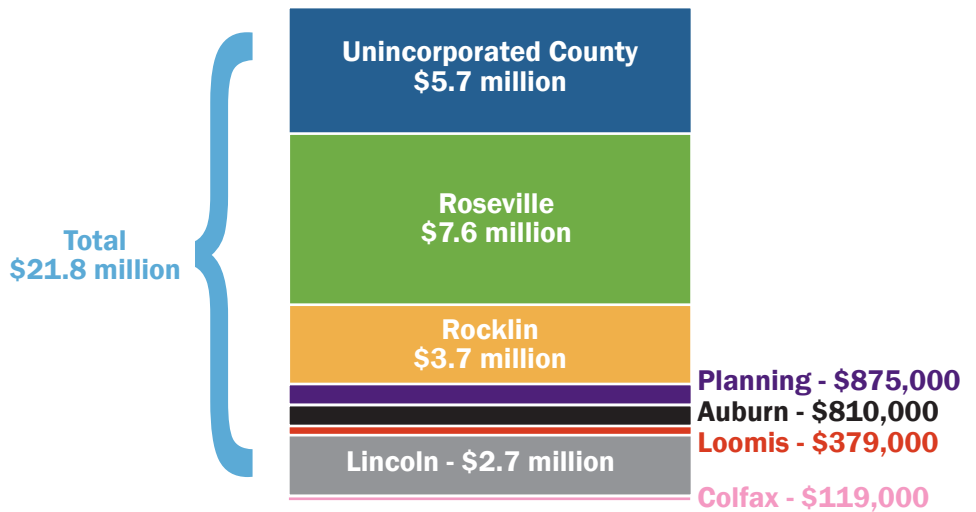


ABOUT UNMET TRANSIT NEEDS

Transit Funding

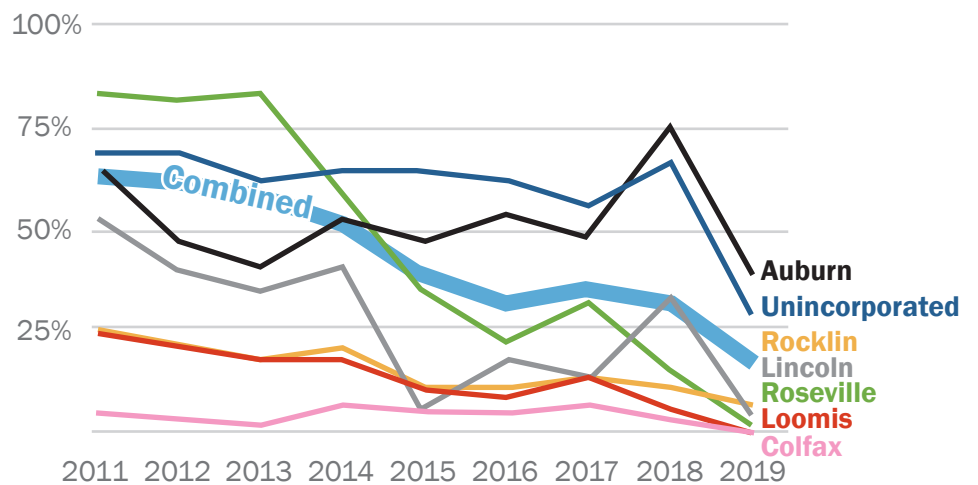
While the primary source of funds for public transit is the Transportation Development Act (TDA), transit operators in Placer County use a variety of federal, state and local funding sources. The TDA provides funding under two separate statewide programs: sales-tax-funded Local Transportation Fund (LTF) and the diesel-tax-funded State Transit Assistance (STA) fund. Because the Unmet Transit Needs process deals only with the use of LTF funds, an analysis of STA funds is not included in this report.

FY 2019 LTF Allocation by Jurisdiction

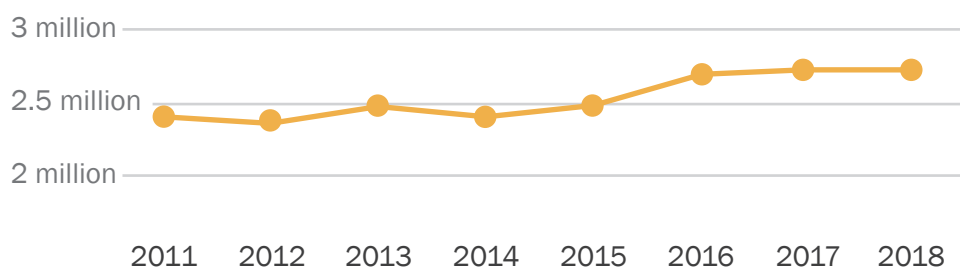


As shown in the stacked bar chart on the top left, Placer County received \$21.8 million dollars in LTF in fiscal year 2019. PCTPA uses a portion of the LTF to fund planning efforts, and the remainder is split among the jurisdictions according to population. Each jurisdiction may then choose to spend a portion of their LTF on non-transit projects, so long as there are no unmet transit needs that are reasonable to meet. Exactly how much is spent on streets and roads rather than transit is up to the jurisdictions, and the proportions vary year-to-year depending on estimated costs, availability of other funding sources, and local spending priorities. The line graph on the middle right shows that over the past several years, jurisdictions have tended to spend less of these transit funds on transit purposes. Countywide, just 16% of LTF funds were spent on transit in fiscal year 2019. Despite this decrease in LTF spent on transit, the amount of service miles has increased, as seen in the line graph on the bottom right.

% of LTF Spent on Transit Annually



Annual Miles of Transit Service in Placer County

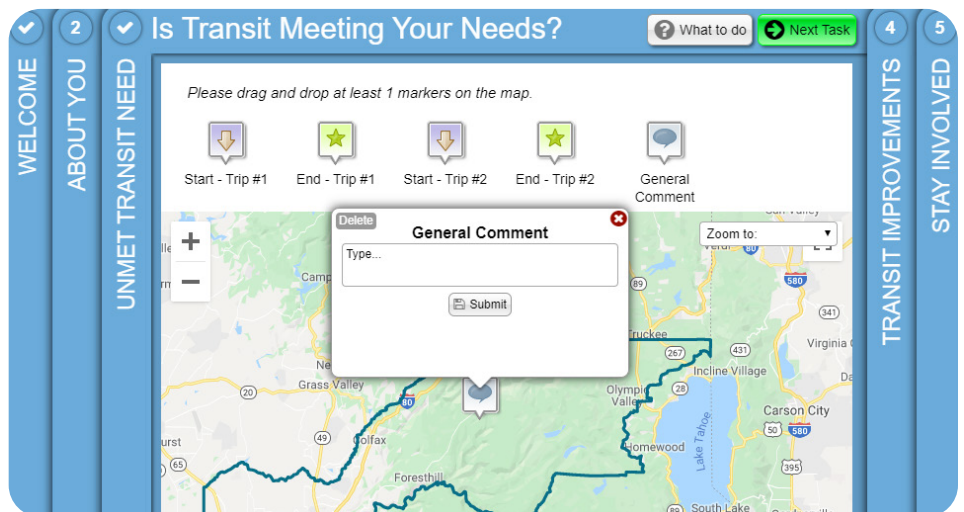
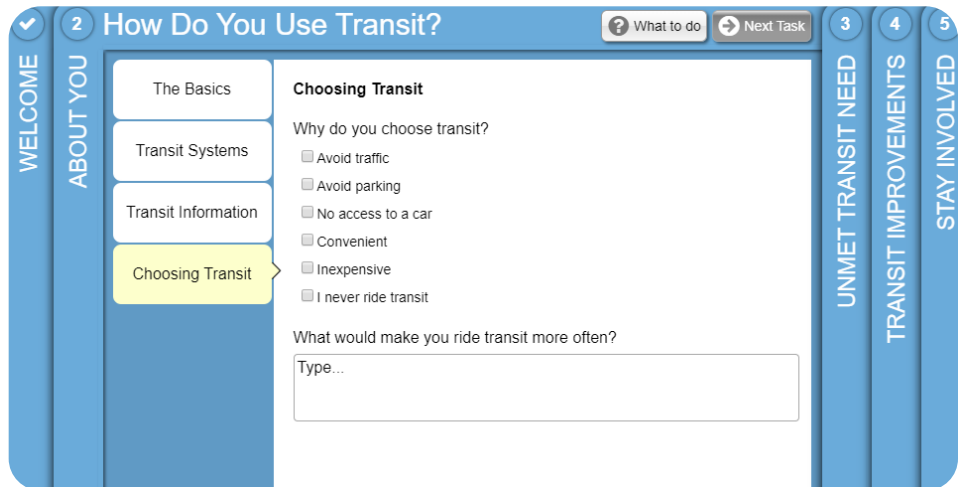


Measured in vehicle revenue miles and includes TART service, some of which is outside PCTPA's jurisdiction. Source: State Controller's Office Transit Operator Data

Outreach Process

Due to the success of online surveys in last year's Unmet Transit Needs outreach, PCTPA staff focused efforts on creating an engaging and easy-to-use online survey to collect comments this year. While there was still one in-person workshop in Tahoe City, the vast majority of comments came through the online survey. As a result of this outreach, PCTPA received 346 comments. Of those, 42 comments did not include any kind of transit request and 24 comments involved transit service outside of PCTPA's jurisdiction.

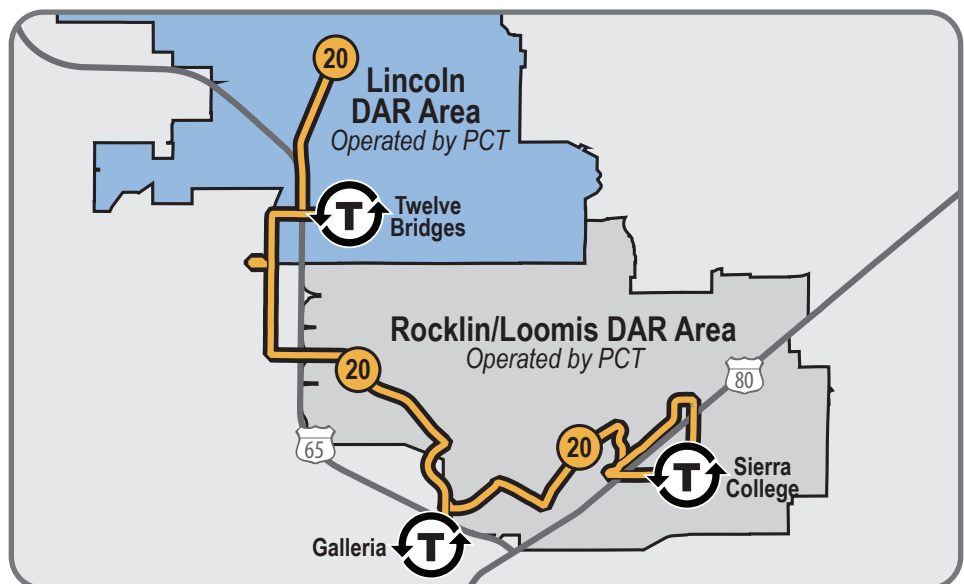
These comments were analyzed by PCTPA staff and reviewed by the Social Services Transportation Advisory Council (SSTAC), as required by the TDA. At their January 6th meeting, the SSTAC found that there were no new unmet transit needs that were reasonable to meet and requested that staff look further into transportation network companies and microtransit to improve transit service in the county.



Status of Last Year's Recommendations

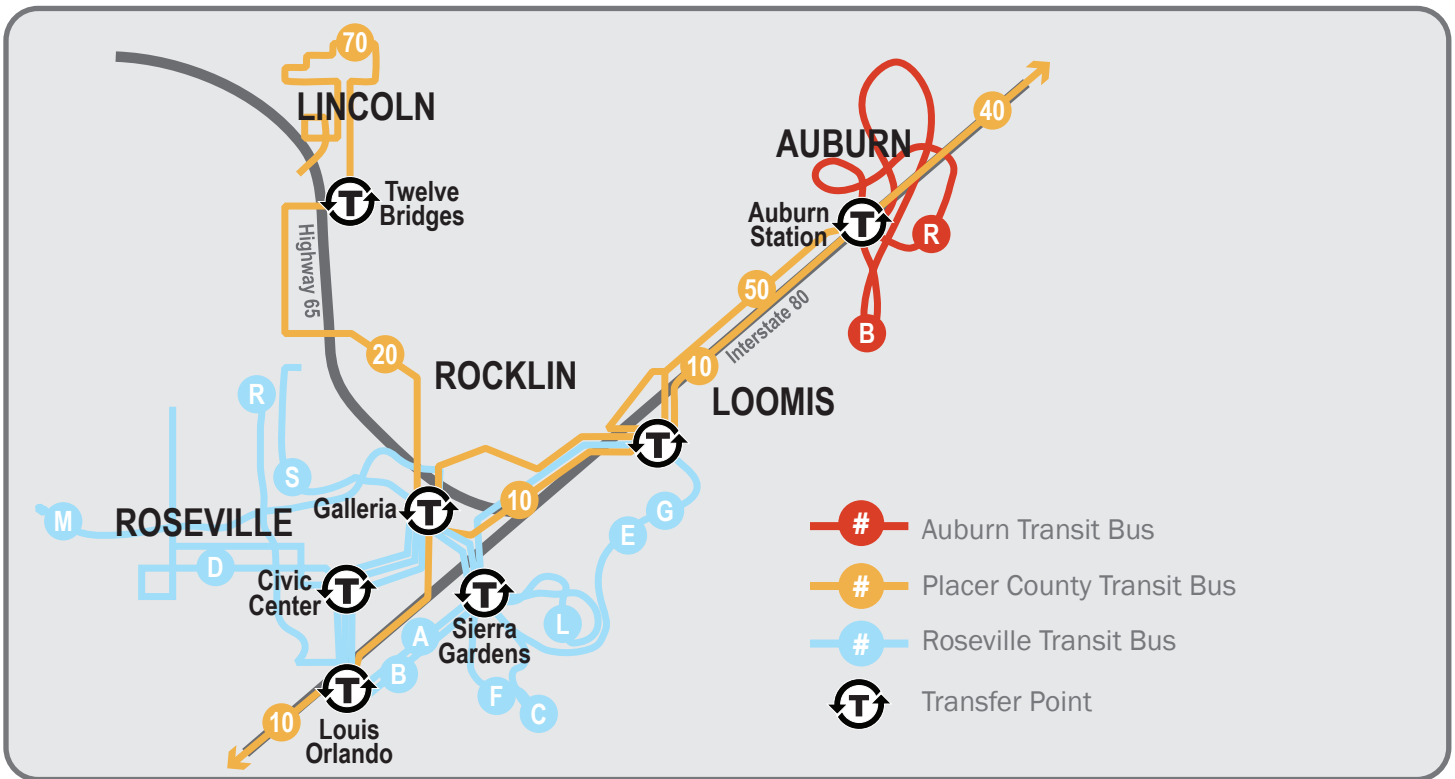
Last year's Unmet Transit Needs Finding determined that providing Dial-A-Ride service between Lincoln and Rocklin for those who cannot ride fixed-route service was an unmet transit need that was reasonable to meet. The Cities of Lincoln and Rocklin and Placer County Transit are working together to provide this service. ADA-eligible riders are expected to take Dial-A-Ride trips between the two cities beginning in early 2020.

Existing Service Between Lincoln and Rocklin



EXISTING TRANSIT SERVICE

Fixed Route Service in South Placer County



Operator Websites

- Placer County Transit**
placer.ca.gov/pct
- Auburn Transit**
auburn.ca.gov/192
- Roseville Transit**
roseville.ca.us/transit
- Tahoe Truckee Area Transit**
tahoetruckeetransit.com
- Western Placer CTSA**
pctpa.net/transit/244
- Capitol Corridor**
capitolcorridor.org

Transit Operators

Placer County is served by 6 transit operators: Roseville Transit, Placer County Transit (PCT), Auburn Transit, Tahoe Truckee Area Regional Transit (TART), Western Placer Consolidated Transportation Services Agency (WPCTSA), and Capitol Corridor. While this section aims to summarize the types of transit services offered in Placer County and the ridership on those service, more detailed route and service information can be found on the operators websites which are listed to the left.

Transit Planning

Improvements to transit service in Placer County are governed by three transportation planning documents: the Regional Transportation Plan (RTP), the Long Range Transit Master Plan (LRTMP), and the Short Range Transit Plans (SRTPs). Because the RTP, LRTMP, and SRTPs outline transit service goals and improvement project priorities for Placer County, they are referenced frequently in the responses to unmet transit needs comments.

The SRTPs were updated in 2018 and are in the process of being adopted by Placer County's jurisdictions. These documents are the best source for comprehensive transit analysis and they are available for download at pctpa.net. There are also two transit studies referenced in the responses to comments: the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015). These documents are also available for download at pctpa.net.

Interregional, Intercity, and Commuter Service

Roseville Transit, PCT, and Capitol Corridor all offer transit service between cities and regions. Roseville Transit offers Commuter Bus service between various pickup locations in Roseville and Downtown Sacramento as well as a Gameday Express service to Sacramento Kings games. PCT’s Auburn/Light Rail Bus (10), Alta/Colfax Bus (40), Taylor Road Shuttle (50), and Sierra College/Lincoln Bus (20) routes all provide connections between different cities and towns in Placer County while PCT’s Placer Commuter Express provides commuter service between pickup locations along Interstate 80 and Downtown Sacramento. Capitol Corridor provides train and thruway bus service from the Auburn, Rocklin, and Roseville Stations to Sacramento and the Bay Area. The many comments regarding commute service in Appendix A reflect the growing popularity of transit commute options.



Local Service

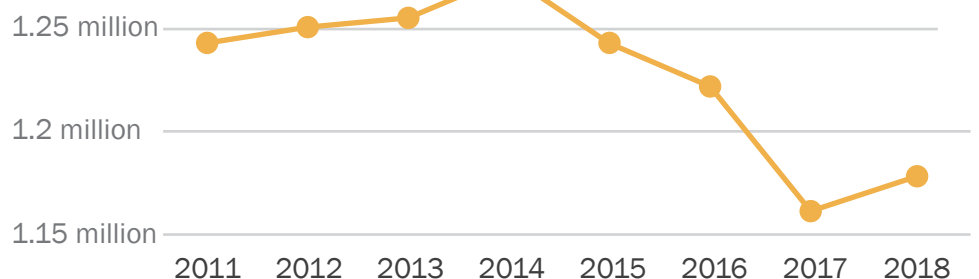
Local bus service is available within Roseville, Lincoln, Auburn, and in the Tahoe Truckee area. Roseville Transit provides 11 different bus routes across the city. PCT’s Lincoln Circulator (70) provides local service to Lincoln while the Highway 49 Bus (30) provides service to Auburn. Auburn Transit also has two deviated-fixed bus routes across Auburn, the Red and the Blue. TART operates three fixed routes: the Hwy 267 Bus provides service between Truckee and Kings Beach, the Hwy 89 Bus provides service between Truckee and Tahoe City, and the Mainline Bus runs along the lake from Incline Village to Sugar Pine. Following national trends, ridership is below a peak during the recession, but is beginning to rebound, as shown in the line graph below.

Demand-Response and Paratransit Service

Each transit operator provides some form of demand-response bus service where riders can preschedule pickups and drop-offs from locations other than the fixed route bus stops. While some operators offer this service to the general public, riders with disabilities who require paratransit service are given priority in these services. PCT offers general public Dial-A-Ride and paratransit service in Lincoln, Rocklin, Granite Bay, Loomis, and anywhere within a three-quarter mile of Taylor Road or Highway 49. Roseville Transit offers general public Dial-A-Ride and paratransit service across the city. Auburn Transit provides deviated-fixed service—meaning buses will deviate from their fixed routes upon appointment—for general public and paratransit riders anywhere within a three-quarter mile of their fixed routes. TART provides paratransit service within a three-quarter mile of their fixed routes.

WPCTSA offers two social service transit services: Health Express and My Rides. Health Express provides service for seniors and people with disabilities to non-emergency medical appointments. Health Express is available in most of southern Placer County. Countywide, My Rides provides service to non-emergency medical appointments for seniors, people with disabilities, and families with children under 5, but is a volunteer service and therefore is dependent on volunteer availability. Both My Rides and Health Express require that passengers be approved before scheduling their first ride.

Annual Transit Ridership in Placer County



Note: Includes all TART service, some of which is outside PCTPA’s jurisdiction.

Note: Does not include Capitol Corridor ridership

Source: State Controller’s Office Transit Operator Data

ANALYSIS AND RECOMMENDATIONS

Staff Recommendation Finding

PCTPA staff analyzed comments developed recommended findings according to PCTPA’s adopted unmet transit needs definitions:

1. There are no new unmet transit needs in FY 2020 that are reasonable to meet for implementation in FY 2021
2. The Annual Unmet Transit Needs Report for Fiscal Year 2021 is accepted as complete.
3. PCTPA staff, in coordination with the Transit Operators Working Group, should review transportation network company and microtransit partnerships to determine whether there are any new examples beyond what was researched in the Short Range Transit Plans that could improve transit service in Placer County.

This recommended finding was adopted by the Social Services Transportation Advisory Council (SSTAC) at their January 6, 2020 meeting. This finding was presented and adopted by the PCTPA Technical Advisory Committee and Board of Directors at their meetings on February 11th and 26th, respectively.

Analysis of Comments

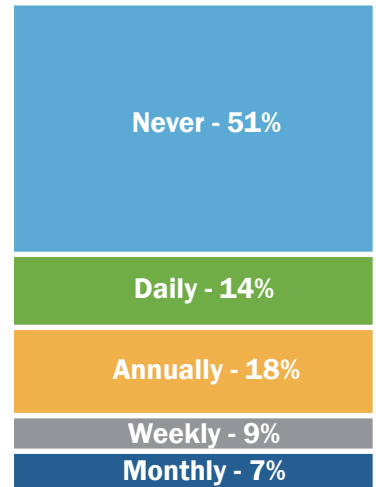
In addition to asking about unmet transit needs, the survey gathers basic ridership information. The stacked bar chart to the right shows how often commenters ride transit. Compared to previous years, there were more infrequent and non-transit riders who responded to the survey. Of those that did ride transit, the most common reasons for riding were to avoid parking and traffic. Additionally, most survey responders got transit information from operator websites, continuing a trend over the past several years.

Compared to previous years, this year’s Unmet Transit Needs Outreach included more requests for intercity and intercounty service, 24% and 30% respectively. Request for service from south Placer County to downtown Sacramento were common, as were requests for service between south Placer and the Tahoe Basin. This reflects a growing public interest in longer distance transit routes as opposed to local neighborhood service. In fact, intracity trips made up just 16% of all unmet transit needs requests, and many of those trips can be made on the jurisdictions’ general public Dial-A-Ride services.

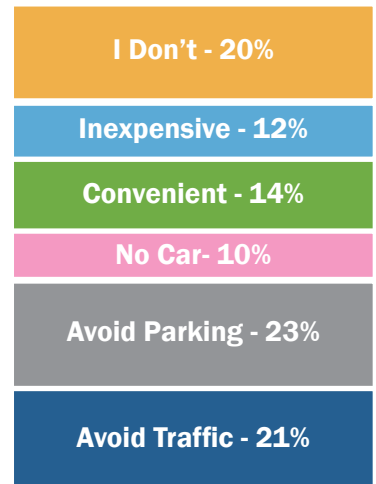
Similar to last year, there were multiple requests for service to the newly developed and growing areas of Placer County, including north Rocklin, West Roseville/Westpark, and Lincoln. All of these areas are served by citywide Dial-A-Ride and local staff continue to monitor the need for increased service as the areas continue to develop.

There were also a significant number of request and comments regarding bus operations issues and comments regarding transit service in general. These are not considered unmet transit needs by definition but were forwarded to the operators for their review. These comments, and request for service outside PCTPA’s jurisdiction, are included in the “Other” section in Appendix A.

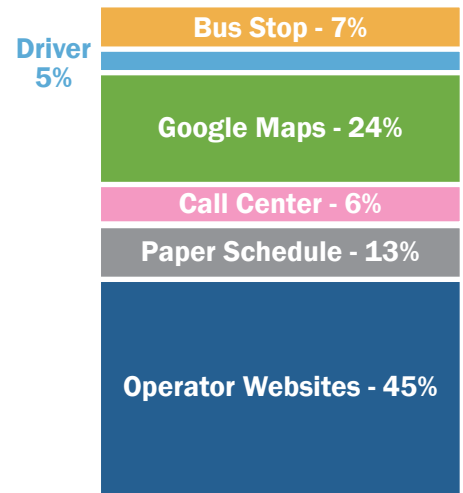
How Often Do You Ride Transit?



Why Do You Ride Transit?



How Do You Get Information?

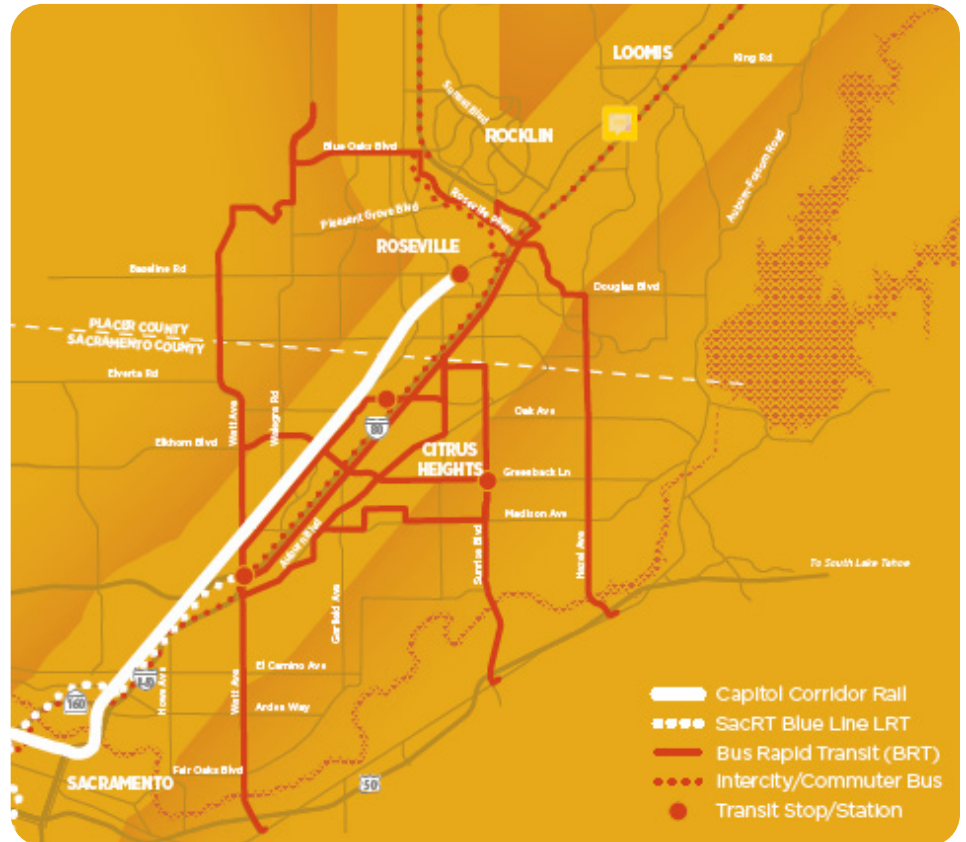


Transit Planning Efforts

The responses to comments in Appendix A make several references to the Placer-Sacramento Gateway and Action Plans. These two plans were created by PCTPA, the Sacramento Area Council of Governments (SACOG), the Capitol Corridor Joint Powers Authority (CCJPA), and Caltrans District 3 to identify improvements along the I-80 and Highway 65 corridors between Placer and Sacramento Counties. The Gateway Plan effort will finish in spring 2020, and a public draft is available for review at more80choices.com. The Action Plan will begin in 2020 and continue through 2022.

Both plans examine transit, including bus, commuter, light-rail, and train service. While existing service is limited as shown in the infographic below, these plans will propose transit improvements that could encourage people to shift from driving.

Transit Projects - from the Placer-Sacramento Gateway Plan



Existing Corridor Travel Options Infographic - from the Placer-Sacramento Gateway Plan

Can corridor travelers easily complete these trips using these options?	Distance	Private Vehicle	Capitol Corridor		Light Rail	Bus	Walking	Bicycling
			Rail	Bus				
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	20+ mi	Yes	Yes	Yes	No	Yes	No	No
Peak hour commute from Sacramento to South Placer	20+ mi	Yes	No	Yes	No	Yes	No	No
Off-peak travel between South Placer and Sacramento	20+ mi	Yes	No	No	No	No	No	No
Travel between Antelope and Sacramento	15 mi	Yes	No	No	No	No	No	No
Travel between Citrus Heights and Roseville	5 mi	Yes	No	No	No	No	No	Yes

APPENDIX A: PUBLIC COMMENTS & RESPONSES

The table below includes every comment received as part of the Unmet Transit Needs outreach for fiscal year 2021. The first column from the table includes the comment received from the public. In most cases the comment is printed exactly as received, but in rare cases it was summarized to save space or remove personal information. The second column includes one of four findings: this is not an unmet transit need, this unmet transit need is not reasonable to meet, or this unmet transit need is reasonable to meet. The third column includes an explanation for how PCTPA staff and the SSTAC determined whether a request was an unmet transit need that was reasonable to meet. In many cases the explanations refer to various transit plans, all of which are available on the PCTPA website pctpa.net. The fourth column lists the jurisdictions relevant to each comment ('County' refers to the unincorporated areas of Placer County).

The comments are listed in the table according to four categories: Intracity Comments with requests for service within one jurisdiction; Intercity Comments with requests between jurisdictions in Placer County; Intercounty Comments with requests between Placer County and other counties; and Miscellaneous Comments. This year, commenters could request transit service by dropping 'start' and 'end' points on a map. For this report, those point-based requests were expressed as 'From ___ to ____'. Comments where the point based information was the only information provided indicated by a '*'. Expletives and individual addresses were removed, otherwise comment appear as submitted.

Intracity Comments

	Comment	Finding	Response	Jurisdiction
1	From Porch Swing and Amberly to Creekside Town Center*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
2	From Porch Swing and Amberly to Oakmont High School*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
3	From the Fountains to the Safeway on Pleasant Grove*	This is not an unmet transit need	This trip can be made by taking the Roseville S or M routes from the Galleria Transfer Point to Pleasant Grove and Roseville Parkway	Roseville
4	From Alder Grove Senior Living to Hwy 49 and Bell Rd*	This is not an unmet transit need	This trip can be made by taking the Auburn Transit North Route from Alder Grove to Nevada Station and Transferring to the Placer County 30 Route to Placer Government Center.	County Auburn
5	From Holt Parkway and Schellhouse Drive to Sunrise and Stone Point*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville

Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
6	From Holt Parkway and Schellhouse Drive to the Galleria*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
7	From 49 and Persimmon Terrace to Boardman and Cherry*	This is not an unmet transit need	This trip can be made by taking the Auburn Transit South Central Route from Cherry St to the Savemart stop, then taking the North Route from the Savemart to Persimmon Terrace.	Auburn
8	From Kennerleigh Parkway to Sutter Roseville*	This is not an unmet transit need	This trip can be made by taking the Roseville M Route from Kennerleigh and Pleasant Grove to the Galleria, then taking the Roseville A Route from the Galleria to Sutter Roseville.	Roseville
9	From Kennerleigh Parway to Woodcreek Oaks and Pleasant Grove*	This is not an unmet transit need	This trip can be made by taking the Roseville M Route from Kennerleigh and Pleasant Grove to Woodcreek Oaks and Pleasant Grove	Roseville
10	From Rocklin High School to Blue Oaks and Lone Tree*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Rocklin High School to Blue Oaks and Lone Tree	County Rocklin
11	From Horsehoe Bar and Taylor to Nevada Station *	This is not an unmet transit need	This trip can be made by taking the Placer County 50 Route	County Auburn Loomis
12	From Peregrine Way to Downtown Auburn*	This unmet transit need is not reasonable to meet	There is currently no transit service in South Auburn near Peregrine Way and the Short Range Transit Plans do not recommend adding such a service.	Auburn
13	From Burelton Way to Sunsplash*	This is not an unmet transit need	This trip can be made by taking the Roseville E Route from Sierra College and Secret Ravine to the Sierra Gardens Transfer Point and then taking the Roseville B Route from the Sierra Gardens transfer point to Sunsplash.	Roseville
14	From Kaiser Medical to Westbrook and Pleasant Grove*	This unmet transit need is not reasonable to meet	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
15	I don't understand why Roseville accepts advertising from a location it does not serve. Combine Roseville R and S, maybe give to PCT to serve west Rocklin.	This unmet transit need is not reasonable to meet	Issues of advertising are not considered unmet transit needs but that comment has been passed along to the operators. The Short Range Transit Plans do not recommend combining the R and S routes.	Roseville
16	From Sun City Lincoln to Raleys in Lincoln*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial A Ride form Sun City Lincoln to Raleys in Lincoln.	County Lincoln

Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
17	From Woodcreek Oaks and Diamond Woods to Downtown Roseville*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Woodcreek Oaks and Diamond Woods to Downtown Roseville.	Roseville
18	From Luther and Matson to Belair Shopping Center*	This is not an unmet transit need	This trip can be made by taking the Auburn North Route from Luther and Matson to Nevada Station, then taking the Placer County 30 Route from Nevada Station to the Bel-Air on Highway 49.	County Auburn
19	From Main Street and Atkinson to Roseville Civic Center*	This is not an unmet transit need	This trip can be made by taking the Roseville D Route from Main and Atkinson to the Roseville Civic Center.	Roseville
20	From Lincoln High School to Lakeside and Joiner. Lincoln High School after school 4:00 pm, 5:00 pm Drop off kids from school whom stay late for sports or study hall. This community and others could benefit from the city bus. More houses, more kids.	This is not an unmet transit need	This trip can be made on Lincoln Dial-A-Ride. Federal law limits the use of transit funding for school trips.	County Lincoln
21	From Fiddymont and Crawford to Blue Oaks and Woodcreek Oaks*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
22	From Fiddymont and Crawford to Pleasant Grove and Fairway*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
23	From Vista De Madera to East Joiner and Sterling*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride from Vista De Madera to East Joiner and Sterling.	County Lincoln
24	From Secret Ravine and Carradale to Kaiser Roseville*	This is not an unmet transit need	This trip can be made by taking the Roseville E Route from Sierra College and Secret Ravine to Douglas and Eureka.	Roseville
25	From Secret Ravine and Carradale to Winco on Fairway*	This is not an unmet transit need	This trip can be made on Roseville Dial-A-Ride.	Roseville
26	From Fountains to Roseville Station*	This is not an unmet transit need	This trip can be made by taking the Roseville B Route from Roseville Parkway and Reserve to the Roseville Civic Center Transfer Point.	Roseville

Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
27	From Brookstone and Westbrook to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
28	From Brookstone and Westbrook to Kaiser Roseville*	This is not an unmet transit need	This trip can be made by taking Roseville Transit Dial-A-Ride. The Roseville Transit Short Range Transit Plan proposes the West Roseville/Fiddymont Farms Area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
29	From Kemper and Highway 49 to Placer County Government Center. Clipper Creek allows me to drop off my car and charge while I am at work.	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Atwood and Highway 49 to the Placer County Government Center.	County
30	From Elm and Union to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking the Roseville R Route from Foothills and Main to the Louis Orlando Transfer Point, then taking the Roseville A Route to the Galleria.	Roseville
31	From Nader Rd to Auburn Folsom and Morningside*	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County
32	From Markham Park to Lincoln High School*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride from Markham Park to Lincoln High School.	County Lincoln
33	From Blue Oaks and Woodcreek Oaks to Santucci Justice Center*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride.	Roseville
34	Foresthill to Mt Vernon and Vineyard*	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	County
35	From Slade Ridge Road to Hidden Hills Rd*	This unmet transit need is not reasonable to meet	There is no transit service in this area of South Auburn and the Short Range Transit Plans do not recommend adding such a service.	County
36	From Jenna Court to Kaiser Roseville*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride.	Roseville

Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
37	Rocklin High School to Sierra College*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride.	Rocklin
38	Rocklin High School to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride.	Rocklin
39	Southridge Drive to Bell and Blue Oaks*	This unmet transit need is not reasonable to meet	There is no transit service within this area of rural North Auburn and the short Range Transit Plans do not recommend adding such a service.	County
40	From Sunset and Woodside to Winco*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial A Ride.	Rocklin
41	From Sunset and Woodside to Sunset and Fairway*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride.	Rocklin
42	We need bus service in the Wildcat Blvd/ Whitney Ranch Parkway area.	This is not an unmet transit need	The Wildcat/Whitney Ranch Parkway area has Dial-A-Ride service, which is available citywide in Rocklin.	Rocklin
43	If adding a bus is not possible, please make the Dial A Ride in GBAy start before 7Am and last service after 5PM. Thank you.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending the hours of Granite Bay Dial-A-Ride, due to low ridership.	County
44	More stops near Target in Lincoln and Twelve Bridges Elementary school.	This is not an unmet transit need	The Ferarri Ranch shopping area and Twelve Bridges Elementary are both served by citywide Dial-A-Ride.	Lincoln
45	Reinstating the "I" bus route in Roseville would be very helpful. It would save me half an hour's walk to the bus stop. The "D" route is nice to have, however. Thank you for it.	This unmet transit need is not reasonable to meet	The Short Range Transit Plan does not recommend reinstating the Roseville I Route.	Roseville
46	Please bring back the "I" Route.	This unmet transit need is not reasonable to meet	The Short Range Transit Plan does not recommend reinstating the Roseville I Route.	Roseville
47	For students that stay after school for study hall or sports, I'd like to see the Dial A Ride make another round picking up students in the Lincoln.	This unmet transit need is not reasonable to meet	Lincoln Dial-A-Ride is a reservation based service.	Lincoln
48	Why doesn't Roseville have a bus stop at the Amtrak station?	This unmet transit need is not reasonable to meet	The short Range Transit Plan does not recommend routing bus service to Roseville Amtrak Station.	Roseville
49	Westpark needs more options into other areas of Roseville. It's currently a forsaken wasteland of houses. Some sort of infrastructure needs to be started there. Gas stations, grocery stores, more road connections; anything!	This is not an unmet transit need	Westpark is served by Roseville Dial-A-Ride.	Roseville
50	Busses don't run in Lincoln hills. Why not?	This is not an unmet transit need	Sun City Lincoln Hills is served by Lincoln Dial-A-Ride	Lincoln

Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
51	Sun city Lincoln hills could use a small van to shuttle folks around that cannot drive	This is not an unmet transit need	Sun City Lincoln Hills is served by Lincoln Dial-A-Ride	Lincoln
52	<p>I have attended Meet Me needs Transit meetings Hoyt, Will Gardner, Angela, and Jennifer. I have given them time schedules Maps have the city of Lincoln what I found out between each bus time and schedule is only a minute to two minutes. when the bus goes down from third make a left turn on 5th Street to the stop sign to make a left turn on 5th Street to go to Q Street and make a right turn to go all the way down to 8th and Q Street and continue on to Nicholas Road to a stop sign they make a right turn another right turn on O Street to back to 5th Street. I have I am disabled and I'm a taxpayer and I do pay for the services that I depend upon every time at the meetings Jennifer says we're going to look into the matter and might just nothing. Never got done and there are many other buses stops set empty and there are no other individuals at those buses stops at all and I'm not the last person at the end of corner and even my block there are disables on my street it's not really fair where they just they just sit and they don't check corrective actions I just ignoring my issues lots of promises and nothing has never went forward and what the problem is is the management but they just there were anywhere in about the what the supervisors are going to get always talk about the future but the future hasn't occurred yet we need to take care of them now transit system this one little bus in the City just not doesn't meet when you're are disabled the ones that who runs the services does not understand when you're disabled it's hard to get around I do know that they have a light bus service in town but I'm going out of town that's why I need to fix us years ago when the city of Lincoln was operating our own bus service it was Service on 8th and Q Street are they at the time service out.the last time that the bus meeting there were going to try it out the transit system how long does it take to go down to my street on 8th and Q Street but that never happens they just keep looking at the maps just sit down and enjoy the donuts and coffee but I paid for the service because I am a property taxpayer am I paying for the service technically I offer the bus service how long does a person has to wait with a disables before they make a move to make it right what's I'd like to be the County Supervisor needs to replace the management who's has been through troubles hard times and they know what it is the struggles.</p>	This unmet transit need is not reasonable to meet	8th and Q is served by Lincoln Dial-A-Ride, a paratransit service.	Lincoln

Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
53	<p>My home is near DryCreek Roan and HWY 49. Because of heart and other problems, I'm pretty much disabled.</p> <p>I can walk and I can stand but I can do neither for very long.</p> <p>About six months ago I separated myself from the driving public. For the good of my fellow citizens, I stopped driving my automobile. It was for the ultimate good of everyone, drivers., passengers, property owners, and pedestrians.</p> <p>Since that day I have relied on fellow church members (Salvation Army Auburn Corps) and my wife, who is already expressing her displeasure at the job of family transportation manager.</p> <p>Formerly I have been active in my health club, Auburn Elks, SIR's, and Placer County's Auburn Library. Now, most of these activities are suspended. Several times I have called about in the county attempting to locate curb to curb or even end of my block transport to and from several of the aforementioned haunts, without success. My active business years were spent in Downtown Auburn as a business owner-manager, employer and Auburn Chamber member for forty years.</p> <p>I must admit that I was able to secure a ride to and from my home to my Health Club, Auburn Racket and Fitness, using Ubert but at \$12 each way from my home it is above my paygrade.</p> <p>So, when I'm quizzed about Auburn Rapid Transit, I roll my eyes and think, not in my lifetime. I realize that I should likely leave Auburn for Sacramento, where these services are existent. Just the thought fo that sort of move for me and my family is painful and expensive to contemplate. I wish your group good fortune in their quest of some sort of public service system. My next life promises to be much more secure.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. However, Seniors First and the South Placer Transit Information Center have resources to help you understand what transit options are available to you.	County Auburn
54	<p>During the school year, the School Tripper in Lincoln takes away spots for Dial A Ride so you have to leave earlier or later and I cant make the times. Because I transfer to fixed route buses, these constricting times on Dial A Ride from the Lincoln School Tripper make it harder to take the whole trip.</p>	This is not an unmet transit need	After review denials from June-September of 2019, there was no noticeable difference in denials when the School Tripper is active.	County Lincoln

Intracity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
55	There should be fixed route service on Blue Oaks or just generally out to Westpark. Currently you can only use Dial A Ride and it is too hard to schedule with the large appointment window. There is no other option in that whole area.	This unmet transit need is not reasonable to meet	The Roseville Route D serves Blue Oaks at Woodcreek Oaks. The Roseville Short Range Transit Plan does not recommend extending service onto Blue Oaks or adding fixed route service to Westpark.	Roseville
56	From our constituents: a lot of excitement about the change in the Auburn transit system routing. One person tried to arrange for a deviation to the PowWow and could not receive a deviation. There needs to be information on the website for how users can request a deviated ride and information was not accurate. Folks who live on the edge of Rocklin continue to need flexibility in the Rocklin Shuttle to use Dial-A-Ride to cross jurisdictions so people can avoid unnecessary transfers. There needs to be agreements between jurisdictions to get users where they need to go. There needs to be more bus shelters across the system.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Auburn County

Intercity Comments

	Comment	Finding	Response	Jurisdiction
57	From Foskett Ranch to Sierra College*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial A Ride from Foskett Ranch to the Twelve Bridges Library transfer Point and then taking the Placer County 20 bus to Sierra College	County Lincoln Rocklin
58	From Whitney High School to Northstar*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
59	From Whitney High School to Placer County Government Center*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Whitney Highschool to Sierra College, then taking the Placer County Transit 20 bus to Nevada Station, and then taking the Placer 30 bus to Placer County Government Center	County Auburn Rocklin
60	From Wildcat and Whitney Ranch to the Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride	Roseville Rocklin
61	From Rocklin High School to the Galleria*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Rocklin High School to the Galleria.	Roseville County Rocklin
62	From 6990 Country Acres Lane Elverta to Mahany Library*	This unmet transit need is not reasonable to meet	There is currently no transit service in the rural Elverta area of Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
63	From Rocklin Station to Olympic Valley*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
64	From Sheridan to Downtown Lincoln*	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County Lincoln
65	From Sheridan to Downtown Auburn*	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Auburn and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
66	From Auburn Folsom and Douglas to Grant and Oak. There is no bus from granite Bay to Roseville; the Dial a Ride starts after 9AM	This unmet transit need is not reasonable to meet	There is currently no fixed-route service in Granite Bay and the Short Range Transit Plans do not recommend adding a service or expanding Dial-A-Ride hours.	Roseville County
67	From Colfax to Placer County Government Center*	This is not an unmet transit need	This trip can be made by taking the Placer Commuter Express from Colfax to Nevada Station, then taking the Placer County 30 Route from Nevada Station to Placer County Government Center.	County Auburn

Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
68	From Excelsior Avenue to Bell Brook Drive*	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of North Auburn and the Short Range Transit Plans do not recommend adding such a service.	County
69	From Cook Riolo and Junction to Sierra College Interchange. Times would vary - more weekends than weekdays - to Hacker Lab, Studio Movie Grill, Target, etc.	This is not an unmet transit need	This trip can be made Monday-Saturday by taking the Roseville D Route from Woodcreek Oaks and Junction to the Civic Center Transfer Point, then taking the Roseville A Route from the Civic Center to the Galleria Transfer Point, then taking the Placer County 20 Route to Sierra College.	Roseville County Rocklin
70	From Sierra College to Sutter Roseville*	This is not an unmet transit need	This trip can be made by taking the Roseville G Route from Sierra College to the Sierra Gardens Transfer Point, then taking the Roseville B Route from Sierra Gardens to Sutter Roseville.	Roseville County Rocklin
71	From Sierra College to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from Sierra College to the Galleria Transfer Point.	Roseville County Rocklin
72	From Indian Hill Rd and I-80 to Atlantic and I-80. freeway park and ride near my house to Freeway location near my work. If light rail ran up 80 I would have a viable transit option for most work days	This unmet transit need is not reasonable to meet	There is currently no commuter service at the Newcastle/Indian Hill/Ophir Rd interchange and the Short Range Transit Plans do not recommend adding such a service.	County Roseville
73	From Indian Hill Rd and I-80 to Sierra College interchange. If there was light rail up Hwy 80 I could access stores via public transit. I wish that we could take the carpool lanes each direction and convert that area to light rail which runs up Hwy 80 all the way to Auburn. Need frequent trains - every 15 or 200 minutes. Fees for driving on the freeway could fund free public transit. We need to take dramatic action to reduce our car usage and the associated carbon emissions. I would be willing to pay a fee for driving on the freeway if it funded free public transit.	This is not an unmet transit need	While the Short Range Transit Plans do not recommend extending Light Rail, it is possible to make this trip by taking the Placer County 50 Route from the Ophir Rd Park and Ride to the Sierra College Interchange. Issues dealing with fares and fees are not considered unmet transit needs.	County Rocklin
74	From Sierra Gardens and Russell to Indian Hill Rd and I-80*	This is not an unmet transit need	This trip can be made by taking the Roseville G Route from Douglas and Strauch to Sierra College, then by taking the Placer County 50 Route from Sierra College to the Ophir Rd Park and Ride lot.	Roseville County
75	From Sun City Lincoln to Roseville Galleria*	This is not an unmet transit need	This trip can be made by taking Lincoln Dial A Ride from Sun City Lincoln to the Twelve Bridges Library, then taking the Placer County 20 Route from the Twelve Bridges Library to the Roseville Galleria	Roseville County Lincoln

Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
76	From Greenfield Ave, Auburn to Sunset and Pacific*	This is not an unmet transit need	This trip can be made by taking Auburn Deviated-Fixed route service to Nevada Station, then taking Placer County 10 Route from Nevada Station to the Galleria Transfer Point, then taking Placer County 20 Route from Galleria to Pacific and Sunset.	County Rocklin
77	From Woodcreek Oaks and Diamond Woods to Pacific and Rocklin*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Woodcreek Oaks and Diamond Woods to the Galleria Transfer Point, then taking Placer County Route 20 from the Galleria Transfer Point to Pacific Street and Rocklin Road.	Roseville County Rocklin
78	From Sierra College to Watt and I-80*	This is not an unmet transit need	This trip can be made by taking Placer County 10 Route from Sierra College to the Watt/I-80 Light Rail Station.	County Rocklin
79	From Sierra College to Lake Tahoe*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
80	From Rocklin and Pacific to Vernon and Washington*	This is not an unmet transit need	This trip can be made by taking the Placer County 20 Route from Rocklin and Pacific to the Galleria Transfer Point, then by taking the Roseville B Route from the Galleria to the Civic Center.	Roseville County Rocklin
81	From Indian Hill and Auburn Folsom to Sierra College*	This unmet transit need is not reasonable to meet	There is currently no transit service in the rural area around Indian Hill and Auburn Folsom and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
82	From Auburn to Tahoe*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
83	From Fiddymont and Sunset to Sunsplash*	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of Northwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
84	From Sierra College to Placer County Government Center. Express commuter service needed for county workers. I happen to work in Auburn and live in Rocklin. A central pick-up and drop-off location in each location would be beneficial in reducing environmental, social, and economical concerns in having less persons on the roads and freeways. Times should be between 6AM - 8AM 3:15 PM 4:15 PM 5:15 PM	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from Sierra College to Nevada Station, then taking the Placer County 30 Route from Nevada Station to the Placer County Government Center.	County Auburn Rocklin

Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
85	From Colfax to Rocklin and Roseville*	This is not an unmet transit need	This trip can be made by taking the Placer Commuter Express from Colfax to Rocklin Station or the Taylor/I-80 Park and Ride Stop.	Roseville County Rocklin Colfax
86	From Sunrise and Leadhill to the Auburn Recreation Area*	This unmet transit need is not reasonable to meet	There is no transit service to the Auburn Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
87	From Vista Creek and Sheridan to Auburn*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Vista Creek to the Louis Orland Transfer Point, then taking the Placer County 10 Route to Nevada Station in Auburn.	Roseville County Auburn
88	From Lincoln Way to Education and Hwy 49*	This is not an unmet transit need	This trip can be made by taking the Auburn South/Central Route to Nevada Station then taking the Placer County 30 Route to Education and Highway 49.	County Auburn
89	From South Auburn to Riverside and I-5*	This unmet transit need is not reasonable to meet	There is no transit service in this area of South Auburn and the Short Range Transit Plans do not recommend adding such a service.	Roseville Auburn
90	From Raley's Auburn to Foresthill Post Office*	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	County Auburn
91	From Colfax to Dutch Flat*	This is not an unmet transit need	This trip can be made by taking the Placer County 40 Route from Dutch Flat to Colfax.	County Colfax
92	From Auburn Station to Auburn State Recreation Area North Trailheads*	This unmet transit need is not reasonable to meet	There is no transit service to the Auburn Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
93	Blue Oaks and 65 to Cramer Rd and Highway 49*	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Blue Oaks and Highway 65 to the Roseville Galleria, then taking Placer County 10 Route to Nevada Station, then taking Placer County 30 Route to Highway 49 and Florence Lane.	Roseville County
94	From Auburn to Foresthill. Every 4 months have an outing and a final destination eating place*	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	County Colfax
95	From Atlantic and Galleria to Joiner and Ferrari Ranch*	This is not an unmet transit need	This trip can be made by taking the Roseville A Route from Atlantic and Center to the Galleria, then taking the Placer County 20 Bus to Twelve Bridges Library, then taking the Placer County 70 Route to Joiner and Ferrari Ranch.	Roseville Lincoln

Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
96	From Copperfield Circle to Roseville Automall*	This unmet transit need is not reasonable to meet	There is no direct transit service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
97	From Colfax to Sutter Roseville*	This is not an unmet transit need	Health Express provides service to non emergency medical appointments from Colfax to Sutter Roseville.	Roseville Colfax
98	Joe Rodgers and Itchy Acres to Kasier Roseville. Start close to home, Go to Kaiser for appointments, pick up prescriptions, etc.	This is not an unmet transit need	Health Express provides service to non emergency medical appointments from Granite Bay to Roseville.	Roseville County
99	Junction and Park Regency to Sierra College*	This is not an unmet transit need	This trip can be made by taking the Roseville D Route from Junction and Park Regency to the Civic Center Transfer Point, then taking the Roseville L Route to the Sierra Gardens Transfer Point, then taking the Roseville G Route to Sierra College.	Roseville Rocklin
100	From Wycford in Rocklin to Kaiser Roseville*	This is not an unmet transit need	Health Express provides non-emergency medical trips, including from Rocklin to Kaiser Roseville.	Roseville Rocklin
101	From Sunset and Fairway to Luther and Racquet Club*	This unmet transit need is not reasonable to meet	This area of unincorporated North Auburn is not served by transit and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
102	From Whyte and Lichen to Foresthill*	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	County
103	From Horseshoe Bar and Taylor to Main and Atkinson. There is currently no way to get between Roseville & Loomis in the middle of the day*	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Roseville and Loomis and the Short Range Transit Plans do not recommend adding such a service.	Roseville Loomis
104	From Bell and Highway 49 to Lone Tree and Blue Oaks*	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Bell and County Center Drive to Nevada Station, then taking the Placer County 10 Route from Nevada Station to Galleria, then taking Rocklin Dial-A-Ride from Galleria to Blue Oaks and Lonetree.	County Rocklin
105	From Bell and Highway 49 to Costco Roseville*	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Bell and County Center Drive to Nevada Station, then taking the Placer County 10 Route from Nevada Station to Galleria, then taking the Placer County 20 Route from Galleria to the Roseville Costco.	Roseville County

Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
106	From Baseline and Brewer to Junction and Stonecrest*	This unmet transit need is not reasonable to meet	There is no transit service in this area of rural Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
107	From Baseline and Brewer to Kaiser Roseville*	This unmet transit need is not reasonable to meet	There is no transit service in this area of rural Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
108	From Riverside and I-80 to Placer County Government Center. Would need a park and ride lot nearby, anywhere along I-80 going towards Auburn. Daily, as in Mon-Fr	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from Louis and Orlando to Nevada Station, then the Placer County 30 Route to Placer County Government Center.	Roseville County
109	From Auburn Folsom and Laird to Roseville Civic Center. To commute from house to work and vice versa; there is no public transpo from Granite Bay. Placer Dial A Ride starts after 9Am and ends 3PM - with very limited pick-up/drop-off schedule.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding transit service in Granite Bay, including expanded hours or more direct service to Roseville.	Roseville County
110	From Rattlesnake and Boom Run to Douglas and Sunrise*	This unmet transit need is not reasonable to meet	There is currently no transit service in the rural area of Placer County and the Short Range Transit Plans do not suggest adding such a service.	Roseville County
111	From Newcastle Park and Ride to Sunsplash. Need a stop at Newcastle park and ride area*	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend adding a Newcastle stop on the Placer Commuter Express Service.	Roseville County
112	From Auburn to Tahoe City. Weekend bus to lake tahoe area. Would like light rail to extend all the way up 80 to Auburn. Take the carpool lanes for transit. Make transit free and raise gas tax. We need to transition quickly to lower carbon transportation for the health of our planet.	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
113	From Marguerite Mine Rd to Sierra College*	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Nevada Way to Nevada Station, then taking the Placer County 10 Route from Nevada Station to Sierra College.	County Auburn Rocklin
114	From Nevada Station to Sierra College*	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from Nevada Station to Sierra College	County Auburn Rocklin
115	From Clover Valley Park to Washington and Pleasant Grove*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Clover Valley Park to the Galleria, then taking the Roseville M Route to Pleasant Grove and Industrial.	Roseville County Rocklin

Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
116	From 65 and Ferrari Ranch to Taylor and I-80*	This is not an unmet transit need	This trip can be made by taking the Placer County 70 Route from Lincoln Crossing to Twelve Bridges Library, the taking the Placer County 20 route to the Galleria, then taking the Roseville A Route to Taylor/I-80	Roseville County Lincoln
117	From Lincoln to Tahoe City*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
118	From Sierra College to Downtown Auburn*	This is not an unmet transit need	This trip can be made by taking the Placer County 20 Route from Sierra College to Nevada Station in Auburn	County Auburn Rocklin
119	From Meadow Vista to Sunrise and Old Auburn*	This unmet transit need is not reasonable to meet	There is currently no transit service to Meadow Vista and the Short Range Transit Plans do not recommend adding such a service.	County
120	From Bancroft and Christian Valley to Downtown Auburn*	This unmet transit need is not reasonable to meet	There is currently no transit service in the rural Clipper Gap area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
121	From Auburn to Tahoe City*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
122	Val Verde and King to Rocklin and Pacific Street*	This unmet transit need is not reasonable to meet	There is no transit service in the rural area around Val Verde and King Roads and the Short Range Transit Plans do not recommend adding such a service.	County Rocklin
123	Slade Ridge Road to Auburn Valley Golf Club*	This unmet transit need is not reasonable to meet	There is no transit service in this area of South Auburn and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
124	From Sun City Lincoln Hills to Turkey Creek Golf Club*	This unmet transit need is not reasonable to meet	There is no transit service to Turkey Creek Golf Club and the Short Range Transit Plans do not recommend adding such a service.	County Lincoln
125	From Truckee Station to Alpine Meadows Rd*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County
126	Bell Rd and Highway 49 to Kings Beach*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and the Tahoe area and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
127	From unincorporated Colfax to Sunrise and Douglas*	This unmet transit need is not reasonable to meet	There is no transit service in unincorporated Colfax and the Short Range Transit Plans do not recommend adding such a service.	Roseville County

Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
128	From Post Chaise Circle to Vineyard and Foothills	This unmet transit need is not reasonable to meet	There is no transit service in unincorporated Colfax and the Short Range Transit Plans do not recommend adding such a service.	Roseville County Colfax
129	Transit is needed in Sheridan, CA.	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County Lincoln
130	Going to Lincoln or Roseville is a luxury for people of low income in Sheridan. Please help us	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	Roseville County Lincoln
131	I really believe public transit would be advantageous to the youth and seniors of Sheridan. Commerce is limited to those who can drive. Quite a few people depend on those with vehicles to shop, go to doctor appointments and recreation activities.	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County Lincoln
132	When unable to drive - had to ask friends for rides since unable to get to medical appt in Auburn and Roseville by public transit.	This is not an unmet transit need	Health Express provides non-emergency medical trips, including to Roseville and Rocklin.	Roseville Auburn
133	Why do you refuse to implement smartride an invaluable service to he residents of your community and drop prices so those in the most need of those services arent excluded. Placer County has huge trandooratatuon barriers at present. If you want to allow a residents real oppourtunty that are dependeng upon your services extended hours additional stops, more frequent routes and you need these on the weekends as well peo e dont stop living on the weekends and after 7 pm. Most jobs require your avaiable on the weekends. No sunday service at all in placer county where as sac county continues to hum. That connect card should be valid on dial a rides wether you have a scanner or not since it is avsiable on the main busses. Sorry for the typos	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend implementing a more on-demand transit system until it has been tested elsewhere in the region. Fares are considered operations issues and are not unmet transit needs. The SRTPs also do not recommend expanding service or adding sunday service.	County
134	More availability from Colfax to Roseville daily and on the weekend	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending transit service to Colfax.	Roseville Colfax

Intercity Comments (cont.)

	Comment	Finding	Response	Jurisdiction
135	<p>I live in Auburn and I love American River Canyon and how it brings many people to spend time outside in many ways.</p> <p>But I think parking should be limited and safer where Middle and North Fork of the American River meet. To do that there should be public transport that would bring people from Auburn to the existing parking areas in the Canyon.</p> <p>People probably do not like the idea at first, because it is more comfortable to drive your own car and everybody is used to it. But limited parking in the canyon , fast comfortable bus transit and maybe some fun entertainment inside the bus (recorded stories played from speakers about Auburn or American River or animals etc) would make people to get used to the bus over time.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>The Short Range Transit Plans do not recommend extending transit service to the American River Canyon recreation areas.</p>	<p>County Auburn</p>
136	<p>Sheridan has no transit service and needs connection anywhere.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.</p>	<p>County Lincoln</p>
137	<p>Sheridan has no transportation to Lincoln. I have no transportation. I have lived there for 40 years and we have never had service. I am having to hitchhike to Lincoln which I have been told by police is illegal. If there is no public transportation I have no other recourse but to hitchhike. I have a right to go get groceries or do my other business. I cannot do that because there is no transportation and I can't get to Lincoln to do my business.</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.</p>	<p>County Lincoln</p>
138	<p>I'm disabled and depend on public transportation. The Dial A Ride drivers don't know where the boundaries. They tell me they can go as far and Dilber rd and deviate 3/4 of a mile but can't go past 7/11. I can't get Dial A Ride to my house but I take the bus. I live in Auburn City Limits but I can't get the Dial A Ride bus. I am right off the freeway. There are several other people that have commented they would like to be able to take Dial A Ride.</p>	<p>This is not an unmet transit need</p>	<p>The Placer County 40 Route is an intercity route and therefore does not offer complementary Dial-A-Ride service.</p>	<p>County Auburn</p>

Intercounty Comments

	Comment	Finding	Explanation	Jurisdiction
139	From North Lincoln to East Sacramento*	This unmet transit need is not reasonable to meet	The unincorporated area north of Lincoln does not have transit service and the Short Range Transit Plans do not suggest adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
140	From Auburn Folsom near Beals Point to West Sacramento*	This unmet transit need is not reasonable to meet	There is no service between Granite Bay and West Sacramento and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
141	From Waterford Dr in Granite Bay to Watt I-80 LR*	This unmet transit need is not reasonable to meet	There is no service between Granite Bay and the Watt/I-80 Light Rail Station and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
142	From Sierra College to Hazel Light Rail Station*	This unmet transit need is not reasonable to meet	There is no direct service between Placer County and the Hazel Light Rail Station and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County Rocklin
143	From Taylor/I-80 to Yuba City*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and Yuba City and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
144	From Blue Oaks and Woodcreek Oaks to Plymouth, Amador Co*	This unmet transit need is not reasonable to meet	There is no transit service between Placer and Amador Counties and the Short	County
145	From UC Davis Roseville to Yuba County Airport*	This unmet transit need is not reasonable to meet	There is no transit service between Placer and the Yuba County Airport and the Short Range Transit Plans do not suggest adding such a service	Roseville
146	From Washington and Industrial to UC Davis, Sacramento*	This is not an unmet transit need	Trips from South Placer to the UC Davis Medical Center, including this trip, can be made on WPCTSA's Health Express Service.	Roseville

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
147	From Horseshoe Bar and Taylor to Beale AFB*	This unmet transit need is not reasonable to meet	There is currently no transit service between South Placer and Beale AFB and the Short Range Transit Plans do not recommend adding such a service.	Loomis
148	Form Horseshoe Bar and Taylor to Reno*	This unmet transit need is not reasonable to meet	There is currently no transit service between South Placer and Reno and the Short Range Transit Plans do not recommend adding such a service	County
149	From Community Drive to UC Davis Medical Center. This is my every day commute. it's only 16-17 miles. But it takes an hour. There are over 600 people who live in the Roseville area who work at the UC Davis Medical Center!!	This unmet transit need is not reasonable to meet	There is currently no direct commuter service between Roseville and the UC Davis Medical Center. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
150	This line can no longer act as a Chinese wall, RT services 21, 93, possibly 103, should be extended north to the Galleria via Riverside & Sunrise Blvds. Roseville A/B can be cut back or eliminated.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend these route changes. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville
151	Working with RT, RT 28 can be extended up Fair Oaks/Old Auburn/S. Cirby/Rocky Ridge/Secret Ravine to Sierra College.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend these route changes. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville County Rocklin
152	PCT can operate Roseville-GB-Folsom service	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend adding a Roseville-Granite Bay-Folsom service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville County
153	RT 109 extended to Sierra Collegef	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending the Sac RT Route 109. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County Rocklin

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
154	Improve Roseville L service; the route is a hodgepodge and should run completely on Douglas Blvd., or could be replaced by a PCT service to Folsom via GB.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend rerouting the Roseville L Route along Douglas Boulevard or creating a PCT service to Folsom. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville County
155	From Bogart Way to 4th and Q*	This unmet transit need is not reasonable to meet	There is currently no Roseville Commuter service from Westpark to downtown Sacramento. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
156	From Sierra Gardens and Russell to State Capitol. To attend State Legislature meetings regarding my profession.	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from Maidu to several stops around the State Capitol.	Roseville
157	From Pine Street in Rocklin to Downtown Sacramento*	This is not an unmet transit need	This trip can be made by taking the Placer Commuter Express from Rocklin Station to Downtown Sacramento	County Rocklin
158	From Crestwood Way Rocklin to N Street Sacramento*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial A Ride from Crestwood Way to Rocklin Station, then taking Placer Commuter Express from Rocklin Station to Downtown Sacramento.	County Rocklin
159	From Nicolas Rd in Lincoln to Rancho Cordova*	This unmet transit need is not reasonable to meet	There is currently no direct transit route between Lincoln and Rancho Cordova and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Lincoln
160	From Sunset and Fiddymont to La Lima Way*	This unmet transit need is not reasonable to meet	There is currently no direct transit route between Roseville and Natomas and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
161	From Park & Stanford Ranch to Watt I-80 LR. Would like a bus from near my house in Rocklin to the SacRT light rail station at Watt & I-80.	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Park and Stanford Ranch to the Roseville Galleria, then taking the Placer County 10 Route from the Galleria to the Watt/I-80 Light Rail Station	County Rocklin
162	From Ophir and Cheyenne to I-5 and I-80*	This unmet transit need is not reasonable to meet	Currently there is no direct transit connection between Ophir Road and South Natomas and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
163	From Sun City Lincoln to Mt Vernon Cemetery*	This unmet transit need is not reasonable to meet	Currently there is no direct transit connection between Lincoln and Citrus Heights and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Lincoln
164	From PFE and Billy Mitchell to Downtown Roseville*	This unmet transit need is not reasonable to meet	There is currently no transit service in this rural area of Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
165	From PFE and Billy Mitchell to Watt I-80 LR. Get downtown on light rail, but the homeless would need to not fill RT	This unmet transit need is not reasonable to meet	There is currently no transit service in this rural area of Southwestern Placer County and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
166	From Blossom Hill to Broadway and 20th St*	This is not an unmet transit need	This trip can be made by taking the Sac RT 93 Route from Louis and Orlando Transfer Point to the Sunrise Light Rail Station, then taking the Gold Line to Downtown Sacramento.	Roseville
167	From Antelope Rd and I-80 to Sierra College*	This is not an unmet transit need	This trip can be made by taking the Sac RT 93 bus from Antelope Road and I-80 to the Louis Orlando Transfer Point, then taking the Placer County 10 Route from Louis Orland to Sierra College.	County
168	Penryn Rd and I-80 to Downtown Sacramento*	This is not an unmet transit need	This trip can be made by taking the Placer Commuter Express from Penryn Road and I-80 to Downtown Sacramento	County

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
169	From Sunsplash to Sacramento Capitol*	This is not an unmet transit need	This trip can be made by taking the Roseville Commuter or the Placer Commuter Express from the Taylor/I-80 lot to Downtown Sacramento.	County
170	From Roseville to Folsom. Folsom. If love to go there for the museum's and other activities a few times a month when they have things going on. There's no transfer point meeting with Folsom and it takes to long to travel there leaving no time to enjoy the many sites and things to do in Folsom. I'd like to go in the morning about 8:30a.m and return to Roseville about 3:00-4:00p.m.	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Roseville and Folsom and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville
171	From Auburn to Rancho Cordova*	This unmet transit need is not reasonable to meet	There is currently no transit service between Auburn and Rancho Cordova and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Auburn
172	From Baseline and Cook Riolo to Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	County
173	From Mahany Park to the Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
174	From Grass Valley to Auburn. Mire frequent trips to gv from auburn and from riseville to gv	This is not an unmet transit need	This trip can be made by taking the Gold Country Stage 5 Route from Grass Valley to Nevada Station.	Auburn
175	From Roseville to Grass Valley. Mire frequent trips to gv from auburn and from riseville to gv	This is not an unmet transit need	This trip can be made by taking the Placer County 10 Route from the Galleria to Nevada Station, then taking the Gold Country Stage 5 Route from Nevada Station to Grass Valley.	Roseville County
176	Auburn to Pollock Pines. Auburn and riseville to pollock and placerville and back	This unmet transit need is not reasonable to meet	There is no transit connection between South Placer and Pollock Pines and the Short Range Transit Plans do not recommend adding such a service.	County Auburn
177	Roseville to Pollock Pines. Auburn and riseville to pollock and placerville and back	This unmet transit need is not reasonable to meet	There is no transit connection between South Placer and Pollock Pines and the Short Range Transit Plans do not recommend adding such a service.	Roseville County

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
178	From Douglas and Riverside to UC Davis Medical Center*	This unmet transit need is not reasonable to meet	There is currently no direct commuter service between Roseville and the UC Davis Medical Center. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
179	From Roseville Galleria to 29th and L*	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from the Galleria to several stops in Downtown Sacramento.	Roseville
180	From Sun City Lincoln to Sacramento Valley Station. End time of 3:30 no Amtrak train until 5:30	This unmet transit need is not reasonable to meet	There is currently no direct connection between Lincoln and the Sacramento Valley Station and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Lincoln
181	From Joe Rodgers and Itchy Acres to Historic Folsom Light Rail Station. Get to Sacramento Light Rail without having to drive.	This unmet transit need is not reasonable to meet	There is no transit connection between Granite Bay and Folsom and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	County
182	From Roseville Civic Center to Downtown Folsom*	This unmet transit need is not reasonable to meet	There is no direct connection between Roseville and Folsom and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville
183	From Roseville Civic Center to El Dorado Hills*	This unmet transit need is not reasonable to meet	There is no direct connection between Roseville and El Dorado Hills and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
184	From Bickleigh Loop to Downtown Sacramento*	This unmet transit need is not reasonable to meet	There is currently no commuter service from the Westpark area of Roseville. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
185	From Rocklin Station to Downtown San Francisco. We need speedy trains. Cut the time with nonstop trains from Rocklin straight thru SFO	This unmet transit need is not reasonable to meet	Neither the Short Range Transit Plans nor the California Rail Plan recommend creating non-stop trains from Rocklin to the San Francisco Bay Area.	Rocklin
186	From Mahany Park to Sacramento Capitol. I'd like to use the Roseville Commuter bus at Mahany park & ride but the last bus leaves at 7:10 a.m. which is too early. I'd love it if the last bus left Mahany for downtown Sacramento at 8:30 a.m. I would be able to avoid driving to the light rail station at Roseville Road. It would make my commute to work a lot easier!	This is not an unmet transit need	The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
187	From Auburn to Grass Valley*	This is not an unmet transit need	This trip can be made by taking the Gold Country Stage 5 Route from Grass Valley to Nevada Station.	Auburn
188	From Lincoln and Nicolas to Sacramento Valley Station*	This unmet transit need is not reasonable to meet	There is currently no direct connection between Lincoln and the Sacramento Valley Station and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Lincoln
189	From Granite Bay to Berkeley*	This unmet transit need is not reasonable to meet	There is currently no transit connection between Granite Bay and Berkeley. However Capitol Corridor, with stations in Roseville and Sacramento, provides service to Berkeley.	County
190	From Westbrook and Brookstone to Placerville*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and Placerville and the Short Range Transit Plans do not recommend adding such a service.	Roseville
191	From Westbrook and Brookstone to Covelo*	This unmet transit need is not reasonable to meet	There is no transit service between South Placer and Covelo and the Short Range Transit Plans do not recommend adding such a service.	Roseville

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
192	From Westbrook and Brookstone to Sacramento Capitol*	This unmet transit need is not reasonable to meet	There is currently no direct commuter service between Westpark and Downtown Sacramento; the nearest commuter stop is Mahany Park. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
193	From Auburn to Nevada City. It is possible I believe to take transit from Auburn to Nevada City, but it has not been convenient, requires transfer and walking from one area in Grass Valley to another.	This is not an unmet transit need	This trip can be made by taking the Gold Country Stage 5 Route from Nevada Station to Grass Valley, then taking the Gold Country State 1 Route from Grass Valley to Nevada City. Transfers are a part of any transit system and are not considered unmet needs.	County Auburn
194	From Rocklin to Downtown Sacramento. Via car, 25 minute drive versus multi transit of 3hrs and 20minutes	This is not an unmet transit need	This trip can be made by taking Place Commuter Express from Rocklin Station or Taylor and I-80 to Downtown Sacramento. The Commuter Express Trip takes between 40-60 minutes depending on which stop is used in Downtown Sacramento.	County
195	From 80/65 to Hayward*	This unmet transit need is not reasonable to meet	There is no direct transit service between the 80/65 interchange and Hayward and the Short Range Transit Plans do not recommend adding such a service. By taking Capitol Corridor, one could ride from Roseville Station to Richmond Station, and then take BART to Hayward.	Roseville
196	From Roseville Galleria to State Capitol*	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from the Galleria to several stops in Downtown Sacramento.	Roseville
197	From Riverside and I-80 to Downtown Sacramento*	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from Louis and Orlando to several stops in Downtown Sacramento.	Roseville
198	From Cirby and I-80 to Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
199	From Roseville to Yuba City*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and Yuba City and the Short Range Transit Plans do not recommend adding such a service.	Roseville

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
200	From Bell and Highway 49 to Watt and I-80*	This is not an unmet transit need	This trip can be made by taking the Placer County 30 Route from Bell and County Center Drive to Nevada Station, then taking the Placer County 10 Route from Nevada Station to the Watt/I-80 Light Rail Station	County
201	From Sunset and Pacific to Rancho Cordova*	This unmet transit need is not reasonable to meet	There is currently no direct transit route between Rocklin and Rancho Cordova and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Rocklin
202	From Roseville to Yuba City*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and Yuba City and the Short Range Transit Plans do not recommend adding such a service.	Roseville
203	Foothills and Pleasant Grove to 28th and O*	This is not an unmet transit need	This trip can be made by taking Roseville Commuter from Mahany Park to several stops in Downtown Sacramento.	Roseville
204	From 28th and O to Auburn*	This is not an unmet transit need	This trip can be made by taking Placer Commuter Express from Nevada Station to several stops in Downtown Sacramento	County Auburn
205	From Troy to Nordon*	This unmet transit need is not reasonable to meet	There is currently no transit service in the Norden area of rural Placer County and the Short Range Transit Plans do not suggest adding such a service.	County
206	From Nader Rd to Downtown Sacramento*	This unmet transit need is not reasonable to meet	There is currently no transit service between Sheridan and Lincoln. While the Short Range Transit Plans recommend piloting a shuttle, there is not sufficient ridership at this time to support a service.	County
207	From Roseville Parkway and I-80 to El Camino and Truxel*	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Roseville and Natomas and the Short Range Transit Plans do not recommend adding such a service. However, the Placer-Sacramento Gateway and Action Plans are exploring opportunities to improve transit service between Sacramento and Placer Counties.	Roseville

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
208	From Georgetown to Auburn. I actually live here on Cougar Lane and then drive to Auburn Amtrak station which I am really having problems finding on this map, but am willing to in good weather, make it to MarVal Market. Currently, there are no commuter groups from Georgetown. We just got together and again paved out road on Reservoir Road all the way past Cougar Lane a block longer. During snow time, I drive all the way to Cool to highway 49 in order to avoid Marshall grade's 10 degree drop and curves without an edge on some parts of the curves.	This unmet transit need is not reasonable to meet	There is no transit service between Georgetown and Auburn and the Short Range Transit Plans do not recommend adding such a service.	Auburn
209	From Roseville Station to Jefferson and Linden*	This unmet transit need is not reasonable to meet	There is no transit service between Roseville and the Southport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
210	From Roseville Station to Sacramento Valley Station*	This is not an unmet transit need	Capitol Corridor, and its thruway bus service provide regular service between Roseville and Sacramento Valley Stations.	Roseville
211	From Auburn to Downtown Sacramento*	This is not an unmet transit need	Placer Commuter Express and Capitol Corridor provide direct service between Auburn and Downtown Sacramento	County Auburn
212	From Auburn to Bay Area*	This is not an unmet transit need	Capitol Corridor, and its thruway bus service provide regular service between Auburn and the Bay Area.	Auburn
213	From Atkinson and Main to Pollock Pines*	This unmet transit need is not reasonable to meet	There is no transit connection between South Placer and Pollock Pines and the Short Range Transit Plans do not recommend adding such a service.	Roseville
214	Sierra College to Downtown Sacramento*	This is not an unmet transit need	This trip can be made by taking the Placer County 20 Route from Sierra College to the Watt I-80 Light Rail Station, then taking the Sac RT Blue Line to Downtown Sacramento.	County Rocklin
215	Combie Road and Lakeview Hills Rd to Auburn Valley Golf Club*	This unmet transit need is not reasonable to meet	There is no transit service between Lake of the Pines and South Placer and the Short Range Transit Plans do not recommend adding such a service.	Auburn
216	From Yankee Jim to Elkhorn and Natomas Rd*	This unmet transit need is not reasonable to meet	There is no transit service in the rural Yankee Jim area and the Short Range Transit Plans do not recommend adding such a service.	County
217	From Whitney Oaks Springfield, Rocklin to 11th and N Street*	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Springfield to the Galleria, Taking the Placer County 10 Route from the Galleria to Watt/I-80 then taking Sac RT Blue Line into Downtown Sacramento. .	County Rocklin

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
218	From Paseo Villena and Auburn Folsom to Downtown Sacramento*	This unmet transit need is not reasonable to meet	There is no direct transit connection between Granite Bay and Downtown Sacramento. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	County
219	From Douglas and Sierra Gardens to Downtown Sacramento*	This unmet transit need is not reasonable to meet	There is no direct transit connection between Granite Bay and Downtown Sacramento. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	County
220	From Roseville Square to Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
221	Sierra College and East Roseville to Sacramento Airport*	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville County
222	Form Sierra College and Douglas to Sacramento Valley Station. Sierra College & Douglas. Need Mass transit from Granite bay major intersections to Sacto Valley Train Station	This unmet transit need is not reasonable to meet	There is no direct transit connection between Granite Bay and Downtown Sacramento. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	County
223	San Juan Ave Roseville to State Capitol*	This is not an unmet transit need	This trip can be made by taking Capitol Corridor from Roseville Station to Sacramento Valley Station.	Roseville
224	It is long overdue to extend LR to Roseville and Rocklin.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Roseville Rocklin
225	Please add a midday commuter option!	This unmet transit need is not reasonable to meet	The Roseville Short Range Transit Plan identifies the potential for a midday commuter. The exact timing and location of that service is dependent on forecasted ridership. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Roseville

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
226	Please have light rail connect to Roseville.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Roseville
227	heard that a monorail from Roseville to Downtown SAC. is in the works. Like to get more info. on that..	This is not an unmet transit need	The Short Range Transit Plans do not suggest the creation of a monorail system.	Roseville
228	Light Rail in Rocklin. William Jessup University to Sierra College, down Sunset	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Rocklin
229	I would like to see more public transit available for West Roseville to the HWY 80 sector and on to Sacramento.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
230	Friday Roseville bus bring in #6 in the morning. Cancel #10 in the morning. thank you.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
231	As someone who has a car, I don't NEED public transit, but I'd utilize it if it made sense. I use Lightrail in Sacramento to go downtown, but just can't use it to get to my second job in Roseville reasonably. Also, why aren't there more routes to the airport from ALL local cities? I use Lyft to go to the airport from Roseville and from my home in Sacramento.	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
232	Just to express again the need for an earlier bus on the Placer County Commute Express line.	This unmet transit need is not reasonable to meet	The Short Range Transit Plan did not recommend adding an earlier Placer Commuter Express run.	County
233	I would like to see more commuter bus options in west Roseville. It's difficult to take transit here in the mornings to work because the bus options are limited and the last bus service is 7:10 a.m. is too early. A later bus leaving Mahany at 8:30 a.m. would be great.	This unmet transit need is not reasonable to meet	The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. The Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
234	I don't use transit much, only to get to airport when taking long trips.	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	County
235	More routes in Placer Commuter Express	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	County

Intercounty Comments (cont.)

	Comment	Finding	Explanation	Jurisdiction
236	Increase rail frequency Sac to Auburn/Colfax	This unmet transit need is not reasonable to meet	Track width and freight needs limit passenger rail frequency. Capitol Corridor and PCTPA are looking at ways to increase frequency to South Placer.	County Auburn
237	How do I get on the bus if I am in a wheelchair on the commuter bus? Can you add an earlier ride to Sac so I can work at 6:30 am? How many rides are available in the after noon departing at 4:45 pm?	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. However, both Roseville and Placer County's commuter buses are wheelchair accessible.	Roseville County
238	Because I live in a very rural area, I don't use public transit. However, we need transit that goes outside of Placer Co., like to the Sac Airport. A couple of years ago I could not find transportation for a friend who flew in from Australia and wanted to go to Truckee. I looked into Amtrak, buses, etc and there was no easy way. We need links between counties and cities.	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	County
239	Mass transit should be the top priority! From Sacramento to Tahoe	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Tahoe Regional Planning Agency and the Sacramento Area Council of Governments.	
240	Need more access to and from Sacramento/ Lincoln	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln
241	I take transit most between Roseville and Sacramento. Would be helpful to provide more options for these trips. Also, to the airport!	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
242	I moved to Roseville almost two years ago and I was unpleasantly surprised that there is no direct public transport to the Sacramento airport. 20 minutes by car, but, two hours and several changes by public transit. I just returned from a trip to Europe landing at Oakland International with a broken foot in a cast. It took me 4.5 hours, two BARTS, one Corridor to Sacramento and than a bus to Roseville. Arriving in Roseville I could have taken 2 different buses and another hour to get home. Fortunately I knew a neighbor who was kind enough to pick me up from the train station. Not easy after having been on airplanes, trains and buses for 25 hours in total. I understand that this may be out of Placer county, but, it is very inconvenient and certainly not encouraging me to take public transportation.	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville

Miscellaneous Comments

	Comment	Finding	Explanation	Jursidiction
242	From Martis Peak Rd to Olympic Valley*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
243	Kings Beach to Sugar Pine State Park*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
244	From Kings Beach to South Lake Tahoe*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
245	From Reno to Kings Beach*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
246	From Kings Beach to South Lake Tahoe*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
247	From Kings Beach to Reno*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
248	Olympic Valley and Beaumont Rd. Getting from the top of communities to 89 can be challenging and makes it not worth taking public transit.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
249	From Donner Pass and Olympic to Tahoe City. I work for Placer County in Tahoe City. I live in Placer County near the county line in Truckee. I have regular hours (8-5 M-F) and currently the service hours would not get me to work on time, nor pick me up after 5 to go home. If a "regular hours" employee cannot make the bus work, imagine if I worked at a ski resort (start time 7ish or earlier) or a restaurant (end time 9ish or later) which the majority of people here do. It's a shame, and embarrassing that we don't provide this basic service to our hard-working-class citizens who serve us and support our economy on their backs.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
250	From Cool to North Highlands*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Sacramento Area Council of Governments.	
251	From Tahoe City to Reno*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
252	From Kings Beach to South Lake Tahoe*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
253	From Grass Valley to Sacramento Valley Station*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Sacramento Area Council of Governments.	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
254	From Old Country Rd and North Lake Rd to Reno. Greyhound (unreliable, undesirable) only commutes once per day between Reno and Truckee. I simply cannot understand why there is no bus from North Tahoe to Reno... ever.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
255	From Old Country Rd and North Lake Rd to Truckee. Night buses are needed between Truckee and North Tahoe/West Shore.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
256	From Tahoe City to Olympic Valley*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
257	From Nordon to Truckee*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Nevada County Transportation Commission.	
258	From Georgetown to Downtown Sacramento. Daily I would ride from MarVal Market if it was available. The vast majority of folk in the hills between Auburn and Placerville, especially Georgetown, they almost all work in Sacramento for CA State departments. I see the very same folk each morning. So sad!	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Sacramento Area Council of Governments.	
259	Hatchet Creek Rd to La Barr Meadows Road*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Nevada County Transportation Commission.	
260	From Downtown Sacramento to Sacramento Airport*	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to the Sacramento Area Council of Governments.	
261	Need light rail expansion	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
262	We definitely need more public transit stops especially down Luther Road which gets very busy. People walk down Luther daily and it's so dangerous especially with how fast cars go by.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Auburn
263	I would like to be notified as to when PCTPA will conduct an unmet transit needs hearing before the Transportation Commission of the City of Roseville. The next meeting will occur on Tuesday, October 15th at 6pm in the Council Chambers located at 311 Vernon Street in Downtown Roseville.	This is not an unmet transit need	This comment does not request transit service. PCTPA presents on unmet transit needs at the request of city staff.	Roseville
264	I would use TART if it had more frequency and later service, and a park and ride location somewhere near the mousehole in Truckee.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
265	More regional trains including Tahoe	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
266	Once daily commuter service to and from Marysville would great.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
267	Keepup the great job!	This is not an unmet transit need	This comment does not request transit service.	
268	The community would benefit more and traffic would decrease greatly if buses went to popular trailheads and beaches	This is not an unmet transit need	This comment does not request transit service.	
269	Look into free bus systems for colleges and work with Sierra College and William Jessup to implement.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Rocklin
270	Need to pay drivers more to keep them	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
271	Widen the roads	This is not an unmet transit need	This comment does not request transit service.	
272	If buses stopped at Sun City Lincoln Hills Lincoln CA	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln
273	LOOK AT THE PUBLIC TRANSPORT SYSTEMS IN EUROPE!!!! ESPECIALLY FOR EXAMPLE MUNICH, GERMANY!!!!	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
274	Roseville Commuter buses are old. Your own documentation says the older commuter buses should have been replaced in 2012	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
275	I would likely only use share rides or a train system-I don't feel safe on the busses and the times don't line up well with my work schedule.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
276	Just want to thank Ms. Holly for her outstanding service and for looking out for my son on his rides home from school every day. She is the best!	This is not an unmet transit need	This comment does not request transit service.	
277	We need to increase public transit dramatically over the next 10 years to control global warming. I would advocate for more taxes to fund public transit or fees for hwy. usage to fund more public transit.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
278	I like that a survey was sent to citizens and it triggered me to look into and start using transit system. Thank you.	This is not an unmet transit need	This comment does not request transit service.	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
279	<p>I live in the Tahoe Basin and am a full time resident and Professor. I have tried REPEATEDLY to take TART to work but it is 100% non-functional for real commuters. I'd like to take my car off the road to save lake clarity and traffic, but the time from my home to my work at Sierra Nevada College in Incline takes 4.5 hours roundtrip by bus, or only 1hr-1.5 hrs by car. What would you do? The only way to TRULY make public transit work in the Basin is have busses running every 15 minutes. The current system is an absolute joke designed to support J1s and NOT real, full time residents. I've taken public transportation to work for years in other locations and this is a LAUGHABLE system. As usual, Placer County is failing Eastern Placer.</p>	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
280	<p>We work in different location. I own a car, and cannot drive myself. If you want us out of the car and on a bus/train, make it easy and affordable</p> <p>What is available for those who are legally low vision or blind? Any free transit?</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
281	No	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
282	A Commuter buss to Mather	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
283	The new Auburn transit rout is awful! Left at 1pm didn't get home until 5:13pm!	This is not an unmet transit need	This comment does not request transit service.	Auburn
284	Retired people do not have a work zip code. This survey assumes only workers commute	This is not an unmet transit need	This comment does not request transit service.	
285	Make it safe ,simple and cheap!	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
286	I miss not taking the bus since I changed jobs.	This is not an unmet transit need	This comment does not request transit service.	
287	More covered stops would be of great service in the sun or rain. It would improve ridership!	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
288	Have the builders who are filling south west placer county with tract homes pay for the transit. We who live here are stuck with the traffic and noise	This is not an unmet transit need	This comment does not request transit service.	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
289	Huge, expensive buses have always seemed like a huge waste of money to me. More, smaller vehicles or vouchers for Uber or Lyft would seem more cost effective.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
290	Gotta get SERIOUS about this! Traffic and carbon emissions are killing us.	This is not an unmet transit need	This comment does not request transit service.	
291	Placer County Transportation needs is not restricted to Placer County. Work commutes are region wide and the viable options are automobiles, car pooling and freeways. We need rail and more coordinated transit,	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
292	I am sure you don't even read this ! Just another formality. The county does what it wants.	This is not an unmet transit need	This comment does not request transit service. Each comment is read and responded to by a member of the PCTPA staff.	
293	I am retired and not comfortable driving at night,	This is not an unmet transit need	This comment does not request transit service.	
294	Public transit is abysmal in this county. If you do not own a car, you cannot effectively get to work, school, or to social activities.	This is not an unmet transit need	This comment does not request transit service.	
295	No	This is not an unmet transit need	This comment does not request transit service.	
296	A bus stop at our apartment on Vernon	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
297	No provided comments already. Subways and trains are needed too-not just buses.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
298	I work in many locations in Placer CO	This is not an unmet transit need	This comment does not request transit service.	
299	Rethink transportation to be based on customer needs to planners' preconceived notions. Night rider should be year round to reduce Drunk Driving. Tart should reroute to be the ski and resort shuttles so the entire NBLT area can be 'ski and out' or recreate in and out to transit points.	This is not an unmet transit need	These trips are outside PCTPA's jurisdiction and have been forwarded to Tahoe Regional Planning Agency.	
300	Use friendly safe drivers that talk to your customers	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
301	Workforce housing isn't going to become affordable - commuting is the reality.	This is not an unmet transit need	This comment does not request transit service.	
302	I retired at the end of June 2019, after working in downtown Sacramento for 40+ years. My need for public transit has greatly decreased.	This is not an unmet transit need	This comment does not request transit service.	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
303	Would it be cheaper to merge with SacRT?	This is not an unmet transit need	This comment does not request transit service	
304	City of Roseville is growing so fast. Especially the West Roseville area. However, the transportation needs are not planned well especially the transit options from this area. Most of the people moving to West Park area are working at the Government sector or in the health care sector. I personally know 200+ families working in the downtown area from near by West Park area. Please take my comments into your consideration as it will help to promote public transportation and will reduce congestion especially in the Baseline Road and Hwy 99.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
305	Thanks for asking. My only option to get to work is to drive because I gave up riding my bike. There's no bus route from my neighborhood to work	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
306	Please add more bike racks to buses - I have been turned away due to rack being full.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
307	You must take into consideration the growing population of elderly who will need transportation services that don't completely tie up a whole day or require long lead times.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
308	I have no need for transit now. I do like knowing if will be available when I am older or less able to take myself to appts and shopping	This is not an unmet transit need	This comment does not request transit service	
309	Thank you for seeking input. I hope more transit options are made available to people traveling to and from Tahoe to Reno.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
310	Sounds like you're a proactive group which is great. Also want to use more public transport for environmental reasons also.	This is not an unmet transit need	This comment does not request transit service	
311	Stop building homes	This is not an unmet transit need	This comment does not request transit service	
312	I have been told the county does not want to incur extra staffing costs for more frequent busses.	This is not an unmet transit need	This comment does not request transit service	
313	This is all about AGENDA 21.	This is not an unmet transit need	This comment does not request transit service	
314	Would like more wheelchair accessibility	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
315	public transit is not for everyone; please remember this! And this questionnaire is quit long.	This is not an unmet transit need	This comment does not request transit service	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
316	Expansion of light rail needs to be explored	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	
317	Seniors need more access to buses at more locations	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
318	Why didn't you include Capitol Corridor as an option? PCTPA used to be a supporter & it is the best way to get to Sacramento with fewer stops and parking at stations.	This is not an unmet transit need	This comment does not request transit service	
319	Need more public transit! Light rail connector!	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	
320	My wife and I ride Route M weekly to dine out. Route M is very efficient. Well done!	This is not an unmet transit need	This comment does not request transit service.	
321	We need more park and ride lots with EV charging capabilities.	This is not an unmet transit need	This comment does not request transit service.	
322	Please extend the Light Rail from Folsom to Placer County; Please extend the Light Rail from Watt I-80 to to Placer County then eliminate the Commuter Bus from and replace it with Commuter Train going to/from Sacramento with limited stop - this will reduce traffic on I-80; use smaller buses in Roseville for fixed route (like the Dial-A-Ride. The fixed route has also 3-5 passengers and convert buses to Electric. Thank you.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties. Operations issues including bus size are not considered unmet transit needs.	
323	Stop using those gigantic buses and use mini buses instead where ridership warrents.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
324	There is currently no public transit in my region. I would use public transit on Donner Summit, and from Donner Summit to Truckee, if available.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	
325	Work on connecting all the bike paths	This is not an unmet transit need	This comment does not request transit service.	
326	We need to increase public transit substantially to help transition to a lower carbon lifestyle.	This is not an unmet transit need	This comment does not request transit service.	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
327	bus stops in auburn are terrible, please add a code and a map with hours	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
328	Add small buses in neighborhoods that feed larger bus lines	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	
329	I am retired. Your work zip code question needs a retired option.	This is not an unmet transit need	This comment does not request transit service.	
330	I wish you'd take all of the advertising for the casino off the bus; it makes them hard to recognize as city transit...They look like Thunder Valley private bus trips.	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
331	Less bums	This is not an unmet transit need	This comment does not request transit service.	
332	Hate public transportation. Won't use it.	This is not an unmet transit need	This comment does not request transit service.	
333	Placer County should avail itself of the Citizen's Initiated Smart Growth Plan (CISGP) developed for the Sunset Area Plan. The CISGP provides land uses, especially housing densities, that are compatible with Bus Rapid transit. This type of planning will assist in bringing more trains sooner into Placer County via the Capitol Corridor expansion.	This is not an unmet transit need	This comment does not request transit service.	
334	My rides doesn't always have drivers out of Auburn area	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
335	this survey is worthless, most people who use transit will not be able to use the drop and drag option, the fact that sac is not included in the map is absurd. we want lanes for cars removed and replaced with rapid rail. this is not even an option. this is such a waste of public money it is shameful.	This is not an unmet transit need	This comment does not request transit service.	
336	I tried to answer this from the perspective of someone with a disability trying to come for adaptive snowsports lessons at Achieve Tahoe in Alpine Meadows.	This is not an unmet transit need	This comment does not request transit service.	
337	I'm out daily and see so many transit coaches nearly empty during the middle of the day. Are you factoring in the cost per mile per passenger in your decisions on routes and frequencies. Would smaller, more efficient transit vehicles be more cost effective on routes with fewer passengers?	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
338	Extend Light Rail to Rocklin	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail. However, the Placer-Sacramento Gateway and Action plans are exploring options for greater service between Placer and Sacramento Counties.	Rocklin
339	Placer is growing, keep up	This is not an unmet transit need	This comment does not request transit service.	
340	Service needed on Stanford Ranch	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Rocklin
341	Transit is likely not feasible for the trips I typically make. And I have a car, so I don't really need transit. I would be using it only to reduce my carbon footprint, which, come to think of it, probably wouldn't be reduced by using transit!	This is not an unmet transit need	This comment does not request transit service.	
342	Transit opportunities are non-existent in Granite Bay area.	This is not an unmet transit need	This comment does not request transit service.	
343	we need to shift to zero emission technologies, ride sharing, and connections with amtrak/lightrail	This is not an unmet transit need	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	
344	In a few years I will not be driving my NEV and will depend on the bus.	This is not an unmet transit need	This comment does not request transit service.	
345	When I was recovering from surgery, I found Dial A Ride WAY too cumbersome to use. Specifically, given the window of time of arrival, then the unknown "wait" for my doctor's appointment, plus the unknown duration of the doctor's appointment, and the potential 20 or so minute wait for a ride back home AND the fact that I do not use a smart phone or a cell phone-- it would have taken up half a day for what might have been a 10 minute appointment (but one doesn't know til the bandages come off). I do go up and down highway 65, and this sounds unusual.....Could my future car be latched to other cars then unlinked when I needed to exit the highway?	This unmet transit need is not reasonable to meet	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	

Miscellaneous Comments (cont.)

	Comment	Finding	Explanation	Jursidiction
346	<p>The fact that some people are at their home only from 10PM to 5:30AM. (students, people who have kids in one city and a job in another, people encountering inclement weather, people who have been told by a housemate to “not come back”) Obviously, people in peril but who don’t want it made worse until a solution is found.....Yes, it is Safe Sleep. That is sleeping in one’s vehicle in a spot where toilets and SAFETY is possible. No not ideal, but without safe sleep, no progress towards a solution is possible. The staff at the Safe Sleep lot could also be the link to other needed services. The lot would need to be empty from 8AM to 8PM to allow for other use such as parking by employees. Saving lives is what this idea is all about! It is not perfect, but no human should be assaulted in their sleep. Please take it as seriously as “carpool lanes, ride programs, and trolleys”. Again, it is about staying alive on a crisis basis, not a long term constant proposition.</p>	<p>This is not an unmet transit need</p>	<p>This comment does not request transit service</p>	

APPENDIX B: ADOPTED UTN DEFINITIONS

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

Unmet Transit Need

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.

Reasonable To Meet

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

- 1) Service, which if implemented or funded, would result in the responsible service meeting the farebox 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.
- 2) Notwithstanding Criterion 1) above, an exemption to the required farebox 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.
- 3) 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.
- 4) 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.
- 5) The need should be in conformance with the goals included in the Regional Transportation Plan.
- 6) The need is consistent with the intent of the goals of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

APPENDIX C: TDA FARE REVENUE RATIOS

APPENDIX B

TDA FARE REVENUE RATIOS FOR PUBLIC TRANSIT OPERATORS SERVING WESTERN PLACER COUNTY

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

Amended and Effective September 28, 2016

Public Transit Operator	Systemwide Fare Revenue Ratio	Findings	PUC Section
Auburn Transit	10%	Serves the City of Auburn located within the non-urbanized area of western Placer County; a county which has a population of less than 500,000.	99268.2
Lincoln Transit	10% until July 2016 - 15% post July 2016	Serves the City of Lincoln located within the Sacramento urbanized area of western Placer County; a county which has a population of less than 500,000. TDA allows PCTPA to grant a transit operator within a new urbanized area five years from July 1 of the year (2011) following the Census (2010) before the transit operator is subject to urbanized fare revenue ratio requirements. Therefore, it is recommended that until July 2016, the fare revenue ratio for Lincoln Transit remain at 10 percent.	99268.2, 99268.12 & 99270.2
Placer County Transit (PCT)	13.2% 12.94%	Serves both the Sacramento urbanized area (64%) (58.8%) and the non-urbanized area (36%) (41.2%) of western Placer County; a county which has a population of less than 500,000. The service area includes contract services provided for the cities of Colfax, Lincoln and Rocklin and the Town of Loomis.	99268.2, 99268.12 & 99270.1
Roseville Transit	15%	Serves the City of Roseville located within the Sacramento urbanized area in western Placer County; a county which has a population of less than 500,000.	99268.12
Tahoe Area Regional Transit (TART)	10%	Serves the north Lake Tahoe area located within the non-urbanized area of unincorporated Placer County, and excludes that portion of the TART service area that is within the jurisdiction of the Tahoe Regional Planning Agency (TRPA).	99268.2
Western Placer CTSA (WPCTSA)	10%	Serves both the Sacramento urbanized area and the non-urbanized areas of western Placer County for the exclusive use of elderly and disabled individuals; a county which has a population of less than 500,000.	99268.5(c)(4)

Notes:

1. The systemwide ratio applies to a public transit operator's entire service area, including areas served under contract service. The systemwide ratio is calculated combining fixed route and dial-a-ride services, as applicable.
2. The Sacramento urbanized area is defined per the 2010 federal census. Definitions for urbanized and non-urbanized areas are consistent with TDA.
3. Western Placer County excludes the Tahoe Basin within Placer County, as defined by the State Department of Finance.
4. The State Department of Finance estimates the population for western Placer County, excluding the Tahoe Basin, as of ~~January 1, 2012, at 344,730.~~ **January 1, 2016, at 363,377.**

APPENDIX D: PUBLIC HEARING NOTICE

55589

LEGAL NOTICE

PUBLIC HEARING ON UNMET TRANSIT NEEDS

55589

LEGAL NOTICE

Public Hearing on Unmet Transit Needs

The Placer County Transportation Planning Agency (PCTPA) will hold a public hearing to accept testimony identifying or commenting on "unmet transit needs" that may exist within the six cities in Placer County and the unincorporated area of Placer County. Time and location of this public hearing will be:

October 23, 2019
9:00 a.m. (or as close to this time as possible)
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, CA

The purpose of this hearing will be to identify any "unmet transit needs" that may exist which may be "reasonable to meet," per definitions of the California Transportation Development Act as enacted by PCTPA.

The PCTPA must consider the adequacy of existing transportation for groups such as the elderly, physically challenged, and persons of limited means. Both public and private transportation providers will be evaluated.

Prior to allocating TDA funds for purposes other than transit, such as streets and roads purposes, the PCTPA must make a finding that there are "no unmet transit needs" or there are "no unmet transit needs that are reasonable to meet."

All members of the public shall be allowed to address the Board on any item which is regarded as a public hearing item on the agenda. The Board may limit any person's input to not more than five minutes. Any person may provide the Board with a written statement in lieu of or in supplement to any oral statement made during a public hearing. Written statements shall be submitted to the Board Secretary who shall be responsible for making a copy available to members of the public.

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The above space is reserved for Court/County Filed Date Stamp

PROOF OF PUBLICATION (2015.5 C.C.P.)

STATE OF CALIFORNIA County of Placer

I am a citizen of the United States and employed by a publication in the County aforesaid. I am over the age of eighteen years, and not a party to the mentioned matter. I am the principal clerk of **The Auburn Journal**, a newspaper of general circulation, in the **City of Auburn**, which is printed and published in the **County of Placer**. This newspaper has been judged a newspaper of general circulation by the Superior Court of the State of California, in and for the **County of Placer**, on the date of May 26, 1952 (Case Number 17407). The notice, of which the attached is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

SEPTEMBER 29

I certify, under penalty of perjury, that the foregoing is true and correct.



Terry Clark

Dated in Auburn, California

SEPTEMBER 29, 2019

PROOF OF PUBLICATION
THE AUBURN JOURNAL
1030 High Street
Auburn, CA 95604

APPENDIX E: ADOPTED FY 2021 UTN FINDINGS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 20-06


The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 26, 2020 by the following vote on roll call:

AYES: Baker, Broadway, Burruss, Holmes, Houdesheldt, Joiner, Maki, Wright, Uhl

NOES: None

ABSENT: None

Signed and approved by me after its passage



Chair Burruss
Placer County Transportation Planning Agency



Executive Director

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

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

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

WHEREAS, PCTPA has solicited testimony regarding unmet transit needs from social service agencies, transit users, and the general public through advertisements, flyers, press releases, the PCTPA web-page, e-mail distribution, a public workshop, and a public hearing; and

APPENDIX E: ADOPTED FY 2021 UTN FINDINGS

WHEREAS, each item of testimony received was analyzed and compared with the definitions of “unmet transit need” and “reasonable to meet” as adopted by the PCTPA in May 2014, and is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2021*; and

WHEREAS, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 6, 2020 regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

THEREFORE, BE IT RESOLVED by the Placer County Transportation Planning Agency:

1. There are no new unmet transit needs in FY 2020 that are reasonable to meet for implementation in FY 2021
2. The Annual Unmet Transit Needs Report for Fiscal Year 2021 is accepted as complete.
3. PCTPA staff, in coordination with the Transit Operators Working Group, should review transportation network company and microtransit partnerships to determine whether there are any new examples beyond what was researched in the Short Range Transit Plans that could improve transit service in Placer County.

