



A G E N D A

Wednesday, February 27, 2019 – 9:00 a.m.

**Placer County Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, CA 95603**

- A. Flag Salute**
- B. Roll Call**
- C. Closed Session – Conference Room A** **Action**
Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9):

NAME OF CASE: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)
- D. Approval of Action Minutes: January 23, 2019** **Action**
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. Consent Calendar** **Action**
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
Pg. 4
1. FY 2019/20 Preliminary Findings of Apportionment for Local Transportation Fund (LTF) Pg. 6
2. FY 2019/20 Preliminary State Transit Assistance (STA) Fund Allocation Estimate Pg. 8
- H. Unmet Transit Needs Report and Findings for FY 2019/20** **Action**
Pg. 10
- I. Preliminary Draft FY 2019/20 Overall Work Program and Budget** **Action**
Pg. 56

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 February 27, 2019
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- J. PRESENTATION: Caltrans District 3 Regional Managed Lanes Feasibility Study** **Action**
Pg. 58
- K. Executive Director’s Report** **Info**
- L. Board Direction to Staff**
- M. Informational Items** **Info**
 - 1. TAC Minutes – February 12, 2019 Pg. 59
 - 2. Status Reports
 - a. PCTPA Pg. 62
 - b. AIM Consulting – January 2019 Pg. 78
 - c. Key Advocates – January 2019 Pg. 81
 - d. Capitol Corridor – Monthly Performance Report Pg. 85
 - 3. PCTPA Revenues and Expenditures for December 2018 and January 2019 *Under separate cover*
 - 4. WPCTSA Quarterly Financial Report – December 2018 *Under separate cover*

***Next Regularly Scheduled PCTPA Board Meeting
 March 27, 2019***

The Placer County Board of Supervisors’ Chambers is accessible to the disabled. If requested, this agenda, and documents in the agenda packet can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact PCTPA for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should contact PCTPA by phone at 530-823-4030, email (ssabol@pctpa.net) or in person as soon as possible and preferably at least 72 hours prior to the meeting.

Following is a list of our 2019 Placer County Transportation Planning Agency (PCTPA) meetings.

Board meetings are typically held the **fourth Wednesday of the month** at 9:00 a.m. except for November and December meetings which are typically combined meetings. PCTPA meetings are typically held at the Placer County Board of Supervisors’ Chambers, 175 Fulweiler Avenue, Auburn, California.

PCTPA Board Meetings – 2019	
Wednesday, January 23	Wednesday, July 24
Wednesday, February 27	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22	Wednesday, December 4
Wednesday, June 26	



ACTION MINUTES of January 23, 2019

A regular meeting of the Placer County Transportation Planning Agency Board convened on Wednesday, January 23, 2019, at 9:00 a.m. at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California.

ROLL CALL:	John Allard	Kathleen Hanley
	Brian Baker	Aaron Hoyt
	Ken Broadway	Shirley LeBlanc
	Trinity Burruss, Vice Chair	Mike Luken, Executive Director
	Jim Holmes, Chair	Luke McNeel-Caird, Deputy Executive Director
	Paul Joiner	David Melko
	Matt Spokely	Solvi Sabol
	Ron Treabess	
	Kirk Uhler	

CLOSED SESSION

No closed session was held.

APPROVAL OF MINUTES – DECEMBER 4, 2018

Upon motion by Broadway and second by Uhler, the minutes of December 4, 2018 were unanimously approved.

PUBLIC COMMENT

There was no public comment received.

CONSENT CALENDAR

These items are expected to be routine and noncontroversial. They were acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

1. PCTPA Financial Audit & TDA Compliance Report

ACTION: Upon motion by Uhler and second by Holmes, the Consent Calendar was unanimously approved.

ADJOURN AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

CONVENE AS THE AIRPORT LAND USE COMMISSION

CONTINUED PUBLIC HEARING: REQUEST TO APPROVE A SPECIAL CONDITION EXCEPTION TO EXCEED LINCOLN REGIONAL AIRPORT COMPATIBILITY ZONE C1 INTENSITY REQUIREMENTS

ACTION REQUESTED: 1) Open the continued public hearing from December 5, 2018, receive public comment, close the public hearing; and 2) Receive and file the applicants request to withdraw the request for Special Conditions Exception. *Staff presenting: David Melko, Senior Transportation Planner*

ACTION: Chair Holmes continued the public hearing from Devenber 5, 2018 to receive public comment. There was no public comment. Upon motion by Joiner and second by Baker the Board unanimously received and filed the applicant’s request to withdraw the request for Special Conditions Exception.

ADJOURN AS THE AIRPORT LAND USE COMMISSIOM

CONVENE AS THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

PLACER-SACRAMENTO CORRIDOR MOBILITY PLAN – CONTRACT AWARD AUTHORIZATION

ACTION REQUESTED: Authorize the Executive Director to negotiate and sign a consultant contract not to exceed \$650,000 for the Placer-Sacramento Corridor Mobility Plan (PSCMP). *Staff presenting: Luke McNeel-Caird, Deputy Executive Director*

ACTION: Upon motion by Joiner and second by Broadway, the Board unanimously authorize the Executive Director to negotiate and sign a consultant contract not to exceed \$650,000 for the Placer-Sacramento Corridor Mobility Plan (PSCMP).

TRANSPORTATION FUNDING OUTREACH STRATEGY UPDATE

ACTION REQUESTED: It is recommended that the Board receive an update by staff on the funding outreach strategy and provide comments on the expenditure plan prior to February polling research. *Staff presenting: Mike Luken, Executive Director*

ACTION: The Board received an update by staff on the funding outreach strategy prior to February polling research. No comments were received by the Board on the expenditure plan.

FEDERAL LEGISLATIVE PROGRAM FOR 2019

ACTION REQUESTED: Adopt the Federal Legislative Program for 2019 as shown in this Report and direct staff and federal advocates to represent these positions, including travel to Washington DC. *Staff presenting: Mike Luken, Executive Director*

ACTION: Upon motion by Allard and second by Broadway, the Board unanimously adopted the Federal Legislative Program for 2019 as provided and direct staff and federal advocates to represent these positions, including travel to Washington DC and a small sponsored reception for Placer during the 2019 Cap to Cap event..

STATE LEGISLATIVE PROGRAM FOR 2019

ACTION REQUESTED: Adopt the State Legislative Program for 2019 as shown in this Report and direct staff and State Advocate to represent these positions with electeds and agencies in Sacramento. *Staff presenting: Mike Luken Executive Director*

ACTION: Upon motion by Allard and second by Spokely, the Board unanimously adopted the State Legislative Program for 2019 as provided and directed staff and State Advocate to represent these positions with electeds and agencies in Sacramento.

EXECUTIVE DIRECTOR’S REPORT

Mike Luken reported on the following:

- 1) The specifics of the January California Transportation Commission (CTC) meeting in Rocklin, as well as staff and commission site tours and a reception in Roseville.
- 2) The Highway 49 Sidewalk Gap Closure Project preliminarily received \$14.3 million in Active Transportation Program (ATP) grant funding. The CTC is expected to approve this grant funding at their January meeting. This funding is in addition to \$50 million that Caltrans has dedicated to this stretch of highway. These improvements will be done in phases and is expected to make significant safety improvements. Of note, \$750,000 is dedicated to the Safe Routes to School program which will teach students in the surrounding schools on Highway 49 how to use these improvements. We will continue to work closely with Caltrans, Placer County, the City of Auburn, the Highway 49 Business Association, the Auburn Chamber of Commerce as well as all of businesses on this stretch of highway as work in both projects progresses.

ACKNOWLEDGEMENT OF RON TREABESS

Chair Holmes presented Ron Treabess with a plaque in appreciation of his dedication and service as a Citizen at Large member on the PCTPA Board from 2012 – 2019.

ADOURN

With a motion by Baker and second by Allard, the Board adjourned the meeting at approximately 9:50 a.m.

Mike Luken, Executive Director

Jim Holmes, Chair

A video of this meeting is available online at <http://pctpa.net/agendas2019/>.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: February 27, 2019

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the February 27, 2019 agenda for your review and action.

1. FY 2019/20 Preliminary Findings of Apportionment for Local Transportation Fund (LTF)

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding through the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for streets and road.

The preliminary LTF apportionment for FY 2019/20 estimates a \$2.7 million carryover from FY 2018/19 and recommends a two percent growth over the current fiscal year due to concerns over slowing sales tax receipts. The preliminary fund estimate totals \$28,066,853 and the jurisdictional distributions should be used for budgeting purposes. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August.

Staff recommends that the Board approve the attached Preliminary Finding of LTF apportionment for FY 2019/20. The PCTPA TAC concurred with this recommendation at its February 12, 2019 meeting.

2. FY 2019/20 Preliminary State Transit Assistance (STA) Fund Allocation Estimate

State Transit Assistance (STA) is one of two fund sources made available through the Transportation Development Act and is derived from the statewide sales of diesel fuel. STA funds are dedicated to public transit operations and capital uses. The funds are distributed on a population basis (section 99313) to each jurisdiction and on a fare revenue basis (section 99314) to those jurisdictions operating a public transit service.

The State Controller's Office (SCO) released the preliminary estimate for FY 2019/20 on January 31, 2019. The estimate is approximately 16% higher than FY 2018/19 due to continued infusion of SB 1 revenues. The preliminary fund estimate totals \$3,532,699 and the jurisdictional distributions should be used for budgeting purposes. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August.

**Board of Directors
Consent Calendar
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Staff recommends that the Board approve the attached FY 2019/20 Preliminary STA Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 12, 2019 meeting.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)
PRELIMINARY FINDINGS OF APPORTIONMENT FOR FY 2019/2020
LOCAL TRANSPORTATION FUND (LTF)
 February 2019

		FY 2018/2019 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2019/2020 Revenue Subtotal	FY 2019/2020 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE		\$2,276,899	\$25,789,954	\$28,066,853
TRPA Revenue Estimate ⁽²⁾	2.8598%		\$737,552	\$737,552
TRPA LTF Fund Balance		\$66,508		\$66,508
TRPA TOTAL			\$737,552	\$804,060
County Auditor Administrative Costs			\$257	\$257
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA				\$803,803
PCTPA Revenue Estimate	97.1402%		\$25,052,403	\$25,052,403
PCTPA LTF Fund Balance		\$2,210,391		\$2,210,391
PCTPA TOTAL			\$25,052,403	\$27,262,794
County Auditor Administrative Costs			\$8,743	\$8,743
PCTPA Administrative and Planning Costs ⁽³⁾			\$475,000	\$475,000
Pedestrian and Bicycle Allocation ⁽⁴⁾		\$44,208	\$491,373.20	\$535,581
Community Transit Service Article 4.5 Allocation ⁽⁵⁾		\$86,647	\$963,091	\$1,049,739
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA		\$2,079,536	\$23,114,195	\$25,193,731

Apportionment of FY 2019/2020 PCTPA LTF Revenue Estimate by Jurisdiction					
Jurisdiction	Population January 1, 2018	Percent (%)	FY 2019/20 Allocation Subtotal	FY 2018/19 Carryover Apportionment ⁽⁶⁾	Revenue Apportionment
PLACER COUNTY	102,173	27.00%	\$6,241,270	\$561,514	\$6,802,784
AUBURN	14,611	3.86%	\$892,518	\$80,298	\$972,816
COLFAX	2,150	0.57%	\$131,333	\$11,816	\$143,149
LINCOLN	48,591	12.84%	\$2,968,197	\$267,042	\$3,235,239
LOOMIS	6,824	1.80%	\$416,846	\$37,503	\$454,349
ROCKLIN	66,830	17.66%	\$4,082,332	\$367,279	\$4,449,611
ROSEVILLE	137,213	36.26%	\$8,381,700	\$754,084	\$9,135,784
TOTAL	378,392	100.00%	\$23,114,195	\$2,079,536	\$25,193,731

Apportionment of FY 2019/2020 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	Available to Claimant
PLACER COUNTY	\$6,802,784	(\$272,111)	\$6,530,673
AUBURN	\$972,816	(\$38,913)	\$933,903
COLFAX	\$143,149	(\$5,726)	\$137,423
LINCOLN	\$3,235,239	(\$129,410)	\$3,105,830
LOOMIS	\$454,349	(\$18,174)	\$436,175
ROCKLIN	\$4,449,611	(\$177,984)	\$4,271,626
ROSEVILLE	\$9,135,784	(\$365,431)	\$8,770,352
TOTAL	\$25,193,731	(\$1,007,749)	\$24,185,982

NOTES:

- 1) FY 2018/2019 LTF balance based on February 8, 2019 preliminary fund balance provided by Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2018/2018 Preliminary Overall Work Program and Budget, February 2019.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2019/2020 Article 4.5 allocation is set at 4%.
- 6) FY 2018/19 carryover apportionment (see next page) uses May 2018 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of FAST-Act planning requirements.

January 1, 2018 DOF Population Estimates ¹		
TRPA Population ²	11,140	2.8598%
PCTPA Population	378,392	97.1402%
TOTAL	389,532	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2017 to January 1, 2018, DOF, May 1, 2018.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2018, DOF, May 16, 2018.

**Calculation of FY 2018/19 PCTPA LTF Carryover
Using 2018 Population - Western Slope**

Amount of FY 2018/2019 Carryover: **\$2,079,536**

POPULATION			
JURISDICTION	January 1, 2018	PERCENT	ALLOCATION
PLACER COUNTY	102,173	27.00%	\$561,514
AUBURN	14,611	3.86%	\$80,298
COLFAX	2,150	0.57%	\$11,816
LINCOLN	48,591	12.84%	\$267,042
LOOMIS	6,824	1.80%	\$37,503
ROCKLIN	66,830	17.66%	\$367,279
ROSEVILLE	137,213	36.26%	\$754,084
TOTAL	378,392	100.00%	\$2,079,536

Sources:

1. Table E-1: City/County Population Estimates January 1, 2017 to January 1, 2018, DOF, May 1, 2018.
2. FY 2018/2019 LTF balance based on February 8, 2019 preliminary fund estimate provided by Placer County Auditor.

8-Feb-19

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2019/2020 STATE TRANSIT ASSISTANCE (STA) FUND PRELIMINARY ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 February 2019**

PUC 99313 Allocation	\$2,972,036
PUC 99314 Allocation	\$560,663
Total STA Allocation ⁽¹⁾	\$3,532,699

4 Percent Allocation of PUC 99313 to WPCTSA⁽²⁾ \$118,881

Total PUC 99313 Allocation Available to Jurisdictions \$2,853,155

FY 2019/2020 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2018 Population ⁽³⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	102,173	27.00%	\$770,406
Auburn	14,611	3.86%	\$110,170
Colfax	2,150	0.57%	\$16,211
Lincoln	48,591	12.84%	\$366,386
Loomis	6,824	1.80%	\$51,454
Rocklin	66,830	17.66%	\$503,912
Roseville	137,213	36.26%	\$1,034,615
TOTAL	378,392	100.00%	\$2,853,155

Notes: (1) 2019/2020 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, January 31, 2019.

(2) 4% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.

(3) Table E-1: City/County Population Estimates January 1, 2017 to January 1, 2018, DOF, May 1, 2018.

PUC = Public Utilities Code

FY 2019/2020 Jurisdiction PUC 99314 STA Final Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$6,410,020	82.4%	\$461,820	\$1,232,226
Auburn	\$67,408	0.9%	\$4,857	\$115,027
Colfax	\$0	0.0%	\$0	\$16,211
Lincoln	\$0	0.0%	\$0	\$366,386
Loomis	\$0	0.0%	\$0	\$51,454
Rocklin	\$0	0.0%	\$0	\$503,912
Roseville	\$1,304,523	16.8%	\$93,986	\$1,128,601
TOTAL	\$7,781,951	100.0%	\$560,663	\$3,413,818

Notes: (4) 2019/2020 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, January 31, 2019.

January 1, 2018 DOF Population Estimates ¹		
TRPA Population ²	11,140	2.8598%
PCTPA Population	378,392	97.1402%
TOTAL	389,532	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2017 to January 1, 2018, DOF, May 1, 2018.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2018, DOF, May 16, 2018.

**CALCULATION of FY 2019/20
PUC 99314 REVENUE BASIS ALLOCATION**

99314.8 Allocation: \$ 560,663

Entity / Operator	Fare Revenue Basis ⁽¹⁾	Fare Revenue Percentage	Fare Revenue Allocation
Placer County	\$ 6,410,020	82.4%	\$ 461,820
Auburn	\$ 67,408	0.9%	\$ 4,857
Colfax	\$ -	0.0%	\$ -
Lincoln	\$ -	0.0%	\$ -
Loomis	\$ -	0.0%	\$ -
Rocklin	\$ -	0.0%	\$ -
Roseville	\$ 1,304,523	16.8%	\$ 93,986
Sub-Total Allocation 99314	\$ 7,781,951	100.0%	\$ 560,663

Source: (1) 2019/2020 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, January 31, 2019.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: February 27, 2019

FROM: Kathleen Hanley, Assistant Planner

SUBJECT: UNMET TRANSIT NEEDS REPORT AND FINDINGS FOR FY 2019/2020

ACTION REQUESTED

Adopt Resolution No. 19-01 making the following findings and recommendations regarding the annual unmet transit needs analysis and recommendations as required by the Transportation Development Act (TDA):

1. There are new unmet transit needs in FY 2018/19 that are reasonable to meet for implementation in FY 2019/20:
 - a. Service between Lincoln and Rocklin for someone who is physically unable to use the Placer County Transit Lincoln/Sierra College fixed-route is a new unmet transit need that is reasonable to meet. Placer County, Lincoln, and Rocklin will work together to ensure that individuals who meet this criterion can be served by Dial-A-Ride services between Lincoln and Rocklin. Data will be collected for 24 months for this modified service and analyzed to determine the feasibility of this modified service, the number of the requests for service by jurisdiction and location, and the best operational methods for implementation. The Short Range Transit Plan (SRTP) recommends a broader effort of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas for all passengers. However, the larger project is not considered part of this unmet transit need that is reasonable to meet. The feasibility of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas will require additional study to estimate the impacts to passenger wait times, ride times, trip denials, cost, and funding shares from Placer County, the City of Lincoln, the City of Rocklin and the Town of Loomis.
2. The *Annual Unmet Transit Needs Report for Fiscal Year 2019/2020* is accepted as complete

BACKGROUND

As the Regional Transportation Planning Agency for Placer County, PCTPA is responsible for the administration of TDA funds. This responsibility includes the annual unmet transit needs process, which has four key components:

- Soliciting testimony on unmet transit needs that may exist in Placer County;
- Analyzing transit needs in accordance with adopted definitions of “unmet transit needs” and “reasonable to meet;” (Attachment 1, Appendices B and C)
- Consultation with the Social Services Transportation Advisory Council (SSTAC); and
- Adoption of a finding regarding unmet transit needs that may exist for implementation in the next fiscal year.

PCTPA Board of Directors
Unmet Transit Needs Report and Findings for FY 2019/20
February 27, 2019
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If, based on the adopted definition and criteria, any unmet transit needs are determined to be reasonable to meet by the PCTPA Board; they must be funded in the next fiscal year prior to any TDA funds being allocated for non-transit purposes.

DISCUSSION

This year Placer County Transportation Planning Agency (PCTPA) received a record 244 Unmet Transit Needs comments through three workshops, a hearing, and extensive online engagement.

There were four dominant trends in comments:

1. As in previous years, there were many comments requesting a service that already exists, reflecting a need for more public education around transit.
2. There were multiple requests for additional transit service in Rocklin and West Roseville, where there has been a lot of population growth and housing development in recent years.
3. There were dozens of requests to improve the two commuter bus services, including comments on how crowded the service has gotten.
4. As in previous years, rural communities like Foresthill, Alta, and Sheridan requested new or more frequent service to reach nearby cities.

PCTPA staff analyzed all public comments according to adopted PCTPA definitions and Short Range Transit Plan (SRTP) recommendations. This analysis is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2019/2020* (Attachment 1).

As a result of this analysis, staff found that service between Lincoln and Rocklin for someone who is physically unable to use the Placer County Transit (PCT) Lincoln/Sierra College fixed-route is a new unmet transit need that is reasonable to meet for implementation in FY 2019/20. Currently, while both Lincoln and Rocklin contract with PCT to offer Dial-A-Ride to the general public, trips cannot be made between the two cities. Placer County, Lincoln, and Rocklin will work together to ensure that individuals who meet this criterion can be served by Dial-A-Ride services between Lincoln and Rocklin. Data will be collected for 24 months for this modified service and analyzed to determine the feasibility of this modified service, the number of the requests for service by jurisdiction and location, and the best operational methods for implementation.

The SRTP recommends a broader effort of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas for all passengers. However, the larger project is not considered part of this unmet transit need that is reasonable to meet. The feasibility of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas will require additional study to estimate the impacts to passenger wait times, ride times, trip denials, cost, and funding shares from Placer County, the City of Lincoln, the City of Rocklin and the Town of Loomis.

PCTPA staff presented recommended findings for this year and the results of last year's recommendation to the Social Services Transportation Advisory Council (SSTAC) on January 31, 2019 and the Technical Advisory Committee (TAC) on February 12, 2019. Both the SSTAC and the TAC concurred with staff recommendation. Staff also discussed this approach with the City Manager's Office of Rocklin and Lincoln.



**Placer County
Transportation
Planning Agency**

Draft Final

ATTACHMENT 1

Annual Unmet Transit Needs Report

For Fiscal Year 2019-2020

Proposed Adoption: February 27, 2019



EXECUTIVE SUMMARY

This year Placer County Transportation Planning Agency (PCTPA) received a record 244 Unmet Transit Needs comments through three workshops, a 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 four 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 many requests for additional service in Rocklin and West Roseville, where there has been a lot of growth in recent years. Third, there were dozens of requests to improve the two commuter bus services, including comments on how crowded the service has gotten. Fourth, as in previous years, rural communities like Foresthill, Alta, and Sheridan requested new or more frequent service to reach nearby cities.

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

Service between Lincoln and Rocklin for someone who is physically unable to use the Placer County Transit Lincoln/Sierra College fixed-route is a new unmet transit need that is reasonable to meet. Placer County, Lincoln, and Rocklin will work together to ensure that individuals who meet this criterion can be served by Dial-A-Ride services between Lincoln and Rocklin. Data will be collected for 24 months for this modified service and analyzed to determine the feasibility of this modified service, the number of the requests for service by jurisdiction and location, and the best operational methods for implementation.

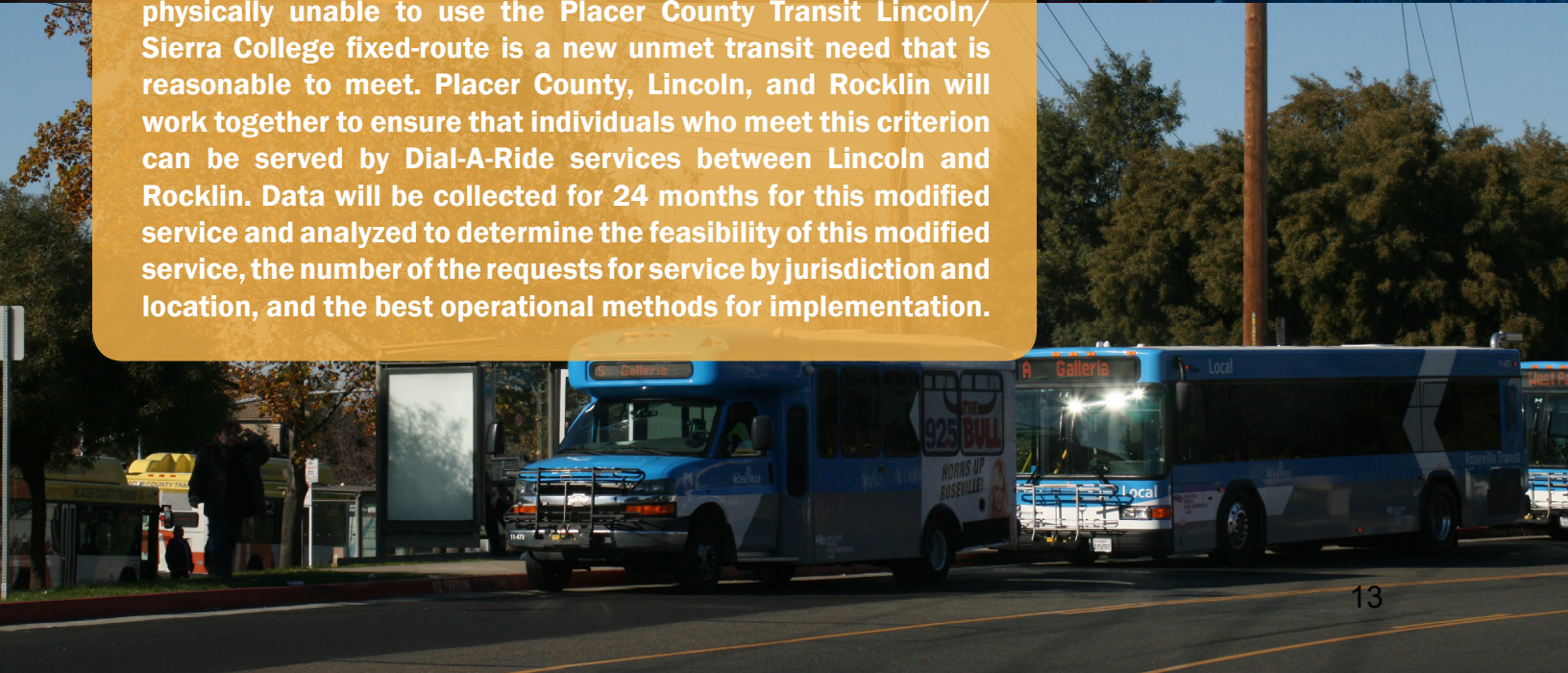


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ABOUT UNMET TRANSIT NEEDS

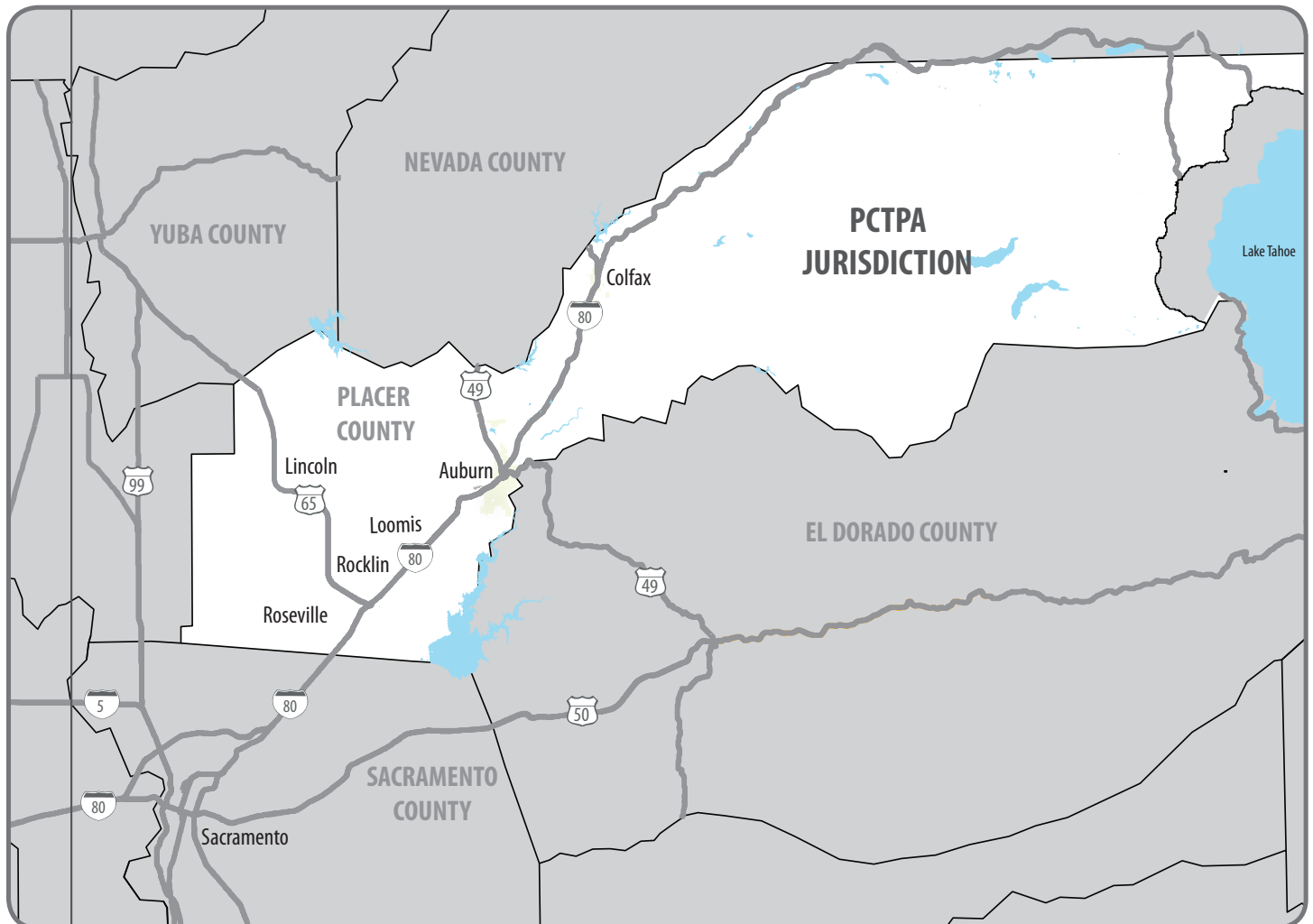
About PCTPA

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.”

Ammended 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-efficiently. 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.

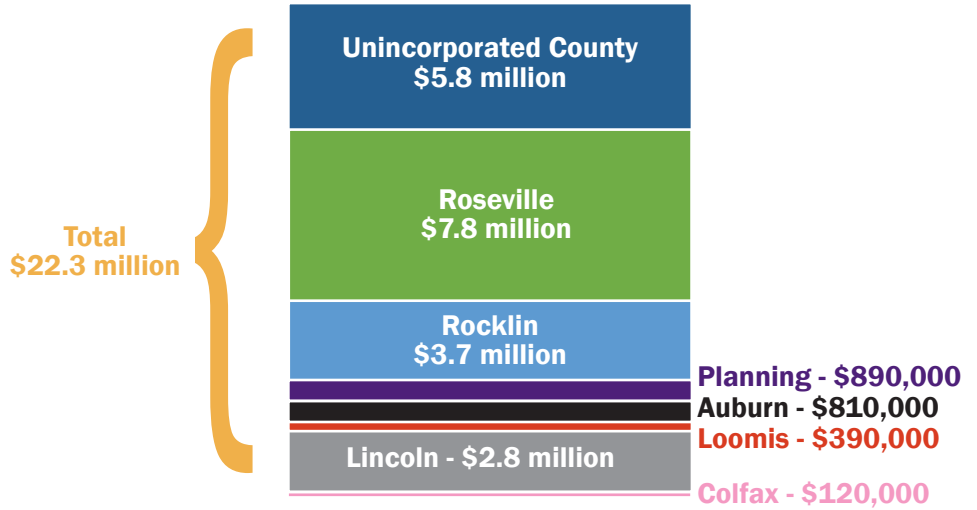


ABOUT UNMET TRANSIT NEEDS

Transit Funding

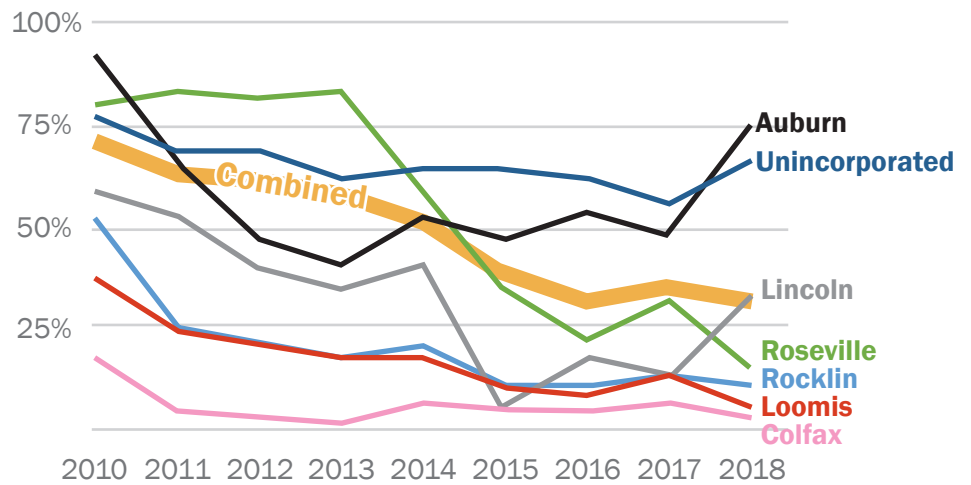
While the primary source of funds for public transit is the Transportation Development Act (TDA), transit operators in Placer County use a variety of federal, state and local funding sources. The TDA provides funding under two separate statewide programs: sales-tax-funded Local Transportation Fund (LTF) 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.

2018 LTF Allocation by Jurisdiction

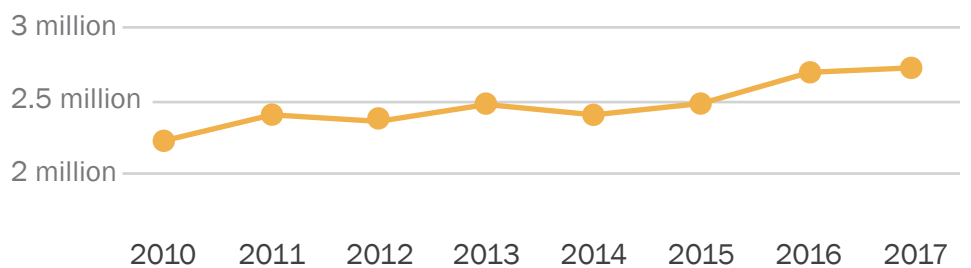


As shown in the stacked bar chart on the top left, Placer County received more than \$22 million dollars in LTF in fiscal year 2018. PCTPA uses a portion of the LTF to fund planning efforts, and the remainder is split among the jurisdictions according to population. Each jurisdiction may then choose 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 33% of LTF funds were spent on transit in fiscal year 2018. Despite this decrease in LTF spent on transit, the amount of service provided 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 and Analysis Process

The Unmet Transit Needs process began with three public workshops in Lincoln, Tahoe City, and Auburn, and a public hearing at the October PCTPA Board Meeting. While some comments were received at these events, the vast majority came through the online survey. More information regarding public outreach can be found in Appendix F. As a result of this outreach, PCTPA received 244 comments. Of those, 66 comments did not include any kind of transit request and 8 comments involved transit service outside of PCTPA's jurisdiction, leaving 170 comments for analysis in this report.

Once received, these comments are analyzed by PCTPA staff to determine whether they are unmet transit needs and if so, whether they are reasonable to meet. Those preliminary findings and a draft version of this report are then reviewed by the Social Services Transportation Advisory Council (SSTAC), as required by the TDA. The SSTAC is a designated group of transit users and social service providers who review unmet transit needs requests, make unmet transit needs recommendations to the PCTPA Board of Directors, and advise on transit-related issues as needed.

The SSTAC approved this report at their January 31st, 2019 meeting, found that there was one unmet transit need that was reasonable to meet, and made additional recommendations which can be found on page 10.

Following approval by the SSTAC, the unmet transit needs report and its findings were presented to the PCTPA Technical Advisory Committee (TAC) at their February 12th, 2019 meeting. The TAC, which includes management-level staff from each jurisdiction, approved the report. Following approval from the SSTAC and TAC, this report and its findings were presented to the PCTPA Board of Directors at their February 27th, 2019 meeting. The Board accepted the report as complete, approved the SSTAC's finding, and accepted the SSTAC's recommendations. A copy of the board resolution can be found in Appendix H.

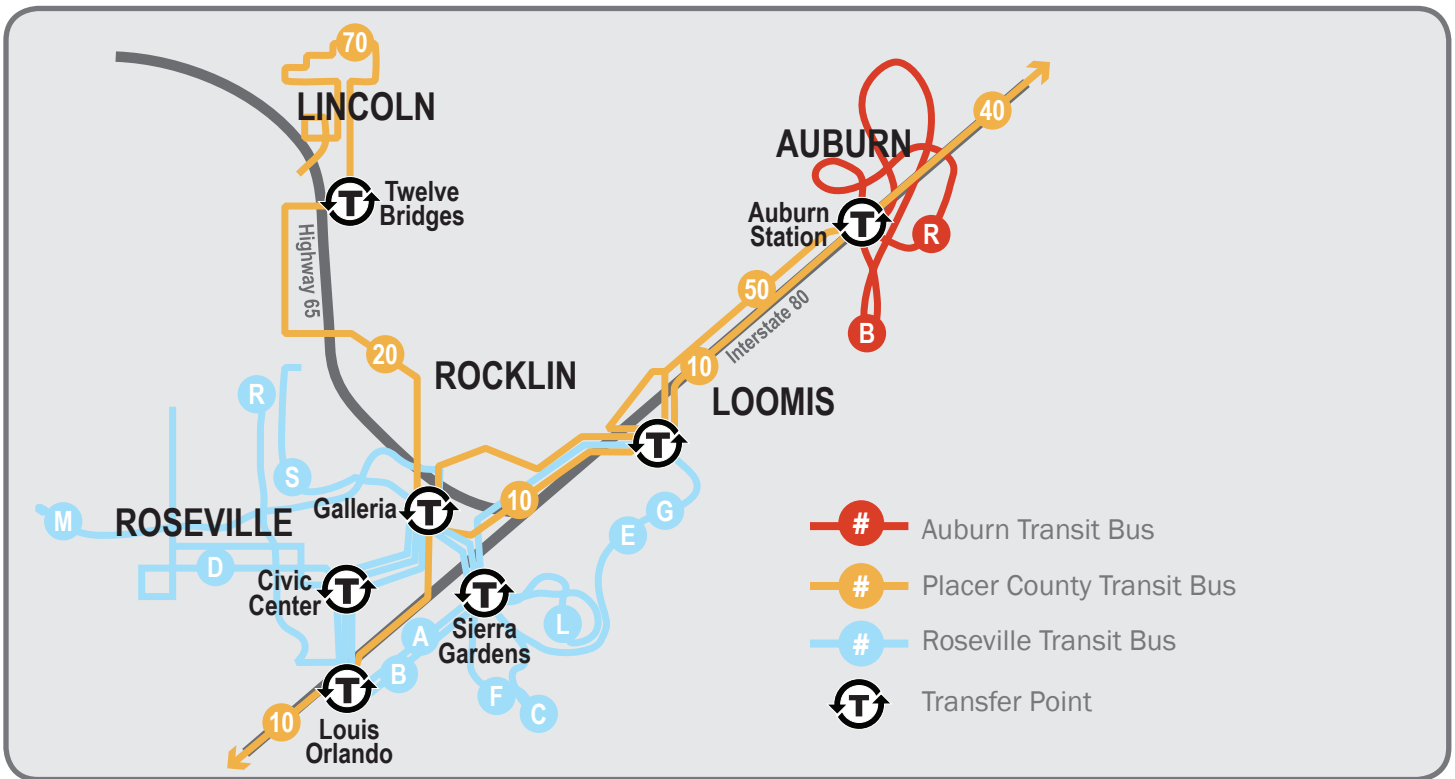
Status of Last Year's Recommendations

Although the SSTAC found that there were no unmet transit needs that were reasonable to meet last year, they did recommend that Short Range Transit Plans (SRTTP) should look at opportunities to coordinate with transportation network/microtransit companies and mobile rideshare technologies to replace or supplement general public Dial-A-Ride service. Consistent with this recommendation, the SRTTP investigated rideshare alternatives for each transit provider and recommended that general public Dial-A-Ride be replaced by a contract with transportation network/microtransit companies within Granite Bay. More information regarding rideshare technology and its potential within Placer County can be found in Service Alternatives chapters of the Short Range Transit Plans, which are available on PCTPA's website: pctpa.net



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 their executive summaries are in Appendix D. 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). The executive summaries for both are also included in Appendix D.

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

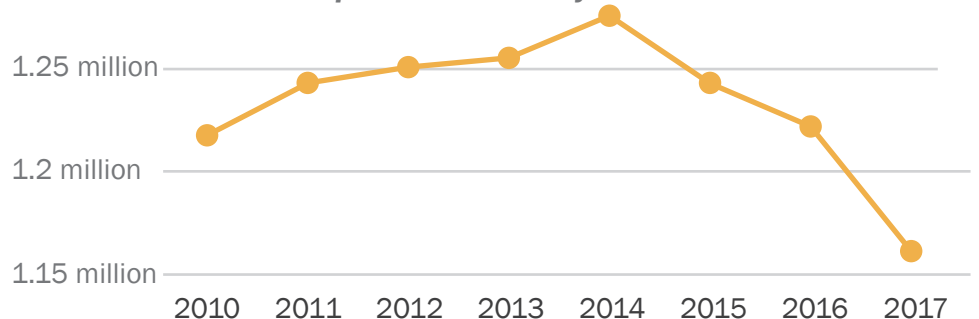
Local bus service is available within Roseville, Lincoln, Auburn, and in the Tahoe Truckee area. Roseville Transit provides 11 different bus routes across the city. PCT’s Lincoln Circulator (70) provides local service to Lincoln while the Highway 49 Bus (30) provides service to Auburn. Auburn Transit 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 on all these local routes continues to fall following a peak during the recession, 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

Recommended Finding

In accordance with TDA requirements, PCTPA staff analyzed comments submitted by the public and developed recommended findings according to PCTPA's adopted unmet transit needs definitions:

1. There are new unmet transit needs in FY 2018/19 that are reasonable to meet for implementation in FY 2019/20:

Service between Lincoln and Rocklin for someone who is physically unable to use the Placer County Transit Lincoln/Sierra College fixed-route is a new unmet transit need that is reasonable to meet. Placer County, Lincoln, and Rocklin will work together to ensure that individuals who meet this criterion can be served by Dial-A-Ride services between Lincoln and Rocklin. Data will be collected for 24 months for this modified service and analyzed to determine the feasibility of this modified service, the number of the requests for service by jurisdiction and location, and the best operational methods for implementation. The S RTP recommends a broader effort of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas for all passengers. However, the larger project is not considered part of this unmet transit need that is reasonable to meet. The feasibility of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas will require additional study to estimate the impacts to passenger wait times, ride times, trip denials, cost, and funding shares from Placer County, the City of Lincoln, the City of Rocklin and the Town of Loomis.

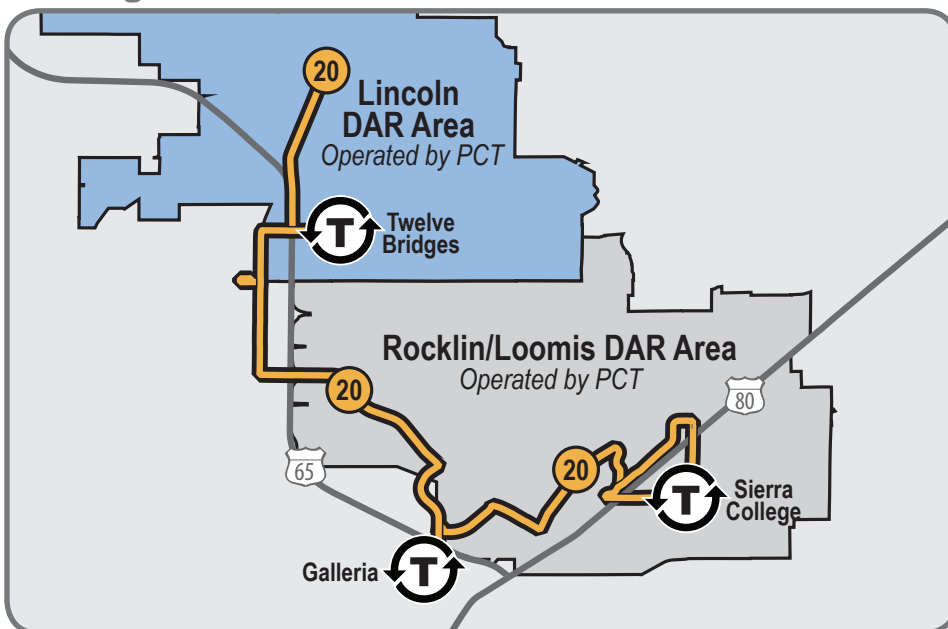
2. That the Annual Unmet Transit Needs Report for Fiscal Year 2019-2020 is accepted as complete.

Service Between Rocklin and Lincoln

A member of the public requested service between Lincoln and Sierra College in Rocklin for someone who is physically unable to ride fixed route buses (see comment 156). While PCT currently provides paratransit and Dial-A-Ride service in Lincoln and in Rocklin, it does not offer demand-response service between those two cities, making this request an unmet transit need. The Placer County Transit Short Range Transit Plan recommended that the Lincoln and Rocklin/Loomis Dial-A-Ride areas be combined to improve service in this area. Providing this service is not anticipated to cost more than the relevant jurisdictions' LTF allocations. As a result, this unmet transit need is considered reasonable to meet in fiscal year 2019-2020.

PCTPA, Placer County Transit, the City of Lincoln, the City of Rocklin, and the Town of Loomis began working together to solve this problem in January 2019 and will continue this partnership to implement this service change. Next year's Unmet Transit Needs Report will include a discussion of how this unmet need was met in fiscal year 2019-2020.

Existing Service Between Lincoln and Rocklin



Analysis of Comments

The stacked bar chart to the right shows how often commenters ride transit. As with most years, the two largest groups are daily transit riders and people who have never ridden transit before. Of those commenters that do ride transit, 45.4% use PCT, 42.5% use Roseville Transit, 18.8% use Capitol Corridor, 9.5% use Auburn Transit, and 4.4% use Health Express. There were four common requests across the comments received: requests for existing service, requests for service in newly developed areas, requests for improvements to commute service, and requests for rural lifeline service. The full list of comments received and responses to each comment can be found in Appendix A.

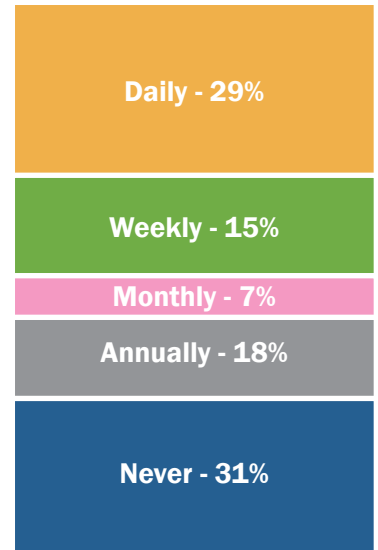
As in most years, PCTPA received many comments requesting service that already exists. This reflects both a need for more public education around transit and the fact that many commenters are not transit riders. The responses to these comments include brief descriptions of how to make these requested trips on existing transit resources.

PCTPA also received many comments requesting expansions of service in Rocklin and West Roseville. While both of these areas are served by the cities' general public Dial-A-Ride services, there are growing requests for more fixed-route and commuter service in these newly developed areas. Both Roseville and Rocklin continue to monitor the need to expand service in these areas.

With high ridership on both Roseville's Commuter Bus service and PCT's Placer Commuter Express, it is not surprising that so many comments were submitted regarding commuter service. Many of these commenters noted that commuter buses are currently so full that riders must stand, and made requests for additional runs. PCTPA will look comprehensively at commuter transit service as part of its upcoming Placer-Sacramento Corridor Mobility Plan.

Requests were submitted for new service or more frequent service to rural areas in Placer County like Foresthill, Sheridan, Alta, and Newcastle. Currently, estimated ridership in these areas is not high enough to make these kinds of improvements cost effective, but PCTPA will continue to monitor these trends.

How Often Do You Ride Transit?



APPENDIX A: PUBLIC COMMENTS & RESPONSES

The table below includes every comment received as part of the Unmet Transit Needs outreach for fiscal year 2019-2020. 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 six categories: Operational Comments about buses, stops and fares; Scheduling Comments about delays and service frequency; New Service Comments with requests for service between two locations; Service Area Comments with requests to alter existing routes; and Miscellaneous Comments. Within each category, the comments are sorted by finding with "this is not an unmet need" first and "this unmet need is reasonable to meet" last.

Operational Comments

	Public Comment	Finding	Explanation	Jurisdictions
1	While there is a bus stop at McAuley meadows, seniors need door to door service as Dial-A-Ride. Seniors have mobility issues and isolation has negative impact. Seniors E14 want to walk to the bus stop or lack confidence/know-how to navigate bus system	This is not an unmet need.	585 Sacramento Street is served by Auburn Transit's deviated-fixed route service. There is a bus stop on Sacramento Street right outside McAuley Meadows. Those who need to be picked up or dropped off closer to the building should request para-transit service in advance so that the appropriate vehicle will be available. Not all Auburn Transit buses can make the tight turns in the McAuley Meadows complex.	Auburn
2	I live in Luther Road. There is no public transportation around here. I see people walking down Luther Road. It's dangerous. No room to walk and cars going fast. A public transportation would be great. I need to get everywhere in auburn, downtown old town, and target for daily living without depending on a car	This is not an unmet need.	Most of Luther Road is within Auburn Transit's deviated-fixed route service area. This service allows residents to schedule pickups and dropoffs anywhere within 0.75 miles of the Auburn Transit bus routes. You could use this service to reach many destinations within the City of Auburn.	Auburn County
3	Regarding Roseville Transit - Need longer/deeper bus shelters at commuter stops. Fix the online bus tracker. It used to work beautifully but now is useless. Drivers should keep the two-way radio turned down. AC is either full-blast freezing or non-existent. Some drivers need to be trained to drive more smoothly - not slamming on brakes so much, anticipate slow downs. Overall the commuter service is very good and mostly reliable. Wi-fi would be a nice addition.	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville

Operational Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
4	The sunsplash shelter needs to be expanded to hold more people. This is needed especially in winter when it is raining. It is miserable to wait in pouring rain, even with an umbrella. Also the buses are ALWAYS late by 5 to 15 minutes. I want to be to work on time but your buses are determined to make me late. If I take an earlier bus, then I am 30 minutes before I start work. In the afternoon, I take commuter 2 home, but if it is 5 minutes late, then all the people who would normally take bus 3 get on 2 and now it is too full for me to have a seat and standing sucks. Also, please get a better bus tracking system. The one you are now using is horrible. It does not track, it only predicts and it is usually wrong. The buses themselves need a definite upgrade. All of the windows are drafty or let in water if it is raining. The escape hatches in the roof usually leak as well and make all of the surrounding seats damp.	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
5	Would like to see the 10 ride general discount fare available on the Connect Transit Card	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	All
6	I appreciate the new app that was created to let one know where the buses are in relation to the stops. Excellent step forward. Also, the ability to purchase an electronically generated ticket card (Read about it but forgot its name) Please continue the efforts to make the system customer friendly! Best progress thus far last year	This is not an unmet need.	The comment does not describe a need	Roseville
7	Recently, the Roseville Commuter system changed the Bus Tracker feature. Prior it used to show all buses and their locations in real time by a minute or two. Now the feature does not allow you to see all buses in route at the same time, you have to select one route. And, the tracker either does not update at all or updates every 15-20 minutes. This does not help me when I am trying to get to my bus stop a half mile away from my building. The old tracker worked great so I am not sure why it changed, and not for the better.	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
8	I am a Rocklin resident and typically use the Roseville bus service. Living in Rocklin I am required to pay extra as a non-resident. Can we work something out with your friendly neighbors in Rocklin? Also if we can do that, it would be nice to have extra commuter stops in Rocklin.	This is not an unmet need.	Fares issues are operational and not considered unmet transit needs, but will be forwarded to the operators. The Short Range Transit Plans do not recommend adding any additional runs to the Placer Commuter Express Service from Rocklin.	Rocklin Roseville
9	It would be beneficial to add WI FI to the buses.	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville

Operational Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
10	Would like wifi on roseville transit	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
11	I myself do not use public transportation, but the population we serve struggles with transportation in placer county. A discounted/ income qualifying system for low income individuals would help greatly.	This is not an unmet need.	Fares issues are operational and not considered unmet transit needs, but will be forwarded to the operators. However, WPCTSA's Bus Pass Subsidy program does provide discount bus passes to participating social service organizations.	All
12	bus shelter at Market and Rothbury on the M Route	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
13	rode FAST (Fairfield and Suisun Transit) where offer free fare for 80+ Seniors; suggested Placer County could do the same	This is not an unmet need.	Fare issues are operational and not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	All
14	Request bench at bus stop at Eskaton on Pleasant Grove	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
15	Add shelter to stop at Vintage Square for weather protection	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
16	Request return bus stop at Heritage Oaks Apt	This is not an unmet need.	There is a bus stop at Woodcreek Oaks Blvd and Junction Blvd, just outside Heritage Oaks Apartments.	Roseville
17	Request our Route M Bus move it's timed stop at the Vintage Apts to the church a few blocks down, when bus idle's at Vintage the exhaust carries into the apartments causing residents headache/nausea.	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
18	Have Rsvl Sports Ctr & Maidu have access to load cash value to the connect card.	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
19	Move bus shelter near Country club & Junction to D route near Apts.	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
20	Please add a shelter to the bus stop on pleasant grove between fiddyment and monument	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
21	Request to bring back the stop Country Club/ Junction next to the Apts.	This is not an unmet need.	The Roseville Transit D Bus does have a stop at Junction Boulevard and Country Club Drive and the Roseville M Bus will deviate to that intersection upon request.	Roseville
22	Wayne Tilden stopped by today to suggest that we have bus schedule posted in the bus shelters. He suggested that at least the schedule of the bus that comes to that particular stop. He said that people are always asking, "what time does the bus come?"	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
23	Shelters at all stops, keep lights working in shelters, esp. at Pleasant Grove and Woodcreek	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville

Operational Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
24	Add a stop at Social Security office on Cirby, east of Sunrise Blvd.	This is not an unmet need.	There is a bus stop at Cirby Way and Sunrise Avenue, just 0.1 miles from the Social Security Office on Cirby Way. Destinations within 0.75 miles of a bus stop are considered to have transit service.	Roseville
25	Request to have DAR drop off/pick up at Macy's along w/Nordstrom.	This is not an unmet need.	Roseville Transit recently made an adjustment to its Dial-A-Ride policies and will now serve general public passengers at Macys and Nordstrom anytime outside the holiday shopping season (Nov 24 - Jan 2). During the holiday season, Roseville general public Dial-A-Ride will only serve passengers at Nordstroms. PCT Dial-A-Ride only serves Nordstrom all year around. Both Roseville Transit and PCT's paratransit services are origin to destination, so paratransit passengers are eligible for pickup and dropoff wherever they need it within the service area boundaries.	Roseville
26	Request for bench at Blue Oaks/Woodcreek Oaks on D route. She has a bad back and has to sit on the ground for 30 minutes waiting for the bus. Currently it is stop 18.	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators. The Short Range Transit Plans do not recommend adding a shelter to this stop	Roseville

Scheduling Comments

	Public Comment	Finding	Explanation	Jurisdictions
27	I would like see more bus pickups and returns at the Louis/Orlando transfer station. Currently the buses mostly pick up at and drop off at the Taylor road park and ride which is on the other side of the city for people who live off Cirby and Foothills. It takes almost as long to drive back to our side of town as it does to get back from downtown. Yet only one bus returns to Louis Orlando, the very first one. I can't leave work that early. It would nice to add a few departures and returns, especially one that left downtown between 4:30-5. It's such a nice new transit center that it's a pity we can't use it more widely.	This is not an unmet 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 commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
28	I need to go from Sierra Colleg to Downtown Sacramento so I can walk to the bus stop every day. My main concern is arriving downtown closer to 9am during my morning commute.	This is not an unmet need.	Currently, you could take the Placer County Transit Auburn/Light Rail Bus (10) from Sierra College to the Watt/I-80 Light Rail Station and trasfer to the Blue Light Rail Line to Downtown Sacramento. This service is available hourly, including a route that would arrive downtown at 8:48am on weekdays.	Rocklin

Scheduling Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
29	I need to go from Roseville douglas and 80 area to arden and watt SA. Reverse I work 12 to 9 in sac. some of us go to jobs in sac off the usual commite times	This is not an unmet need.	Currently, you could make this trip on public transit by taking the Roseville Transit A Bus from Sunrise and Douglas Boulevards to the Louis/Orlando Transit Center, then taking the PCT 10 Bus to Watt/I-80, then taking the Sac RT 84 bus to Watt Avenue and Arden Way. If you left at 10:15am from Roseville, you would get there by 11:40am and then you could return leaving at 9:20pm.	Roseville
30	Commuter Bus #3am is overly full. Most days we have standing room only. I would also like to see more PM stops at Saugstead Park.	This is not an unmet need.	The Short Range Transit Plans have taken into account the popularity of Roseville's Commuter Bus routes and recommend adding an additional two AM and PM routes to relieve this.	Roseville
31	Worsening traffic conditions and late bus departures have caused the Roseville Commuters to be late almost every day (AM routes 9 and 10 and PM routes 7 and 8). Departure times may need to be reevaluated?	This is not an unmet need.	Operations issues are not considered unmet transit needs. However, this comment will be forwarded to the transit operators.	Roseville
32	Generally, I reach the stop at 15th & H at 5:10-5:15, but the Roseville Transit No. 8 is gone by then and the no. 9 is chronically late, so I've also been using Placer Commuter Express, but that doesn't arrive until 5:25-5:30. It would be nice to have 1 late bus, say 6 pm. That's a huge hole in service.	This is not an unmet need.	Comments regarding delays are considered operational and are therefore not unmet transit needs, but will be forwarded on to the operators.	Roseville
33	I need to go from Roseville to UCD Med Center; 2315 Stockton Blvd for work. I do not understand why trips to this side of the freeway are considered adequately covered between commuter busses, Sac RT, and light rail. Has anyone timed it out??? Not convenient. Yes, we do shift work, but seems like there is some opportunity for reverse commutes, etc.	This is not an unmet need.	From the Louis/Orlando Transit Center in Roseville there are multiple options to get to UC Davis Medical Center, including taking the Sac RT 21 Bus to Folsom and then taking the Gold Light Rail Line, or taking the Sac RT 93 Bus to the Watt/I-80 Light Rail Station and then taking the the Blue Light Rail Line.	Roseville
34	Roseville buses are currently overcrowded where there is standing room only. Some of the drivers park at the Sunsplash parking lot and do not pull up to pick up riders until the time that the bus is supposed to depart, which causes the bus to run late when arriving in downtown Sacramento. For many years during the rainy season, repairs for leaks are requested by customers repeatedly, but never completed and causes wet seats that cannot be used and water dripping on customers. Buses are old and have bad suspension which creates a bumpy ride. Drivers cannot feel the air temperature of the passenger area and a lot of times the buses are either very cold or very hot and there doesn't seem to be an easily accessible temperature control, as I see drivers having to go to the back of the bus to adjust temperature.	This is not an unmet 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 commuter routes, the exact timing and pickup locations for those routes will be determined by the operators. The exact timing and pickup locations of these added routes will be determined by operators.	Roseville

Scheduling Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
35	We are having an issue with Bus 7 being 10-15 minutes late picking up at 8th and Capitol every night. I know that it differs depending on driver and I switched to this route because when Jack drove it was never late; you could set your watch by it. Now it is routinely passed by no. 8, which is supposed to be 20 minutes behind it. And 6 always leaves on time because my schedule causes me to just miss it.	This is not an unmet need.	Comments regarding delays are considered operational and are therefore not unmet transit needs, but will be forwarded on to the operators.	Roseville
36	I need to go from Sunsplash to Light Rail and Watt I-80. Another issue I see that the Roseville transit 'Commuter Card' can not be used in light rail as they do not accept the Roseville Commuter Card. Make it Common across all Transit across Sacramento. This will allow the passengers to use their card any where without paying additional fee. (Placer express, Roseville Commuter or Light rail etc)	This is not an unmet need.	The PCT Auburn/Light Rail Bus (10) connects Roseville to Sacramento via the Watt/I-80 Light Rail Station every hour. You could take the Roseville A Bus to Louis/Orlando Transit Center, take the Auburn/Light Rail Bus (10) from Louis/Orlando to Watt/I-80 and then take the Blue Light Rail Line into Downtown Sacramento. Additionally, the Short Range Transit Plan recommends adding two AM and two PM Roseville Commuter buses, but the timing and stops of those runs will be determined by operators.	Roseville
37	I need to go from Roseville Square to the Galleria Mall for shopping and to get to route M. Too long of a trip to have to transfer just to go up the road a way.	This is not an unmet need.	The Roseville Transit B Bus provides service from the Galleria to Vernon and Grant Streets. That intersection is about a half mile walk from the Roseville Square shopping center. Destinations within 0.75 miles of a bus stop are considered to have transit service. If you need direct origin to destination service, Roseville also offers General Public Dial-A-Ride throughout the city.	Roseville
38	I need to get from Truckee to Tahoe city for work. I work for Placer County. Currently I cannot get to work on time/leave after my shift as the route starts after/ends before. If I took the bus I would be late every day, and have to leave early. Who is the bus for??? Most people in this area don't even have traditional 9-5 M-F jobs like I do. If you work at the resorts, you have to be there early in the morning. If you work at a restaurant you have to be there late in the evening. It's ridiculous, sad, embarrassing, and unbelievable that our public transit serves no one. It's a sham. Either get rid of it all together and stop wasting out tax money on it or make it work for people.	This is not an unmet need.	Route schedules are designed to meet the majority of needs for riders. Currently, TART's Mainline provides service from Truckee to Tahoe City starting at 7:30 and from Tahoe City to Truckee at 4:50. The Short Range Transit Plans do not suggest expanding service times for this route. This comment has also been shared with Nevada County Transportation Commission and Tahoe Regional Transportation Agency due to the many jurisdictions in the Tahoe Basin.	County
39	I need to go from my home in West Roseville to Downtown Roseville.	This is not an unmet need.	Currently, Roseville Transit Dial-A-Ride serves West Roseville, including where you live. The Roseville Transit Short Range Transit Plan proposes this area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville

Scheduling Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
40	The Yuba Sutter commuted has a midday bus. I would love Roseville to have one, too. If I have a morning or afternoon appointment my only option is to drive all the way downtown and pay \$12 for parking. A midday bus would solve that problem entirely. Plenty of my fellow riders have expressed interest in that also.	This unmet need is not reasonable to meet.	Implementing midday Roseville commute service requires further study and will be a part of PCTPA's Placer-Sacramento Corridor Mobility Plan which begins in early 2019. The recommendations for that plan are expected to be available early 2020.	Roseville
41	Mid day bus would be fantastic at 12:00 noon. Also the old buses leak when it rains and the A/C doesn't work well during the summer. The new buses seem smaller and don't hold as many people as the old ones. The bus stop cover at Taylor and 80 is very small considering the lines of people that wait in the rain.	This unmet need is not reasonable to meet.	Implementing midday Roseville commute service requires further study and will be a part of PCTPA's Placer-Sacramento Corridor Mobility Plan which begins in early 2019. The recommendations for that plan are expected to be available early 2020. Comments regarding buses, stops, and customer service are operational in nature and not considered unmet transit needs, but will be passed on to the operators.	Roseville
42	I need to go from Downtown Sacramento to Roseville at Taylor I-80. Some commuters work half days.	This unmet need is not reasonable to meet.	Implementing midday Roseville commute service requires further study and will be a part of PCTPA's Placer-Sacramento Corridor Mobility Plan which begins in early 2019. The recommendations for that plan are expected to be available early 2020.	Roseville
43	I need to go from West Roseville to Downtown Sacramento for Work It would be nice to have later options for the Roseville commuter bus. The last bus that leaves Roseville in the mornings is 7:30am from Saugstad. If there were a bus that left at 7:45am or 8am from either Taylor and 80 or from somewhere in West Roseville I would take the bus much more often and my coworker would too. We wish there were slightly later bus times.	This unmet need is not reasonable to meet.	Currently, only Roseville Transit Dial-A-Ride serves West Roseville. The Roseville Transit Short Range Transit Plan proposes this area be the focus of a Transit Master Plan as further development planning is finished for that area. Additionally, Roseville offers Commuter Bus Service to Sacramento with three daily pickups and dropoffs at Mahany Park in West Roseville	Roseville
44	1) at least once per week I use Light Rail to accommodate later departure in mornings. 2) Would like to see more of the Roseville Commuter buses going to Maidu Park. I live within walking distance but with only two choices in AM and PM it limits my flexibility for work schedule.	This unmet need is not reasonable to meet.	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 commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
45	Roseville transit needs either more buses or earlier buses for rides to Taylor and i80 at 3:45pm	This unmet need is not reasonable to meet.	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 commuter routes, the exact timing and pickup locations for those routes will be determined by the operators. The exact timing and pickup locations of these added routes will be determined by operators.	Roseville

Scheduling Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
46	0620 #4 R'Ville Commuter @ Taylor stop has standing 1 - 10+ on Tue.,Wed.,Thurs. on a regular basis when school starts. Could use one more @0610 or 0630. I have also seen people standing on the #1 Placer Bus on the same days.	This unmet need is not reasonable to meet.	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 commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
47	I think there should be another bus between commuter 8 and 9, 10. Right now the time difference between 8 and 9 is about 30 mins, which is a big gap for early morning commute. If 9 or 10 would leave Roseville 15 mins earlier than currently scheduled, it would allow many commuters to start their workday at 8:00 vs 8:30, which would allow them to get off at 4:30 vs 5:00. Getting off at 4:30 allows commuters to be home at least an hour earlier and would save at least 30 mins of being stuck in 5pm traffic. Right now someone who gets on the bus at 7:31 in the morning, doesn't come back to roseville until after 6:00 pm. If the bus would leave at 7:15, that same person could be home by 5:10	This unmet need is not reasonable to meet.	The Roseville Commuter Bus routes and schedule are designed to be cost effective and meet the needs of most riders. The Short Range Transit Plan determined that two additional runs in the morning and evening are needed. The scheduling and pickup locations for those additional routes will be determined by the transit operators.	Roseville
48	I need to go from Taylor Park and Ride to Watt I-80 Station to connect to downtown. Later commuter bus route to downtown (7:45 or 8 am) would be helpful, but the most important is later service from downtown to Roseville. If you miss the last bus (5:30 or so at my stop), you're stuck taking the blue line and roundabout buses that get you back around 8 pm.	This unmet need is not reasonable to meet.	The Roseville Commuter Bus routes and schedule are designed to be cost effective and meet the needs of most riders. The Short Range Transit Plan determined that two additional runs in the morning and evening are needed. The scheduling and pickup locations for those additional routes will be determined by the transit operators.	Roseville
49	Wish there were more Placer Commuter Buses to Downtown Sacramento. I typically pay extra to take the Roseville Commuter just because the Placer Commuter tends to be very full or there is too big of a time gap between the 6:35 bus at Sunsplash and the 7:00 bus. It gets frustrating also when the #3 bus typically runs late in the afternoon. Most times it seems like it's 5-10 minutes late, but sometimes more.	This unmet need is not reasonable to meet.	The current Placer Commuter Express schedule is designed to meet the needs of most riders. The Short Range Transit Plans do not suggest adding any additional runs at this time.	County Roseville
50	she feels that we should change the schedule for commuters for the day before thanksgiving because all state workers get off work at noon on that day. We should arrange for the buses to do noon pick ups.	This unmet need is not reasonable to meet.	Implementing midday Roseville commute service requires further study and will be a part of PCTPA's Placer-Sacramento Corridor Mobility Plan which begins in early 2019. The recommendations for that plan are expected to be available early 2020.	Roseville
51	Request Comm service later than 5:30pm from downtown Sac to Rsvl.	This unmet need is not reasonable to meet.	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 commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville

Scheduling Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
52	Request the day before big holidays to have com bus service Sac for early released State workers (around noon to 1pm).	This unmet need is not reasonable to meet.	Implementing midday Roseville commute service requires further study and will be a part of PCTPA's Placer-Sacramento Corridor Mobility Plan which begins in early 2019. The recommendations for that plan are expected to be available early 2020.	Roseville
53	Commuter bus #4 am is always packed with standing room only several times a week. When the routes get re-evaluated it would be helpful to add a second bus around the same time departing from Sunsplash.	This unmet need is not reasonable to meet.	The Roseville Commuter Bus routes and schedule are designed to be cost effective and meet the needs of most riders. The Short Range Transit Plan determined that no additional commuter stops were needed in Roseville, but that two additional runs in the morning and evening are needed. The scheduling and pickup locations for those additional routes will be determined by the transit operators.	Roseville
54	Request for Game Day Xpress to run back from Sac at 1am.	This unmet need is not reasonable to meet.	The Game Day Express Schedule is designed to be cost-effective and meet the needs of most riders. The Short Range Transit Plans do not suggest altering this schedule.	Roseville
55	I need to go from downtown lincoln to sierra college. Needs to be earlier morning and later evening service 6am-7pm on the Lincoln Circulator. The student discount passes should apply to GED and Adult high school students	This unmet need is not reasonable to meet.	The Short Range Transit Plans do not suggest expanding service hours for the Lincoln Circulator. Comments regarding fares are operational and not considered unmet transit needs, but will be passed on to transit operators	Lincoln Rocklin
56	Please add more trips for the R route. It currently only has 2 morning and 2 late afternoon trips. I need to travel down Foothills to the Bel Air shopping center daily in the mid afternoon. Also please add Sunday service. People need to go to church and Roseville dial a ride needs more drivers on Sunday. We also need later service on Saturday to go back and forth to the Galleria, on the M bus, since prime holiday shopping is coming up and also more employees have been hired for the holiday shopping at the Galleria.	This unmet need is not reasonable to meet.	The current Roseville R Bus schedule is designed to be cost effective while meeting the needs of most riders and the Short Range Transit Plan does not recommend adding any additional runs.	Roseville
57	The Roseville transit L and E buses need to stop running @ 9:30pm or 10pm I highly use them to get me to and from work when I work late shifts. We all know that Uber and Lyft is to Expensive to use every day,	This unmet need is not reasonable to meet.	The current Roseville L and E Bus schedules are designed to be cost effective and meet the needs of most riders, and the Short Range Transit Plan does not recommend adding later runs to the L or E routes.	Roseville
58	Instead of going to Game Day Express, extend hours of local fixed route into Downtown Roseville for travel to Downtown activities/culture	This unmet need is not reasonable to meet.	Current Roseville Transit bus schedules are designed to be cost effective and meet the needs of most riders. The Short Range Transit Plan does not suggest eliminating Game Day Express or extending the hours of local route service.	Roseville

Scheduling Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdictions
59	Where I live in Eastern Placer Co outside colfax there is only one bus a day to Auburn and i returning. This means spending an entire day away from home. Whys can't there be a 10 - 12:00 oclock bus route from from Alta to Auburn or something like it?	This unmet need is not reasonable to meet.	According to the recently completed SRTP, a midday bus to Alta/Colfax would not attract sufficient ridership to meet PCT's farebox ratio standard of 12.94%	County
60	Need midday trips between Colfax and Auburn so you don't have to waste a whole day in Auburn for appointments. Also need the evening service to be later (5:30 or 6) so that someone could actually commute for a business hours job from Colfax to Auburn.	This unmet need is not reasonable to meet.	According to the recently completed SRTP, a midday bus to Alta/Colfax would not attract sufficient ridership to meet PCT's farebox ratio standard of 12.94%	Colfax County

New Service Comments

	Public Comment	Finding	Explanation	Jurisdiction
61	I need to go from Auburn to Sacramento frequently, during the day	This is not an unmet need.	Currently, Amtrak's Capitol Corridor train and thruway bus provide daily service between Auburn Station and Sacramento Valley Station. You could also take the PCT Auburn/Light Rail Bus (10) from Auburn Station to the Watt/I-80 Light Rail Station and then use Sacramento Regional Transit Bus and Light Rail connections to reach Downtown Sacramento.	Auburn
62	I need to go from Sierra College to 12th and I in downtown sac for work. Light Rail should be extended to Roseville or Rocklin.	This is not an unmet need.	Light Rail extensions were studied in the early 2000s but elected officials chose to focus improvements on Commuter Bus service and Capitol Corridor. Currently, you could take the PCT Auburn/Light Rail Bus (10) from Sierra College to the Watt/I-80 Station and then take the Blue Light Rail Line to 12th and I Station.	Rocklin
63	I need to go directly from Rocklin to 12th and I in sac. It is time to extend light rail to Roseville	This is not an unmet need.	Light Rail extensions were studied in the early 2000s but elected officials chose to focus improvements on Commuter Bus service and Capitol Corridor. Currently, you could take the Placer Commuter Express from Rocklin to Downtown Sacramento.	Rocklin
64	I need to go from East Roseville - Sun Splash to Downtown Sacramento more convenient drop offs for work. limited drop off stops too far to be convenient except the rare times I have little take home work	This is not an unmet need.	The current Commuter Bus drop-off locations in Downtown Sacramento are located to meet the needs of most riders. Relocating stops and adding new stops in Downtown Sacramento is difficult due to space constraints in Downtown Sacramento's streets.	Roseville
65	Need direct commuter from Mahany Park / Westate Roseville to Sacramento.	This is not an unmet need.	Roseville Commuter Bus service includes 3 morning and 3 evening buses between Mahany Park and Downtown Sacramento.	Roseville

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
66	I need to go from my neighborhood at Rocklin High School to Kaiser Permanente in Roseville so that I could avoid ever driving to work.	This is not an unmet need.	Currently, you could take PCT Dial-A-Ride from Rocklin Station to Sierra College, then take the Roseville Transit E Bus to Kaiser Permanente. Neither the Short Range Transit Plans nor the Rocklin Community Transit Study recommended expanding service in Rocklin.	Rocklin Roseville
67	I need to go from Lincoln to Auburn for work. It would take multiple bus transfers between different bus systems and over 1 & 1/2 hours of travel time to use public transit for my commute when it takes approximately 30 minutes to drive by car.	This is not an unmet need.	Currently, it would take two buses within the PCT system to get from Lincoln to Auburn. The Lincoln/Sierra College Bus provides service from Lincoln to the Galleria, where you could transfer to the Auburn/Light Rail Bus which goes to Auburn Station.	Auburn Lincoln
68	There is no public transit where I live in Sun City Lincoln Hills. There are bus stops however. But no service. It would be beneficial that have service in Lincoln for short stops to medical, shopping and dining in Lincoln and Roseville	This is not an unmet need.	Currently, PCT Dial-A-Ride Service is available to all Lincoln residents, including those in Sun City Lincoln Hills. You could take Dial-A-Ride to the Twelve Bridges Transfer Point by the Library and then transfer to the PCT Lincoln/Sierra College Bus (20) which goes to the Galleria. Health Express service is also available to Lincoln Hills residents who are over the age of 60 for non-emergency medical appointments.	Lincoln
69	Where do I begin, is more the question. After using Sacramento & Yolo County Transit Services for so many years, & then moving to Placer County in the Roseville area, I was quite shocked at the huge difference in the service. Placer County has a long way to go in the transit services. Sacramento, Yolo and Placer counties need to work together to expand the light rail system out to Placer County. Also, expand the bus service back on Gibson Drive, instead of people having to walk at least a half mile to the Galleria Transit Center to catch a bus! Why can't the Dial-A-Ride service go to the I-80 light rail station, instead of having to transfer to a Placer bus to get to the station to go downtown Sacramento? If the bus service would improve, there would be much less traffic on the Roseville streets. The traffic is crazy!	This is not an unmet need.	Locations within 0.75 miles of a bus stop are considered to have transit service, as such Gibson drive is served by the Galleria Transfer point. From there, you could take one PCT Auburn/Light Rail Bus (10) to the Watt/I-80 Light Rail Station and transfer to Sac RT's system. Light Rail extensions were studied in the early 2000s but elected officials chose to focus improvements on Commuter Bus service and Capitol Corridor.	Roseville
70	I need to go from 165 Valleywood way to Taylor rd and sunset for auto maintenance every six months.	This is not an unmet need.	Currently, it is possible to make this trip on public transit by taking Dial-A-Ride or the Roseville Transit S Bus to the Roseville Galleria, and then taking the PCT Lincoln/Sierra College Bus (20) to Pacific Street (Taylor) and Sunset Boulevard.	Rocklin Roseville

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
71	I need to go from Roseville to South Sacramento for shopping and seeing friends.	This is not an unmet need.	Currently it is possible to make this trip on public transit by taking Amtrak Capitol Corridor from Roseville Station to Sacramento Valley Station or by taking the PCT Auburn/Light Rail Bus from the Galleria to the Watt/I-80 Light Rail station. There, you can transfer to the Sac RT bus and Light Rail system which serves much of Sacramento, including South Sacramento.	Roseville
72	I need to go from Roseville sun City to Sacramento for Shopping and entertainment.	This is not an unmet need.	Sun City Roseville is served by Roseville Transit's Dial-A-Ride service, which you could take to Roseville Station and then take Amtrak Capitol Corridor to Downtown Sacramento. You could also take Dial-A-Ride to the Galleria Transfer Point, then take the PCT Auburn/Light Rail Bus (10) to the Watt/I-80 Light Rail Station, and then take the Blue Light Rail Line to Downtown Sacramento.	Roseville
73	I would like to depart at my home at 514 Dudley, Roseville and go to W Sacramento and return the same day to my home.	This is not an unmet need.	It is possible to make this trip on public transit by taking the Roseville Transit B Bus from 6th Street and Riverside Avenue to the Louis/Orlando Transit Center, then taking the Sac RT 93 bus from Louis/Orlando to the Watt/I-80 Light Rail Station, then taking the Blue Line Light Rail from Watt/I-80 to the Capitol Mall and 8th Street, and then finally taking Yolo County 41 Bus from 8th and Capitol into West Sacramento.	Roseville
74	I need to go from Downtown Roseville to Downtown Sacramento once or twice a year for birthday celebrations. the game Day Bus and drivers are great	This is not an unmet need.	There are several options to get from Downtown Roseville to Downtown Sacramento. You could take Amtrak Capitol corridor, take Roseville Commuter bus, or take the Roseville B Bus to the Louis/Orlando Transit Center. From there, you can take the PCT Auburn/Light Rail Bus (10) or the Sac RT 93 Bus to the Watt/I-80 Light Rail Station and then take the Blue Line Light Rail into Sacramento.	Roseville
75	I need to go from Lincoln to Golden One Center in Sacramento for Kings Games during basketball season.	This is not an unmet need.	Roseville offers Game Day Express buses from the Civic Center to the Golden 1 Center. The Game Day buses leave an hour and 15 minutes before tipoff. The Short Range Transit Plans did not recommend expanding this service to other cities.	Lincoln Roseville

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
76	<ul style="list-style-type: none"> -Need direct Lincoln to Roseville transit -Supportive of UTN process but needs to be part of a larger movement towards transit - Need transit connections to the airport - 1991 Roseville transit study needs to be reviewed - Capitol Corridor needs to be expanded to Lincoln - Airport to Casino Service - Sierra Club would support a 0.25 cent sales tax for expanding transit service 	This is not an unmet need.	Currently, the PCT Lincoln/Sierra College bus provides direct service from Twelve Bridges Library in Lincoln to the Galleria in Roseville. Comments regarding transportation plans and sales taxes do not reflect unmet transit needs. The Short Range Transit Plans and statewide rail plans do not recommend expanding Capitol Corridor to Lincoln. The Short Range Transit Plans do not recommend adding service to the Sacramento airport, including from Thunder Valley Casino.	Lincoln Roseville
77	I need to go from Grape St in Roseville to the Arden Mall for possible career opportunities. My biggest issue with transit is that even if I get a Dial-A-Ride (I'm visually impaired so that's an easy solution for me) I still can't get to Sacramento destinations because there is no coordination between Placer County Dial-A-Ride and the similar service in the Sacramento area. If I could use make a single transfer and use both county's service for the disabled I would use it all the time. Please work with Sac County to make career opportunities more accessible to those of us who can't or don't drive.	This is not an unmet need.	It is possible to get between Roseville and Sacramento destinations with only one transfer. To do so, you would take Roseville Dial-A-Ride from your home to California Burger on Auburn Boulevard at the Placer/Sacramento County border. From there you would take Sacramento Paratransit to your final destination. While Roseville does general public Dial-A-Ride, Sacramento County only provides rides for registered disabled riders. Both the Roseville Dial-A-Ride and Paratransit trips would need to be scheduled in advance.	Roseville
78	I would love to utilize public transit. I need to go from Roseville to Sacramento, Folxom, Auburn, and San Francisco to visit friends and for family/shopping and entertainment.	This is not an unmet need.	The Amtrak Capitol Corridor train provides daily service between Roseville Station, Sacramento, and the Bay Area. The Louis/Orlando Transit Center in Roseville also has multiple regional bus connections including the Sac RT 21 Bus to Rancho Cordova where you can take the Gold Light Rail Line to Folsom and the PCT Auburn/Light Rail bus to Watt/I-80 where you can take the Blue Light Rail Line to Downtown Sacramento.	Roseville
79	There is a bus-stop at Del Webb & Spring Valley. I have never once seen a bus there. There is apparently no service in or through Sun City at all. Local Shuttle Service would probably find numerous riders here if it ran sufficiently often and had stops near enough to residences that old people like me could actually get there! I need it to go to old town Lincoln for restaurants and shopping.	This is not an unmet need.	Currently, Placer County Transit Dial-A-Ride service is available between Sun City Lincoln Hills and Downtown Lincoln. Fixed service used to be provided in Sun City Lincoln Hills, but was eliminated due to low ridership.	Lincoln
80	I am concerned about future needs of Sun City Lincoln Hills residents for transit as they age	This is not an unmet need.	Currently, PCT Dial-A-Ride serves all of Lincoln, including Sun City Lincoln Hills. Health Express Service to and from non-emergency medical appointments is also available to Sun City Lincoln Hills residents who are over the age of 60.	Lincoln

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
81	I need to go from the Rocklin Amtrak Station to Natomas or Rancho Cordova for offsite work and training	This is not an unmet need.	Currently, there are multiple options to get from Rocklin Station to Natomas and Rancho Cordova. You could take either Amtrak's Capitol Corridor or Placer Commuter Express from Rocklin Station to Downtown Sacramento and then take Sacramento Regional Transit's Downtown-Natomas Bus (11) to Natomas or the Gold Light Rail Line to Rancho Cordova. The Louis/Orlando Transit Center in Roseville also has multiple regional bus connections including the Sac RT 21 Bus to Rancho Cordova	Rocklin
82	I need to go from Rocklin Amtrak station to Folsom for work	This is not an unmet need.	Currently, you could take the Placer Commuter Express Bus from Rocklin Station to the 13th Street Station in Downtown Sacramento and then take the Gold Light Rail Line to Folsom.	Rocklin
83	I need to go from Roseville Sunsplash to Rancho Cordova because I work in that area occasionally.	This is not an unmet need.	Currently, you could make this trip on public transit by taking the Roseville Transit A Bus from Sunsplash to the Louis/Orlando Transit Center, then taking the Sac RT 21 bus to Rancho Cordova.	Roseville
84	I need to go from Roseville at Saugstad Park or Sunsplash to Rancho Cordova and Folsom and Bradshaw for work.	This is not an unmet need.	Currently, it is possible to make this trip on public transit by taking the Roseville Transit A Bus from Sunsplash to the Louis/Orlando Transit Center, and then taking the Sac RT 21 Bus to Folsom.	Roseville
85	I'd like to get from Roseville to Rancho Cordova without having to go through Sacramento. Time is money.	This is not an unmet need.	Currently it is possible to make this trip on public transit without going through Downtown Sacramento. The Sac RT 21 bus provides direct service every 30 minutes between the Louis/Orlando Transit Center in Roseville and Rancho Cordova.	Roseville
86	I need to go from Roseville to Pleasanton for work.	This is not an unmet need.	Currently, there is no direct service between Roseville and Pleasanton. However, you could take Amtrak's Capitol Corridor from Roseville Station to the Coliseum/Airport BART station and then take the BART blue line to Pleasanton.	Roseville
87	I need to go from Roseville to Marysville for work.	This is not an unmet need.	Currently, you could take Amtrak Capitol Corridor from Roseville Station to Sacramento Valley Station, then take the Yuba-Sutter Transit's 99 Bus to Marysville. You could also take PCT's Auburn/Light Rail Bus (10) from Louis/Orlando Transit Center to the Watt/I-80 Light Rail Station, then take the Blue Light Rail Line to 8th and O Streets, and then take the Yuba-Sutter 99 Bus from 9th and P Streets to Marysville.	Roseville

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
88	I need to go from Auburn or Sacramento to the Colorado Mountails for birdwatching [summarized]	This is not an unmet need.	Currently, you could take the Amtrak Capitol Corridor train from Auburn Station to Sacramento Valley Station. From there, the Amtrak California Zephyr Train goes to Colorado, including stops near the mountains in Granby, Fraser, and Denver.	Auburn
89	I need to go from Roseville to San Fransciso for theatre, museums, shopping, and other activities. Although you already have no drinking and no food, can you also include no gum. Unfortunately, people chew and smack their gum on the bus currently. Thank you.	This is not an unmet need.	Amtrak Capitol Corridor provides daily service between Roseville and the Bay Area with multiple opportunities to transfer to the BART subway system. Comments on food policies are operational in nature and not considered unmet transit needs, but will be forwarded on to operators.	Roseville
90	I need to go from Blue Oaks to Pleasant Grove and 65.	This is not an unmet need.	It is possible to make this trip on public transit by taking the Roseville D Bus from Blue Oaks and Woodcreek Oaks, then taking the M bus from Woodcreek Oaks and Pleasant Grove to Pleasant Grove and Highway 65.	Rocklin Roseville
91	I need to go from my home in Rocklin to Bridgeway Christian Churc so I wouldn't have to depend on others to take me. There needs to be two buses running simultaneously in Rocklin, CA for Rocklin Dial-a-Ride.	This is not an unmet need.	Bridgeway is not in the City of Rocklin. However, It is possible to make this trip on public transit by taking Placer County Dial-A-Ride to the Galleria Mall and then taking Roseville Dial-A-Ride to Bridgeway Church.	Rocklin Roseville
92	There is a disabled client attending Choices Day Program in Truckee. He lives in Tahoe City and needs transportation to and from his day program on a daily basis. [summarized]	This is not an unmet need.	Tahoe Truckee Area Regional Transportation (TART) began providing paratransit service between Choices and Tahoe City on October 15, 2018.	County
93	I need transportation daily to my Day Program Choices from Tahoe City. I am intellectually disabled with Down Syndrome. There are several other clients attending Choices Day Program that need transportation. I need curb to curb service because I cannot "navigate" or identify my correct bus stop. Alta Regional Center will pay for my transportation costs. I need transportation on a regular subscription basis.	This is not an unmet need.	Tahoe Truckee Area Regional Transportation (TART) began providing paratransit service between Choices and Tahoe City on October 15, 2018.	County
94	I need to go from my home at bell and New Airport to downtown and old town Auburn, Sacramento, and beyond. We'll never grow at the speed the BOS would like without awesome public transport. Why isn't there regular, county-provided rail? Why is service so limited in the foothills?	This is not an unmet need.	Currently, Placer County Transit provides service from intersection of Bell and New Airport Roads to various destinations around Auburn via the Highway 49 Bus (30) and Dial-A-Ride. From Auburn Station, you could take the Placer County Transit Auburn/Light Rail Bus (10) to the Watt/I-80 Light Rail Station to reach Sacramento or take Amtrak Capitol Corridor to reach Sacramento and the Bay Area.	Auburn County

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
95	I need to get from Glenshire to Squaw Valley for work. I would also use the bus if there was a park & ride in Truckee (savemart)	This is not an unmet need.	The parking lot outside the Tahoe Truckee Unified School District Offices at 11603 Donner Pass Road serves as a Dial-A-Ride lot. The TART 89 Bus picks up a half mile away outside the DMV on Highway 89 and provides service to Squaw Valley. This comment has also been shared with Nevada County Transportation Commission and Tahoe Regional Transportation Agency due to the many jurisdictions in the Tahoe Basin.	County
96	I need to get from newcastle to Sacramento to Volunteer on weekends at the California Railroad Museum. At present there is only one train per day to/from Auburn-sacramento and these trains are not compatible with my volunteer activities	This is not an unmet need.	Currently, you could take the PCT Taylor Road Shuttle (50) from Newcastle Highway and Taylor Road to Sierra College then take the PCT Auburn/Lightrail Bus (10) to Watt/I-80 and then take the Sac RT Light Rail/Downtown Bus (15) to the California Railroad Museum. This service is available on Saturdays.	County
97	I need to get from Dutch Flat to Auburn for shopping and medical appointments.	This is not an unmet need.	Currently, the PCT Colfax/Alta Bus (40) provides morning and evening service between Dutch Flat and Auburn.	Auburn County
98	I need to get from rural areas outside colfax to Auburn for medical appointments. I do not need it now. However, I look ahead and know that if I need to go to an appointment, I would need transportation out to meet the bus at the freeway. I likely could get a neighbor to take me out and come get me. Some people might not. I wondered what facility there is for people who live a distance from a bus stop to get to a bus. Are they more van like so they can go in to pick up people or are they on public roads only?	This is not an unmet need.	Because your home is beyond the Health Express and Dial-A-Ride boundaries, your best option is to use My Rides. The My Rides Program is a volunteer based service available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information for scheduling a ride call 1-800-878-9222 or visit http://seniorsfirst.org/sf-programs/transportation	Auburn County
99	Health Express and My Rides should serve the Tahoe area, Dial-A-Ride information Needs to be in doctors offices and Physical therapy offices, There Needs to be more room on TART buses for visitors to store beach stuff, skis, picnic baskets when riding	This is not an unmet need.	The WPCTSA Short Range Transit Plan does not recommend expanding the Health Express service area. My Rides is currently available across Placer County, but is dependent on volunteer availability. This comment has also been shared with Nevada County Transportation Commission and Tahoe Regional Transportation Agency due to the many jurisdictions in the Tahoe Basin. Comments regarding schedules and bus sizes are operational in nature and not considered unmet transit needs, but will be forwarded to operators.	County
100	I need to go from Newcastle to Downtown Sacramento for Events.	This is not an unmet need.	It is possible to make this trip on public transit by taking the PCT Taylor Road Shuttle (50) from Newcastle and Taylor Roads to Sierra College, then taking the Auburn/Light Rail Bus (10) to the Watt I-80 Light Rail Station, and then taking the Blue Line Light Rail to Downtown Sacramento.	County

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
101	I need to go from Tahoe City to Truckee daily to attend Choices Day Program for special needs	This is not an unmet need.	Tahoe Truckee Area Regional Transportation (TART) began providing paratransit service between Choices and Tahoe City on October 15, 2018.	County
102	I need to go from Fiddymment Farms multiple places for shopping and appointments etc.	This is not an unmet need.	Currently, Roseville Transit Dial-A-Ride serves West Roseville, including Fiddymment Farms. The Roseville Transit Short Range Transit Plan proposes this area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
103	I need to go from Fiddymment Farms to the Galleria for the ease of not having to drive	This is not an unmet need.	Currently, Roseville Transit Dial-A-Ride serves West Roseville, including Fiddymment Farms. The Roseville Transit Short Range Transit Plan proposes this area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville
104	I want to go from Somewhere off I80 with parkingz to because Do not have to use long-term parking at airport	This unmet need is not reasonable to meet.	There is no direct service between Placer County and the Sacramento International Airport. In fact, there is no transit service to the airport from El Dorado, Sacramento, Sutter, or Yuba Counties either. The Short Range Transit Plans do not suggest adding such a service.	Roseville
105	I want to go from Roseville Galleria to Sacramento International Airport for personal travel or a future job at the airport. I'm originally from the Boston area and there are multiple regional coach bus companies providing bus service to the airport from various cities and suburbs to bring personal and business travelers in but it also brings workers to the airport. I'm legally blind. I don't drive. I depend on public transportation and when systems like health express only runs a few days a week to a certain end of town or busses stop running at 730 my life has to stop or I need to find a replacement ride. Please invest in mass transit. Take lessons from Boston the oldest mass transit system in the country. Build it and they WILL come . Please increase service don't cut it!	This unmet need is not reasonable to meet.	There is no direct service between Placer County and the Sacramento International Airport. In fact, there is no transit service to the airport from El Dorado, Sacramento, Sutter, or Yuba Counties either. The Short Range Transit Plans do not suggest adding such a service.	Roseville
106	I need to go from Roseville Square to the Sacramento Waldorf School to attend school. I would like to see public transportation available over county lines and be consistent.	This unmet need is not reasonable to meet.	There is no direct service between the Roseville Square shopping center and the Sacramento Waldorf School and the Short Range Transit Plans do not propose expanding service between Roseville and Fair Oaks.	Roseville
107	I need to go from Lincoln to Connect to the Lightrail system in sacramento to Commute to work	This unmet need is not reasonable to meet.	Implementing commuter service to Lincoln is a mid range recommendation in the Short Range Transit Plan and requires further study	Lincoln

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
108	There needs to be a direct connection between Lincoln and downtown Sacramento for commuters.	This unmet need is not reasonable to meet.	Implementing commuter service to Lincoln is a mid range recommendation in the Short Range Transit Plan and requires further study	Lincoln
109	I need to go from West Park to Sacramento near Garden Highway and I5 for work.	This unmet need is not reasonable to meet.	Currently, Roseville Transit Dial-A-Ride serves West Roseville, including Westpark. Additionally, Roseville offers Commuter Bus Service with three daily pickups and dropoffs at Mahany Park in West Roseville.	Roseville
110	I need to go from West Roseville to Downtown Sacramento for work. West Roseville is being built up. So many people on my crowded Saugstad commuter buses come from West Roseville.	This unmet need is not reasonable to meet.	Currently, only Roseville Transit Dial-A-Ride serves West Roseville. The Roseville Transit Short Range Transit Plan proposes this area be the focus of a Transit Master Plan as further development planning is finished for that area. Additionally, Roseville offers Commuter Bus Service to Sacramento with three daily pickups and dropoffs at Mahany Park in West Roseville	Roseville
111	I need to go from Colfax to Roseville for my daily commute. Special commuter buses that are non-stop or limited stops to remain time efficient would be great! I need to depart from Colfax and be in Rocklin by 7:30 a.m., and I leave Rocklin @ 5:30 p.m.	This unmet need is not reasonable to meet.	The Placer Commuter Express schedules are designed to meet the needs for a majority of riders and the Short Range Transit Plans do not suggest providing more direct service between Colfax and Rocklin, as it would not be cost effective or meet farebox recovery requirements.	Colfax Roseville
112	I need to go from vintage oaks development in Auburn to Downtown Roseville for work.	This unmet need is not reasonable to meet.	There is currently no public transit service to the Vintage Oaks area of Auburn and the Short Range Transit Plans do not suggest adding such a service.	Auburn Roseville
113	I need to go from Rocklin and Sunset and Atherton Road to Lincoln. I get off work at 8:00pm and I would greatly appreciate being able to use public transit to get home from work. Specifically the 70 (Lincoln Circulator) and 20 (Sierra College) routes	This unmet need is not reasonable to meet.	The current PCT bus routes and schedules are designed to be cost effective and meet the needs of most riders. The Short Range Transit Plan does not call for extending the service hours of either the Lincoln Circulator or the Lincoln/Sierra College routes.	Lincoln Rocklin
114	Replying on behalf of low-income customers and business customers along Industrial and surrounding areas. Industrial Blvd. has many employers who are struggling to find entry-level staff. Entry-level staff are often low-income and lack reliable transportation. The route along Industrial is fragmented and doesn't meet the needs of those employers especially since many have non-traditional shifts. This is a problem for Lincoln, Rocklin and Roseville residents and businesses plus those businesses in the SIA. [Summarized]	This unmet need is not reasonable to meet.	While the PCT Lincoln/Sierra College Bus stops at Sunset and Industrial Avenues, and the Roseville Transit S Bus stops at the Santucci Justice Center. The Short Range transit plans do not suggest adding a fixed route to this area. However, Placer County is currently updating the Area Plan for South Industrial Avenue and will look at options to improve transit service there.	County Roseville

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
115	Request Roseville provide buses to Sacramento Annual Museum Day http://sacmuseums.org/museums/	This unmet need is not reasonable to meet.	It is possible to make the trip from Roseville to Sacramento using existing transit routes, including the PCT Auburn/Light Rail (10) and Sac RT 21 Buses which connect to the Watt/I-80 Light Rail station and the Amtrak Capitol Corridor, which provides daily service between Roseville and Sacramento. The short Range Transit Plans do not suggest adding a specific service for Musuem Day.	Roseville
116	I need to go from Roseville to Chico or Wheatland to go to Chico State. Love public transit - giving people options to be mobile without owning a vehicle or providing transportation to people who are not physically able to drive.	This unmet need is not reasonable to meet.	There is no direct transit connection between Roseville and Chico or Wheatland and the Short Range Transit Plans do not suggest adding such a service.	Roseville
117	Would like to travel to San Francisco and make the trip in less than two hours. Also would like to have better and more direct tours through Auburn area. Currently the routing of Auburn transit and some of the placer transit buses are extremely confusing and difficult for average person to understand. Also schedules are not very coordinated.	This unmet need is not reasonable to meet.	Amtrak Capitol Corridor provides daily train service from Auburn to the Richmond BART station, where you can take the subway into San Francisco. This trip takes about 3.5 hours and there are no regional or state plans to provide faster service between Auburn and the Bay Area.	Auburn
118	I need to go from Lincoln or Sacramento to SFO	This unmet need is not reasonable to meet.	There is no direct transit connection between Lincoln and San Francisco International Airport, nor do the Short Range Transit Plans suggest adding such a service.	Lincoln
119	I need to go from Wilderness way in Rocklin to 1050 sunset in Rocklin. There are many residential areas on Wildcat Blvd. and areas north of it in Rocklin that do not have bus service available. This could be done by going up University, turning right on Whitney Ranch Parkway and then turning left on Wildcat Blvd. and then continuing on it to Joiner Parkway and then to Twelve Bridges Library, and then on to the casino for a single stop instead of the two stops it gets currently. [summarized]	This unmet need is not reasonable to meet.	All of Rocklin is served by PCT Dial-A-Ride which is available to the general public. The Rocklin Community Transit Study (2015) determined that adding a second local bus route would not be cost effective and the Short Range Transit Plans also do not recommend adding such a service. This situation will continue to be monitored as development occurs and densities may support expanded service in the future.	Rocklin
120	I need to go from Rocklin road and Pacific street to Whitney high school. Quite a few of us parents wish pct would run to and from the high schools in Rocklin	This unmet need is not reasonable to meet.	Currently, PCT Dial-A-Ride serves all areas of Rocklin including this trip. Federal transit regulations prohibit public transit routes that only serve schools. The Rocklin Community Transit Study (2015) concluded that the current service options are the most cost effective.	Rocklin

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
121	I need to get from 711 University Ave to Sierra College. We are in a full community out here, houses, apartments, schools and have absolutely no bus transportation. we need dial-a-ride or bussing. I have to get to work, my son to and from Sierra College and my daughter to and from work. Education and employment are necessary needs in life and we are unable to have transportation. [summarized]	This unmet need is not reasonable to meet.	All of Rocklin is served by PCT Dial-A-Ride which is available to the general public. The Rocklin Community Transit Study (2015) determined that adding a second local bus route would not be cost effective and the Short Range Transit Plans also do not recommend adding such a service. This situation will continue to be monitored as development occurs and densities may support expanded service in the future.	Rocklin
122	I need to get from 711 University Ave to Sierra College.	This unmet need is not reasonable to meet.	All of Rocklin is served by PCT Dial-A-Ride which is available to the general public. The Rocklin Community Transit Study (2015) determined that adding a second local bus route would not be cost effective and the Short Range Transit Plans also do not recommend adding such a service. This situation will continue to be monitored as development occurs and densities may support expanded service in the future.	Rocklin
123	I need to get from my home in rocklin to sierra college to get more education and job training. Currently there is a lack of local transit and neighborhood connectivity to major destinations within our county. People cannot make choices on how to get around without becoming car centric. Our transit corridors are crowded and only operate to shuttle driver to already crowded freeways. If our local transit lines were more readily available to service local neighbors then motor vehicles would not be so demanding upon ailing infrastructure and individuals and on our local environment. Our transit needs should include local streetcars, buses and bicycling to shopping hubs, work locations and colleges.	This unmet need is not reasonable to meet.	All of Rocklin is served by PCT Dial-A-Ride which is available to the general public. The Rocklin Community Transit Study (2015) determined that adding a second local bus route would not be cost effective and the Short Range Transit Plans also do not recommend adding such a service. This situation will continue to be monitored as development occurs and densities may support expanded service in the future.	Rocklin
124	Currently no regular bus service to the Whitney Ranch apartments even though there are lots of people living there who need it. I need to go lots of places but Sierra College especially. There are only two dial-a-ride buses for Rocklin and there are lots of cancellations and rejections.	This unmet need is not reasonable to meet.	All of Rocklin is served by PCT Dial-A-Ride which is available to the general public. The Rocklin Community Transit Study (2015) determined that adding a second local bus route would not be cost effective and the Short Range Transit Plans also do not recommend adding such a service. This situation will continue to be monitored as development occurs and densities may support expanded service in the future.	Rocklin

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
125	request for stop on Lonetree near movie theatres. Has many clients that needs transportation to their insurance business	This unmet need is not reasonable to meet.	Currently, Placer County Dial-A-Ride serves all Rocklin residents and could be used to reach destinations on Lonetree Boulevard. The Rocklin Community Transit Study (2015) concluded that the current service options are the most cost effective and the Short Range Transit Plans also do not suggest expanding service to Rocklin.	Rocklin
126	I need to go from Miners Ravine Dr and Sierra Colleg to Hilltop Circle in Roseville. if the trip was completed within 30 minutes i'd take public transit, but if the bus trip to work took over 30 minutes i'd just drive. it take me 16 minutes to get to work in my car.	This unmet need is not reasonable to meet.	There is currently no public transit service to the Hilltop Circle area of Roseville and the Short Range Transit Plans do not recommend expanding service to this area.	Roseville
127	Foresthill has needed public transportation for years. Please consider adding it to your routes.	This unmet need is not reasonable to meet.	According to the recently completed SRTP, bus service to Foresthill would not attract sufficient ridership to meet PCT's farebox ratio standard of 12.94%	County
128	I need to get from rural Lincoln on upper Wise Rd to Roseville from Mt Vernon Rd to visit Kaiser Clinic and the Galleria Mall. The flat open country side will gradually fill p with subdivisions making it more difficult to get around with a car especially i one is elderly. Uber and other services are available now so connections with local credible taxi like services would be required in case of unexpected delays. [summarized]	This unmet need is not reasonable to meet.	Currently, Health Express provides service for seniors and persons with disabilities from the rural Upper Wise Road area to non-emergency medical appointments. However, there is no service between this area and the Roseville Galleria and the Short Range Transit Plans do not suggest adding such a service.	County Roseville
129	I need to get from Meadow Vista to Auburn for work. Would like M-F, 7:30 from MV to Auburn; and 5:15 Auburn to MV service. I work in Old Town, would love to leave from someplace close to there.	This unmet need is not reasonable to meet.	While the PCT Alta/Colfax Bus (40) provides morning and evening service between Auburn and Meadow Vista, it does not serve exactly those times (leaves Meadow Vista around 8:30am and leaves Auburn at 4:15 pm). The Short Range Transit Plans do not suggest expanding this service.	Auburn County
130	I need to go from Foresthill to Auburn Rocklin or Roseville for appointments and church.	This unmet need is not reasonable to meet.	According to the recently completed SRTP, bus service to Foresthill would not attract sufficient ridership to meet PCT's farebox ratio standard of 12.94%	Auburn County Rocklin Roseville
131	I need to go from Country Acres Ln to the Roseville libraries. I would like to see more available resources for the Placer County residents that live in rural areas, like myself.	This unmet need is not reasonable to meet.	There is currently no public transit service to the rural Elverta area of Placer County and the Short Range Transit Plans do not recommend adding such a service.	County Roseville
132	Sheridan currently has no transit service and would like service	This unmet need is not reasonable to meet.	According to the recently completed SRTP, bus service to Sheridan would not attract sufficient ridership to meet PCT's farebox ratio standard of 12.94%	County

New Service Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
133	I am a program manager at KidsFirst. Some of the complaints we have heard about public transportation is that it is only available in larger communities and outliers like Forest Hill or Meadow Vista are not connected with the rest of Placer Co. People without transportation in those areas remain isolated because of this.	This unmet need is not reasonable to meet.	According to the recently completed SRTP, bus service to Foresthill would not attract sufficient ridership to meet PCT's farebox ratio standard of 12.94%	County
134	I need to go from Foresthill to Auburn or Roseville for medical appointments.	This unmet need is not reasonable to meet.	According to the recently completed SRTP, bus service to Foresthill would not attract sufficient ridership to meet PCT's farebox ratio standard of 12.94%	Auburn County Roseville
135	I would like to go from Sheridan to Auburn for work. There are just a few people that work for the County that live in the Sheridan/Marysville area. But there is likely many other non-County workers in the area who might use the service if provided. I do work 9/80 7am-4:30pm so I know this also makes it difficult for transit.	This unmet need is not reasonable to meet.	According to the recently completed SRTP, bus service to Sheridan would not attract sufficient ridership to meet PCT's farebox ratio standard of 12.94%	Auburn County
136	I need to go from 8000 foothills blvd to n lake-shope rd. need option to bring bike along. This would be my option to get home if my bike breaks / if it rains hard	This unmet need is not reasonable to meet.	There is currently no transit service to rural Loomis and neither the Short Range Transit Plans nor the The Placer County Rural Transit Study (2016) suggest adding such a service.	County
137	I need to go from West Roseville to Sutter Roseville for appointments. Have never been able to use local transit because it is not close to my neighborhood. When I asked about it I was told to attend meetings. I have the impression services are not important to our area even though we pay exorbitant property taxes.	This unmet need is not reasonable to meet.	All of Roseville is served by Dial-A-Ride which could be used to make the trip from West Roseville to Sutter Roseville Medical Center. The Roseville Transit Short Range Transit Plan proposes this area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville

Service Area Comments

	Public Comment	Finding	Explanation	Jurisdiction
138	I work and need to get there by 9 am. This is not possible as the bus runs every 2 hours and it takes over an hour from 585 Sacramento St. to get to my job which is 10 minutes away by car. This is because there is only one bus going in one direction and it takes over an hour for me to get where I need to go. Dial a Ride does not come to my address at 585 Sacramento St. I am 75 years old and partially blind. The Public Transportation here is terrible. I want to move back to Sacramento County where the service is better. I do not understand why McAuley Meadows is not serviced by Dial a Ride as it is a building full of the elderly who cannot easily get around by the Auburn bus. Shame on you.	This is not an unmet need.	585 Sacramento Street is served by Auburn Transit's deviated-fixed route service. There is a bus stop on Sacramento Street right outside McAuley Meadows. Those who need to be picked up or dropped off closer to the building should request para-transit service in advance so that the appropriate vehicle will be available. Not all Auburn Transit buses can make the tight turns in the McAuley Meadows complex.	Auburn

Service Area Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
139	I live at McAuley Meadows low income senior apartments located at 585 Sacramento St. in Auburn, CA. While there is a city bus stop located relatively close to our building many of the residents have difficulties with using it. The bus schedule is inconsistent in that it runs every two hours starting at 6 am until 10 am and hourly thereafter until 3:00 pm at which time it runs every two hours again. That makes it very difficult for seniors who may find it beyond difficult to make doctor's appointments around the bus schedule. Part of the problem is that there are not enough buses so that it takes 1 hour to get from our building down to the bus station to change buses to get to where they need to go. It usually winds up taking them at least a half a day to go where they need to go and come back. Many of the bus stops do not have a bench where people can sit down which is not even possible for many seniors. This email is to advocate for Dial-A-Ride to this building.	This is not an unmet need.	585 Sacramento Street is served by Auburn Transit's deviated-fixed route service. There is a bus stop on Sacramento Street right outside McAuley Meadows. Those who need to be picked up or dropped off closer to the building should request para-transit service in advance so that the appropriate vehicle will be available. Not all Auburn Transit buses can make the tight turns in the McAuley Meadows complex.	Auburn
140	I want to go from Gibson Drive to Downtown Sacramento for work. I see empty buses all the time in Roseville and am disappointed that I can never use the bus. I love the idea of it, but it just doesn't go where I need to in a timely fashion.	This is not an unmet need.	Currently, there are two options to get to Downtown Sacramento from the Galleria Transfer Point, which is just a half mile from Gibson Drive. Roseville Transit provides Commuter Bus service between Downtown Sacramento and the Galleria Transfer Point. You could also take Placer County Transit's Auburn/Light Rail Bus (10) from the Galleria Transfer Point to the Watt/I-80 Light Rail Station and transfer to the Blue Light Rail Line to Downtown Sacramento.	Roseville
141	I need to go from Roseville Galleria Mall to Sacramento AMTRAC Station for Downtown pleasure, bay area visits via AMTRAC. Roseville Dial-a-Ride is a great service! Wish I could use it for Sac downtown medical visits, and Sac AMTRAC station. I have used it often to Roseville Sutter Medical Center.	This is not an unmet need.	Roseville offers Commuter Bus Service from the Galleria Mall to Downtown Sacramento. Amtrak Capitol Corridor also provides direct service between Roseville Station and Downtown Sacramento. Additionally, Health Express provides service to non-emergency medical appointments for seniors and people with disabilities. Health Express provides service to Sacramento medical appointments on specific days of the week.	Roseville
142	I need to go from Sierra College Blvd- Olympus or La Croix to Sierra Community College and Maidu Library for work and school.	This is not an unmet need.	Currently, the Roseville Transit E and G buses provide direct service between Sierra College Boulevard/Olympus drive and the Sierra College Campus. The Roseville Transit G and E buses also provide service between Cavitt Stallman (0.75 miles from Olympus Drive) and Rocky Ridge/ Douglas (0.3 miles from Maidu Library).	Rocklin Roseville

Service Area Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
143	I need to go from Granite Bay to Roseville for work, shopping, and medical appointments every day. The Dial A Ride service for Granite Bay is very limited.	This is not an unmet need.	In addition to Dial-A-Ride service, currently, the Roseville Transit E and G buses provide service from Sierra College and Douglass Boulevards in Granite Bay to the Sierra Gardens Transfer Point in Roseville, where it is possible to transfer to multiple other bus routes reaching many parts of Roseville.	County Roseville
144	Service Used to go to 8th and Q in Lincoln and the circulator should be rerouted to go back there. When the buses kneel they blow hot air and dust into my face. That release should blow elsewhere on the bus. You should be able to load money onto a connect card with cash on board. The buses need to be sanitized nightly. There needs to be a bus in Rocklin to RC Wiley on Blue Oaks. The bus drivers break too hard outside the Galleria Mall	This is not an unmet need.	8th and Q is within 0.75 miles of a bus stop, as such it is considered as having transit service. The Short Range Transit Plans do not suggest changing this route as schedules and routes are designed to meet the needs of the majority of riders. Comments regarding cleanliness and operation of buses and stops are operational in nature and therefore not unmet transit needs, but will be passed along to operators.	Lincoln
145	I need to go from the fountains to Roseville Parkway and Pleasant grove for Roseville High School. I wish there was no bus line from the Fountains which then went up Roseville Parkway. My son sometimes misses the school bus and has to walk an hour up Roseville parkway and pleasant Grove. He could walk to the Fountains and take the bus from there. I would like a bus to go to Sacramento for State employees at lunch time for when we work half days. I need to drive to work if I need to get some sooner.	This is not an unmet need.	Currently, there is a bus that runs this route. The Roseville Transit B bus runs from Reserve Drive and Roseville Parkway outside the Fountains to Tiger Way and Atlantic Street near Roseville High School. The A bus runs the reverse direction for returning back to the Fountains.	Roseville
146	I need to go from Olympus and LaCroix to the TJMaxx Shopping Center and Kaiser. There is a bus turn-out at the northwest corner of Olympus Dr. & LaCroix	This is not an unmet need.	While there is no transit service at the intersection of Olympus and La Croix, there is a bus stop a half mile walk away at the intersection of Olympus and Roseville Parkway. Locations within 0.75 miles of a bus stop are considered to have transit service. You could make the trip to Kaiser by taking the Roseville L Bus from Olympus and Roseville Parkway to Eureka and Douglas, just outside Kaiser. If you stay on the L Bus, it will take you to Douglas and Rocky Ridge, just outside TJ Maxx.	Roseville
147	Add service further to the west on Pleasant Grove Boulevard... they want this extension it so "those darn teenagers" don't have to use the Vintage Square pickup. (Not the best reason I've heard of for extending transit J)	This is not an unmet need.	Currently, Roseville Transit Dial-A-Ride serves West Roseville, including West Pleasant Grove. The Roseville Transit Short Range Transit Plan proposes this area be the focus of a Transit Master Plan as further development planning is finished for that area.	Roseville

Service Area Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
148	Re-instate service at Gibson Dr stops	This is not an unmet need.	Gibson Drive is just a half mile walk from the Galleria Transfer Point. Destinations within 0.75 miles of a transit stop are considered to have transit service. The Short Range Transit Plans do not recommend adding stops on Gibson Drive.	Roseville
149	Request DAR boundary to expand at Vinyard and Riesling for The Vineyard Homes.	This is not an unmet need.	Roseville's general public Dial-A-Ride is available anywhere within the city limits. The north side of the intersection of Vineyard Road and Riesling Drive is therefore already eligible for Dial-A-Ride Service.	Roseville
150	I ride the commuter express from Taylor I-80 to downtown daily. The morning routes are generally good and on time, however a later direct route that does not stop in Roseville after 6:55 would be nice. Is there a way to split the 7:18 and 7:23 so one does not stop? The afternoon routes on the other hand need some improvements. First, the first bus to return to the Taylor I-80 #2 is generally late and overcrowded and I frequently stand and or wait an additional 15 minutes for the next one. I would suggest a bus that leaves sooner for those with appointments and come in earlier and that would reduce the crowded conditions and accommodate those who get done sooner or have later appointments back in the Roseville area etc.	This unmet need is not reasonable to meet.	The current Placer Commuter Express schedule is designed to meet the needs of most riders and the Short Range Transit Plan does not suggest eliminating Roseville stops from any of the runs. The comments regarding on time arrival and bus condition are operational in nature and not considered unmet transit needs, but will be forwarded to operators.	County Rocklin Roseville
151	Please stop having every Roseville Transit Commuter bus go to Taylor/I-80 stop. You need to have more bus stops in West Roseville (e.g., Mahany, Saugsted, Foothills, Cirby, Orlando). The Taylor/I-80 stop gets too busy in the morning and we are waiting out in the cold in a long line though out the parking lot. Taylor I-80 offers the time schedule I need, but is not close to my home so I am spending more time traveling to Taylor from West Roseville.	This unmet need is not reasonable to meet.	The Roseville Commuter Bus routes and schedule are designed to be cost effective and meet the needs of most riders. The Short Range Transit Plan determined that no additional commuter stops were needed in Roseville, but that two additional runs in the morning and evening are needed. The scheduling and pickup locations for those additional routes will be determined by the transit operators.	Roseville
152	Are there any plans to increase the number of PM busses that go to Mahany. There is a growing number of riders that use that stop plus the future residential expansion in west Roseville. Maybe PM3 and PM4 can add that stop.	This unmet need is not reasonable to meet.	The Roseville Commuter Bus routes and schedule are designed to be cost effective and meet the needs of most riders. The Short Range Transit Plan determined that no additional commuter stops were needed in Roseville, but that two additional runs in the morning and evening are needed. The scheduling and pickup locations for those additional routes will be determined by the transit operators.	Roseville
153	I need to go from Granite Bay to Downtown Sacramento to get to and from work.	This unmet need is not reasonable to meet.	There is currently no direct service from, nor do the short range transit plans suggest such a service. However, Roseville Transit has a bus stop at Douglas and Sierra College Boulevards which you could use to connect to reach bus connections to the Light Rail Station.	County

Service Area Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
154	I need to go from PFE and Cook Riolo to connect with the local D, R, and F routes. This is a hope that it happens within the next 6 years or so. I have special needs kids that won't be able to drive to do school or business. It would be nice to get them the transportation they need to live successful lives. Thank you! Lisa	This unmet need is not reasonable to meet.	While the Short Range Transit Plan does not recommend adding service to this unincorporated area of Placer County	County
155	Request Route M to extend service back to Junction Blvd on a regular basis. Maybe have another M Bus to go the opposite way like Bus A/B.	This unmet need is not reasonable to meet.	The changes to the Roseville M bus schedule were designed to be cost efficient and suit most riders. The M bus will deviate to Junction Boulevard upon request, but regular service to Junction or additional runs of the M route are not suggested in the Short Range Transit Plans	Roseville
156	I am helping young adults with disabilities in Lincoln who are in wheelchairs and need to get to Sierra College (less than 10 miles each way). When we contacted Dial a Ride to check if we could be provided with services, we were told that there is no agreement between Lincoln and Rocklin and we need to schedule one Dial a Ride in Lincoln and then connect to another Dial a Ride in Rocklin or Roseville which results the trip to be way too long (1.5 hours each way) and complicated for someone who has intellectual disabilities and also need frequent access to the restroom facilities. Will you please let us know what would be an alternative way for someone who is in the wheelchair, visually impaired and has intellectual disabilities which makes it impossible to use regular public transportation.	This unmet need is reasonable to meet.	Service between Lincoln and Rocklin for someone who is physically unable to use the Placer County Transit Lincoln/Sierra College fixed-route is a new unmet transit need that is reasonable to meet. Placer County, Lincoln, and Rocklin will work together to ensure that individuals who meet this criterion can be served by Dial-A-Ride services between Lincoln and Rocklin. Data will be collected for 24 months for this modified service and analyzed to determine the feasibility of this modified service, the number of the requests for service by jurisdiction and location, and the best operational methods for implementation. The SRTP recommends a broader effort of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas for all passengers. However, the larger project is not considered part of this unmet transit need that is reasonable to meet. The feasibility of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas will require additional study to estimate the impacts to passenger wait times, ride times, trip denials, cost, and funding shares from Placer County, the City of Lincoln, the City of Rocklin and the Town of Loomis.	Lincoln Rocklin

Miscellaneous Comments

	Public Comment	Finding	Explanation	Jurisdiction
157	I think it is time to rethink the cost and effort for public transit. The bus system in Lincoln is ALWAYS empty! Let's save the money and provide free uber/lift rides for folks that really need it. Times have changed and its time to rethink how we use our transit \$\$\$\$\$. I understand this is a major shift in thinking, but instead of having expensive bus system that is barely used, we could shift to the market to meet the on demand needs. You could have varying negotiated rates. Free for financially challenged, handicap and special needs, discounts for seniors and students. We could use the savings to improve our roads (old town Lincoln, 65 expansion etc), meet the public safety limitations that our cities are faced with given the decrease in sales revenue, or other worthy projects. Hope you guys give this serious consideration.	This is not an unmet need.	The comment does not describe a need. The most recent Short Range Transit Plans looked into ridesharing and transportation network companies (TNC) as alternatives to transit service in Place County and determined that because of ADA requirements, it is not feasible at this time. Other regions in California are studying and piloting partnerships with rideshare companies and PCTPA will continue to monitor these developments for lessons learned.	All
158	so many buses an so few riders Need to go to on demand service	This is not an unmet need.	The comment does not describe a need	All
159	Stop building thousands of homes until the infrastructure is in place to support it. Utilities, roadways, schools and emergency services are not adequate to support so many new homes. Highway 65 is a nightmare, highway 80 is a parking lot during rush hour.	This is not an unmet need.	The comment does not describe a need	All
160	None needed in rural areas , no crime here yet , so let's not	This is not an unmet need.	The comment does not describe a need	All
161	I have lived in the area for 30 years. The transit system is unused for the resources it consumes. Ridership quoted by Robert Wygant is pitiful. The system in place is wasteful and inefficient. I observe transit vehicles at all times either empty or at the most 2-3 riders on a 30 passenger vehicle? PLEASE eliminate the public budget wastefulness of this and offer a dial a ride offering. It would be quicker, you could subsidize the cost and come out ahead without ghost buses and drivers. Yes this may seem simplistic-however how could you justify the expense if a per rider true cost per ride was actually published? Please prove me wrong and publish this figure. Yes you do offer specialized transit-why not focus on this component and eliminate what is unused other than as an employment vehicle for the county?	This is not an unmet need.	The comment does not describe a need	All

Miscellaneous Comments (cont.)

	Public Comment	Finding	Explanation	Jurisdiction
162	Please stop spending money on public trans. So few use it but it costs an insane amount	This is not an unmet need.	The comment does not describe a need	All
163	My suggestion is to replace scheduled bus service with an entirely dial a ride system or much smaller buses that use less fuel. Might be a lot less expensive for use even if we lose some state and federal matches	This is not an unmet need.	The comment does not describe a need	All
164	I take the commuter bus(s) into down town Sacramento. The Roseville and Placer bus is such a wonderful ride into town... NOTE: AND...they should alllllll stop at the Sunsplash at Roseville. The parking lot is so big and we all park there, I should not be concerned that the bus I am on was not going to stop at sunsplash, this is such a central parking lot for the area.	This is not an unmet need.	Comments regarding bus stop locations are operational in nature and not considered unmet transit needs, but will be forwarded to operators.	County Roseville
165	We take only the Game Day Express. It's a wonderful service that we hope Roseville Transit will continue to provide	This is not an unmet need.	The comment does not describe a need	Roseville
166	I want to THANK YOU for having Dial A Ride available for my disabled son. He is able to be transported to school because of Dial A Ride. PLEASE KEEP THE SERVICE.	This is not an unmet need.	The comment does not describe a need	All
167	I need to go from Sun Splash to Sun Splash please. May be a little later at 7:30 pm would help.	This is not an unmet need.	This comment is too vague to determine whether or not it describes a need.	Roseville
168	I need to go from my home to EDD-Connections Job Center for economic transportations. Public Transit Services are excellent.	This is not an unmet need.	This comment is too vague to determine whether or not it describes a need.	Roseville
169	I need to go from my home to EDD Job Connections Center because to be on time always to be necessity. This service are very well. This service to be on time. Driver to be very well and attentive.	This is not an unmet need.	This comment is too vague to determine whether or not it describes a need.	Roseville

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.**



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. 19-05

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 27, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair
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, public workshops, and a public hearing; and

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 2019/2020*; and

WHEREAS, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 31, 2019 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 new unmet transit needs in FY 2018/19 that are reasonable to meet for implementation in FY 2019/20:
 - a. Service between Lincoln and Rocklin for someone who is physically unable to use the Placer County Transit Lincoln/Sierra College fixed-route is a new unmet transit need that is reasonable to meet. Placer County, Lincoln, and Rocklin will work together to ensure that individuals who meet this criterion can be served by Dial-A-Ride services between Lincoln and Rocklin. Data will be collected for 24 months for this modified service and analyzed to determine the feasibility of this modified service, the number of the requests for service by jurisdiction and location, and the best operational methods for implementation. The SRTP recommends a broader effort of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas for all passengers. However, the larger project is not considered part of this unmet transit need that is reasonable to meet. The feasibility of combining the Lincoln and Rocklin/Loomis Dial-A-Ride areas will require additional study to estimate the impacts to passenger wait times, ride times, trip denials, cost, and funding shares from Placer County, the City of Lincoln, the City of Rocklin and the Town of Loomis.
2. That the *Annual Unmet Transit Needs Report for Fiscal Year 2019/2020* is accepted as complete.



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** February 27, 2019

FROM: Luke McNeel-Caird, Deputy Executive Director
Mike Luken, Executive Director

SUBJECT: **PRELIMINARY DRAFT FY 2019/20 OVERALL WORK PROGRAM (OWP)
AND BUDGET**

ACTION REQUESTED

Authorize the Executive Director to submit the attached preliminary draft FY 2019/20 Overall Work Program (OWP) and Budget to Caltrans.

BACKGROUND

Each Regional Transportation Planning Agency (RTPA) must submit a draft OWP to Caltrans no later than March 1 of each year.

The OWP should provide a description of the activities to be undertaken by the agency in the coming year, along with detailed budget information. The attached draft OWP and Budget has been developed in compliance with these requirements and has been reviewed by the Technical Advisory Committee and Caltrans staff. The draft will undergo continued refinement, as staff receives comments from the Board, Caltrans, and jurisdictions, and as information on grant awards and state budget allocations becomes available. A final FY 2019/20 OWP will be presented for Board approval at your May meeting.

DISCUSSION

Work Program

The FY 2019/20 work program reflects a continued focus on pre-construction project implementation activities, while considering future construction funding opportunities. The Highway 65 Widening Phase 1 design (WE 42), I-80 Auxiliary Lanes design (WE 43), and State Route 49 Sidewalk Gap Closure environmental clearance and design (WE 44) continue to be core efforts, along with ongoing efforts to update the 2020 Regional Transportation Plan (WE 20). Staff will also be working with our partners at Caltrans on Phase 1 of the I-80/SR 65 Interchange Improvements project (WE 41) to ensure construction continues on time and on budget.

Meanwhile, the Regional Transportation Funding Strategy (WE 60) will continue to explore our options to generate locally-controlled long-range transportation funding for the construction of these and other projects. Expenditures include polling and outreach, as supported by efforts under Intergovernmental Coordination (WE 12), Intergovernmental Advocacy (WE 13), and Communications and Outreach (WE 14).

Building on the success of the recent \$14.4 million state Active Transportation Program (ATP) grant for the State Route 49 Sidewalk Gap Closure construction, staff will be identifying multimodal projects of statewide significance as part of the Placer-Sacramento Corridor Mobility

PCTPA Board of Directors
PRELIMINARY DRAFT FY 2019/20 OWP and BUDGET
February 2019
Page 2

Plan (WE 45) to support funding for the Capital Corridor Third Track Phase 2 project and other potential projects for Cycle 2 of Senate Bill 1 competitive funding grants.

As always, the Work Program maintains our strong focus on core Agency activities, such as Transportation Development Act (TDA) administration, State and Federal transportation programming compliance, Freeway Service Patrol implementation, and management of various Joint Powers Authorities (JPAs) including the South Placer Regional Transportation Authority (SPRTA) and the Western Placer Consolidated Transportation Services Agency (CTSA).

Staffing

Staffing levels remain the same as in FY 2018/19 with 7.0 full time equivalent staff.

Budget

Staff is pleased to again provide the Board with a balanced budget of \$5,544,743, which is a 4% increase from FY 2018/19 with an increased focus on funding strategy initiatives. The Agency's \$730,000 contingency fund remains intact.

The FY 2019/20 budget includes approximately 56.9% (\$3,153,992) of reimbursed work and grants, such as SPRTA administration, CTSA administration, Highway 65 Widening, I-80 Auxiliary Lanes, Highway 49 Sidewalks, building management, and Freeway Service Patrol.

LM:ML:ss
Attachment



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** February 27, 2019

FROM: Luke McNeel-Caird, Deputy Executive Director

SUBJECT: **PRESENTATION: CALTRANS DISTRICT 3
REGIONAL MANAGED LANES FEASIBILITY STUDY**

ACTION REQUESTED

None, for information only. Caltrans and its consultant will make a presentation to the Board on this topic.

BACKGROUND

In 2010, a High Occupancy Toll (HOT) Lane on I-80 between I-5 in Sacramento County and Highway 65 in Placer County was studied and determined that revenues generated would not cover the cost to construct and operate the facility. Since that time, Caltrans has initiated a managed lanes feasibility study in 2017 to look at a regional approach to reduce traffic congestion and potentially generate additional transportation revenue.

DISCUSSION

The candidate managed lane strategies being considered as part of the Caltrans feasibility study include:

- High Occupancy Vehicle (HOV) Lanes – Lanes where access is restricted to a subset of vehicles which meet or exceed minimum occupancy requirements.
- Express Lanes – Lanes where no-cost access is restricted to a subset of vehicles which meet or exceed minimum occupancy requirements; however, vehicles that do not meet the minimum occupancy requirements can purchase access to the lane by paying a toll.
- Reversible Lanes – Lanes that can be allocated to opposing directions of travel to increase capacity in the peak direction.

The next steps will include finalizing strategies for each corridor, developing planning-level cost estimates, and then prioritizing projects. PCTPA staff has submitted comments on the preliminary results requesting that Caltrans consider both I-80 and Highway 65 as candidates for express lanes to provide additional travel options in Placer County.

The results of the Caltrans feasibility study will support two current efforts, 1) to identify priority projects as part of the Placer-Sacramento Corridor Mobility Plan for state grant opportunities and 2) support roadway pricing being considered by SACOG as part of the 2020 Metropolitan Transportation Plan (MTP) update to meet the regional 19% greenhouse gas reduction target and as part of the 2040 Placer County Regional Transportation Plan (RTP) update.

Caltrans staff will give a presentation on the feasibility study including the background, strategies being considered, and proposed facilities in Placer County.

LM:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Technical Advisory Committee Meeting Minutes

February 12, 2019 – 3:00 p.m.

ATTENDANCE

Technical Advisory Committee (TAC)

David Smith, Caltrans
Chris Clardy, City of Colfax
Wes Heathcock, City of Colfax
Araceli Cazarez, City of Lincoln
Ray Leftwich, City of Lincoln
Brit Snipes, Town of Loomis
Dave Palmer, City of Rocklin
Mike Dour, City of Roseville
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Jason Shykowski, City of Roseville

Staff

Kathleen Hanley
Aaron Hoyt
Mike Luken
Luke McNeel-Caird
David Melko
Solvi Sabol

Introductions

Mike Luken explained that PCTPA staff had met separately with the City of Auburn and Placer County due to their offices being closed for the observance of Lincoln's Birthday. Both jurisdictions concurred with the recommendations to the TAC.

FY 2019/20 Preliminary Draft OWP and Budget

Luke McNeel-Caird provided the preliminary FY 2019/20 draft Overall Work Program (OWP) and Budget to the TAC for review. Luke explained that there is a continued emphasis on preconstruction activities which includes Highway 65 Widening Phase I design and the I-80 Auxiliary Lanes design, and the Highway 49 Sidewalk Gap Closure Project. Additionally, we will continue coordination with Caltrans on the Phase 1 construction of the I-80/SR 65 Interchange Improvements project. The preliminary FY 2019/20 OWP also reflects an increase in resources needed for the ongoing effort to explore future local funding opportunities through WE 60 - Regional Transportation Funding Strategy and WE 14 - Communications and Outreach.

Luke added that WE 45 - Placer-Sacramento Corridor Mobility Plan, will identify multimodal projects of statewide significance so that we are more competitive for Cycle 2 of SB 1 grants funding. The plan will also examine the removal of barriers for different modes of travel along the corridor. This will build on the success and make Placer more competitive for funds such as the recently awarded \$14.4 million-dollar Active Transportation Program grant for the Highway 49 Sidewalk Gap Closure Project.

Luke added that the budget has increase about \$200,000 compared to last year with the increased focus on the local funding strategy and additional revenue for the Placer-Sacramento Corridor Mobility Plan. We plan on bringing this preliminary FY 2019/20 OWP and a balanced budget to the Board this month. The TAC concurred.

FY 2019/20 Preliminary Findings of Apportionment for Local Transportation Fund (LTF)

Aaron Hoyt provided the FY 2019/20 Preliminary Findings of Apportionment for LTF which reflect an apportionment of just over \$28 million. Aaron added that with strong LTF receipts, this is one of the largest LTF apportionments that has been presented to the Board for approval. Aaron and Mike explained that PCTPA has conservatively estimated a 2% growth over the current fiscal year given concerns over slowing revenue that the State is projecting. Aaron noted that this estimate can be used for budgeting purposes; however, a revised estimate will be presented to the Board in August, after the close of the fiscal year.

FY 2019/20 Preliminary Findings of Apportionment for State Transit Assistance (STA)

Aaron Hoyt provided the FY 2019/20 Preliminary Findings of Apportionment for STA which estimates 16% higher for this fiscal year compared to FY 2018/19 due to SB 1 revenues. This estimate is provided by the State Controller's Office and funds can only be used for transit purposes. As with LTF, Aaron added that the estimated \$3,632,699 can be used for jurisdictional budgeting purposes and a revised estimate will be presented to the Board in August, after the close of the fiscal year.

Unmet Transit Needs Findings

Kathleen Hanley provided the Executive Summary to the FY 2018/19 Unmet Transit Needs report that is being taken to the Board for approval this month. Kathleen said that we received a record 244 comments through various workshops, hearing, and online engagement. The four dominant comments included: 1) requests for service that currently exist implying there is a need for more public education regarding current transit service, 2) requests for additional transit service in Rocklin and West Roseville where there has been housing development/growth, 3) requests to improve the impacted commuter bus service, and 4) rural community transit service.

Kathleen explained that there are unmet transit needs that are reasonable to meet for FY 2019/20, specifically service between Lincoln and Rocklin for someone who is physically unable to use the Placer County Transit Lincoln/Sierra College fixed-route. The Placer County Transit Short Range Transit Plan suggests combining the two Dial-A-Ride services and the jurisdictions, but that is a larger effort than meeting the unmet need. The Transit Operators Working Group (TOWG) has reviewed the report and will work together to meet the need during FY 2019-2020. The Social Services Technical Advisory Committee (SSTAC) concurred with the finding and report. The TAC concurred with the finding and bringing the FY 2018/19 Unmet Transit Needs report to the Board this month.

Caltrans District 3 Managed Lanes Feasibility Study Presentation

Luke McNeel-Caird explained that in 2010, a High Occupancy Toll (HOT) lane study was completed on I-80 and determined that revenues would not cover the costs. Caltrans will be making a presentation to the Board on a regional managed lanes study for the six-county region. The strategies analyzed included 1) High Occupancy Vehicle (HOV) lanes, 2) reversible lanes (which were not a recommended strategy), and 3) express lanes where vehicles that do not meet the minimum occupancy requirements can buy access to use the lane.

This study will support the Placer-Sacramento Corridor Mobility Plan efforts as well as roadway pricing being considered as part of SACOG's 2020 MTP update.

Other Issues/Upcoming Deadlines

a) Mike Luken provided information on SACOG's Green Means Go Funding Program adding that there are a series of meetings happening. This program is a multi-year pilot program to lower greenhouse gas emissions in the six-county region by accelerating infill development, reducing vehicle

trips, and electrifying remaining trips. Mike encouraged jurisdictions to submit “preapplications” for up to five projects to help SACOG justify the need for funding by the State.

b) Aaron Hoyt informed the TAC that he will be bringing the next allocation of Low Carbon Transit Operations Program (LCTOP) and projects to the Board in March. Additionally, he will be bringing the State of Good Repair (SGR) estimate to the Board in March. Aaron responded to Wes Heathcock’s question that we will need to revisit whether there is still a willingness to “swap” out LCTOP and/or SGR funding with other jurisdictions.

c) Mike Luken explained that that March will prove to be a “very long meeting” as there is the transportation funding polling results and other presentations slated for the agenda. Staff is also monitoring potential bills that may impact TDA/LTF allocations for Placer jurisdictions.

d) Next TAC Meeting: March 12, 2019

The meeting was adjourned at approximately 3:40 pm.



TO: PCTPA Board of Directors

DATE: February 27, 2019

**FROM: Kathleen Hanley, Assistant Planner
Aaron Hoyt, Senior Planner**

SUBJECT: STATUS REPORT

1. Quarterly Status Report on Regionally Significant Transportation Projects

The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will provide this report once per quarter.

2. Transit Operations Quarterly Ridership Report

The following table summarizes the total ridership counts for each of the transit services provided by Placer County transit operators over the last two years. The FY 18/19 second quarter ridership totaled 270,157, which is down 1.5% percent over the second quarter of FY 17/18. Overall, the ridership is trending upwards at 4.2% over the last year. Staff will provide this report once per quarter to keep the Board apprised of ridership trends among transit operations in Placer County.

Quarterly Ridership Trends by Transit Operator

Transit Operator	FY 16/17		FY 17/18				FY 18/19		1-Year Change
	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	
Auburn Transit									
Total (all services)	8,746	11,363	9,342	10,376	8,683	9,058	9,648	8,289	-10.4%
Placer County Transit									
Fixed Route	63,923	61,972	66,574	65,039	63,736	66,939	67,181	61,975	0.9%
Dial-A-Ride	7,111	6,838	6,747	8,136	8,174	8,243	7,083	7,212	6.5%
Vanpool	6,247	5,414	7,946	5,135	5,558	5,812	4,951	5,557	-11.6%
Commuter	18,246	16,332	18,614	17,528	21,050	19,508	19,450	19,287	12.1%
Total (all services)	95,527	90,556	99,881	95,838	98,518	100,502	98,665	94,031	2.6%
TART									
Total (all services)	130,954	62,357	87,620	79,835	161,434	67,337	94,302	81,439	12.1%
Roseville Transit									
Fixed Route	45,595	47,183	46,210	46,306	45,337	48,686	48,243	45,526	1.3%
Dial-A-Ride	7,057	7,377	7,288	7,124	6,748	7,455	7,124	6,758	-2.6%
Commuter	35,829	33,953	32,435	32,245	33,901	34,379	33,372	31,653	-0.9%
Total (all services)	88,481	88,513	85,933	85,675	85,986	90,520	88,739	83,937	0.2%
Western Placer CTSA									
Health Express	1,577	1,557	1,323	1,298	1,369	1,261	1,272	1,122	-12.7%
My Rides	1,859	1,769	1,537	1,188	1,126	1,348	1,318	1,339	-19.2%
Total (all services)	3,436	3,326	2,860	2,486	2,495	2,609	2,590	2,461	-16.1%
Region-Wide									
Total (all services)	327,144	256,115	285,636	274,210	357,116	270,026	293,944	270,157	4.2%
Annual Totals	1,163,549		1,186,988				564,101		

3. CTSA Call Center Quarterly Call Summary Report

The South Placer Transit Information Call Center is funded through the Placer County Consolidated Transportation Services Agency (CTSA) and administered by the City of Roseville. The data highlights the change in stats between the second quarters of Fiscal Year (FY) 2018/19 and FY 2016/17. In an effort to keep the Board apprised of Call Center statistics, staff will provide this report once per quarter.

Quarterly Call Center Statistics

Call Summary Data	FY 16/17		FY 17/18				FY 18/19		1-Year Change
	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	
Calls Answered	8,852	12,203	12,379	12,021	11,673	12,018	10,970	10,609	-0.4%
% Calls Answered within 90 seconds	92%	92%	91%	92%	90%	91%	89%	91%	-1.6%
% Calls Answered within 3 minutes	97%	97%	97%	97%	96%	96%	96%	96%	-1.0%
% Calls Answered within 6 minutes	99%	100%	99%	99%	99%	99%	99%	99%	-0.3%
Calls Abandoned	615	77	942	785	988	1210	996	820	65.9%
Average Speed Calls Answered	0.28	0.28	0.29	0.30	0.34	0.33	0.35	0.30	14.8%
Average Incoming Call Time	1.83	1.64	1.89	1.85	2.16	2.03	2.03	2.11	15.5%
Calls Transferred Out	1,730	2,459	2,585	2,546	2,001	2,228	2,060	1,994	-11.1%

4. Highway 49 Sidewalk Gap Closure Project

The Highway 49 Sidewalk Gap Closure project will complete environmental, design, and right-of-way requirements to close gaps in the sidewalk network on Highway 49 between I-80 and Dry Creek Road. The project development team (PDT) consisting of PCTPA, Placer County, City of Auburn, Caltrans, and consultant staff continue to meet monthly to provide input on project design aspects and technical studies for the project approval document and environmental studies required of the project.

The project team began 2019 with a series of stakeholder presentations and an open house workshop to share and receive input on the preliminary sidewalk design. Presentations on the project were made at the North Auburn MAC, Auburn Meddlers Group, the Highway 49 Business Association, and the Placer County Public Health Coalition. Approximately 40 participants attended the February 7th Open House at Rock Creek Elementary school. Feedback from the stakeholder presentations and open house participants was positive with comments received about the project timing, funding, aesthetics of the sidewalks, opportunities for enhanced safety, additional pedestrian crossings of highway 49, and bicycle detection at intersections. The project team is assessing how to incorporate the feedback into the preliminary sidewalk plans. The project team is also working on the draft Project Report and environmental document that will be released later this spring.

PCTPA staff will continue to provide regular project updates to the Board of Directors. More information about the project is available at www.pctpa.net/highway49gapclosure/.

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, El Dorado and Butte counties on Various Routes at Various Locations - Upgrade pedestrian facilities [EFIS ID 0312000071; CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in 17/18 FY]. Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20521	I-80 Culvert Rehabilitation	In and near Colfax on I-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959]. Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$2,115,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616]. Toll Credits for ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$39,055,000	2021	2018	2018	2019
Caltrans D3	CAL20695	Yol/Pla/Sac Ramp Meters at Various Locations	In Yolo, Placer and Sacramento Counties, on I-80, SR 65 and SR 99, at various locations (I-80-2.4/R11.3 used in CTIPS) - Install ramp meters [CTIPS ID 107-0000-1008]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$12,454,000	2019	2018	2018	2018
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM MO.1/18.0); also in Placer County in the City of Roseville, I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optic communication lines [CTIPS ID 107-0000-1044]. Toll Credits for ENG	SHOPP Mobility AC	\$16,750,000	2021	2018	2018	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2020	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	In Placer and Nevada counties, I-80, at various locations (PM 28.7/R63.5) - Rehabilitate or replace bridges at six locations [#19-0038, #19-0112, #19-0113, #19-0114, #17-0023, #19-0118] [CTIPS ID 107-0000-1033]. Toll Credits for ENG	SHOPP Bridge AC	\$48,385,000	2025	2019	2019	2020
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation [CTIPS ID 107-0000-1032]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,540,000	2020	2018	2018	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.9) - Drainage system rehabilitation [CTIPS ID 107-0000-1034]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]. Toll Credits for ENG	SHOPP Mobility AC	\$2,565,000	2021	2017	2017	2020
Caltrans D3	CAL20729	SR 65 Galleria Blvd. Ramp Meters	In Placer County on SR 65, at Galleria Blvd. - Install ramp meters [CTIPS ID 107-0000-1064] (Toll Credits for PE, ROW, CON) [EA OF352, PPNO 6913A] [second child project of parent EA OF350; first child is EA OF351, PPNO 6913]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,950,000	2020	2017	2017	2017
Caltrans D3	CAL20730	US 50/I-80/SR 99 High Friction Surface Treatment	In Sacramento and Placer Counties, on Routes 50, 80 and 99 at various locations - Improve pavement friction and wet weather conditions [CTIPS 107-0000-1066]. Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$1,710,000	2019	2018	2018	2018
Caltrans D3	CAL20756	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 18/19 FY Minor A). Toll Credits for CON	CT Minor Pgm. - National Hwy System	\$1,317,000	2020			2019
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80) - Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]	SHOPP Mobility AC	\$1,629,000	2020	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]	SHOPP Mobility AC	\$2,344,000	2020	2018	2018	2019
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations - Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species [CTIPS ID 107-0000-1114; CTIPS primary location Sut-99-0.0/42.4] [CTIPS ID 107-0000-1114]	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2020	2018	2019	2019
Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113]	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (Pla-80-38.3/41.5) - Rehabilitate drainage systems [CTIPS ID 107-0000-1119]	SHOPP Roadway Pres AC	\$5,386,000	2023	2018	2020	2021

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards [CTIPS Identifier Sac-Var; CTIPS ID 107-0000-1149]	SHOPP Collision AC	\$4,115,000	2020	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In El Dorado, Butte, Placer, Sacramento, Sutter and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89 and SR 99, at various locations - Upgrade crash cushions and sand barrel arrays to make more durable [CTIPS ID 107-0000-1124]	SHOPP Collision AC	\$3,360,000	2022	2019	2020	2021
Caltrans D3	CAL20783	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards [CTIPS ID 107-0000-1126]	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021
Caltrans D3	CAL20798	Colfax Roundabout - Maidu Village FCO	In Colfax, at the I-80 westbound onramps and offramps to SR 174 (PM 33.0/33.1) - Install roundabout; Financial Contribution Only (FCO to City of Colfax) (201.310 SHOPP Operational Improvements 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,250,000	2020			2019
Caltrans D3	CAL20799	Roseville Ramp Meter Repair	In Roseville, on eastbound I-80 at Auburn Boulevard (PM 0.4), Atlantic Street (PM 3.0) and Taylor Road (PM 3.2) onramps; also in the City of Rocklin, on westbound I-80 at Sierra College Boulevard onramps (PM 7.2/7.5) - Reconstruct five (5) existing non-operational ramp meters (201.315 SHOPP Transportation Management Systems 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$810,000	2020			2019
Caltrans D3	CAL20806	Kingvale to Soda Springs Shoulder Repair	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line (PM R62.9/69.7); also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0) - Install concrete gutter to repair shoulder damage at various locations [CTIPS ID 107-0000-1195]	SHOPP - Emergency Response (SHOPP AC)	\$10,890,000	2021	2019	2019	2020
Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail	\$82,276,000	2021	2011	2018	2019

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Capitol Corridor JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Local	\$195,000,000	2025	2023	2023	2025
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2020	2011	2020	2020
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	In Auburn, along Nevada St from Placer St to Fulweiler Ave: Class 2 bike lane and adjacent sidewalks to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.03, NOx 0.02)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA	\$3,992,414	2019	2013		2016
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$715,134	2022			2019
City of Colfax	PLA25674	Rising Sun Road Pavement Resurfacing Project	In Colfax: Rising Sun Road from Ben Taylor Road to W. Grass Valley Street; Resurface up to 1,400-feet including engineering design, base repairs, mill and fill of road (up to 35,000-sf); and construction management and inspection.	Local, RSTP/STBG, RSTP/STBG Exch	\$224,998	2019	2018		2018
City of Colfax	PLA25676	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	CMAQ, CT Minor SHOPP AC, Local	\$3,598,800	2019	2018		2019
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	HBP, Local	\$13,521,200	2023	2013	2020	2021
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$3,019,534	2021	2016		2020

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between Lincoln Boulevard and R Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$1,671,954	2019			2019
City of Lincoln	PLA25652	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 3-lane bridge, including the McBean Park Bridge at Auburn Ravine.	Local	\$14,472,000	2023	2016	2020	2021
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019			2018
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to Venture Drive on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	Local, RSTP/STBG	\$3,071,654	2023	2019		2022
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2023	2021		2022
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2024	2023		2023
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$7,800,000	2020	2018		2018
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2024	2023		2023
City of Rocklin	PLA25551	2018 Pavement Rehabilitation-Variou Streets	The project will rehabilitate various roadways in the City of Rocklin. The roadways for this project are: Lonetree Blvd. (City Limit with Roseville to Sunset Blvd), Blue Oaks Blvd. (City Limit with Roseville to Sunset Blvd), Sunset Blvd. (Stanford Ranch Rd. to SR-65), West Oaks Blvd. (Sunset Blvd. to Stanford Ranch Rd.). PE covers both this and PLA25678.. Toll Credits for CON	RSTP/STBG	\$2,375,463	2019			2019
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$572,058	2019	2015		2015

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City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout. (Emission Benefits kg/day: ROG 0.26; NOx 0.21; PM2.5 0.01).. Toll Credits for ENG, ROW, CON	CMAQ, RSTP/STBG	\$5,682,637	2020	2016	2019	2020
City of Rocklin	PLA25678	2019 Pavement Rehabilitation - Various Roads	In the City of Rocklin: Wildcat Blvd. (City Limits with Lincoln to W. Stanford Ranch Rd.), Park Dr. (City Limits with Roseville to Crest Dr.), Sierra College Blvd. (Rocklin Rd. to Southside Ranch Rd.), Sierra College Blvd (City Limit with Loomis to City Limit with County of Placer): Rehabilitate roadways.. Toll Credits for ENG, CON	Local, RSTP/STBG	\$900,463	2020	2019		2023
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2020	2018	2019	2020
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2022	2019	2020	2021
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2024	2021	2021	2022
City of Roseville	PLA19910	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	ATP (Fed), CMAQ, Local	\$11,790,629	2022	2011	2020	2021
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2019	2018	2019	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2022	2019	2019	2020
City of Roseville	PLA25386	I-80 to Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)	Local	\$870,909	2019	2018	2011	2018
City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.18, NOx 0.11, PM2.5 0.04)	CMAQ, Local	\$4,873,000	2020	2011		2018

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City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.05, NOx 0.04, PM2.5 0.01) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$7,480,077	2020	2011		2016
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2025			2020
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and & CON.). Toll Credits for ENG, ROW, CON	HBP	\$4,200,000	2019	2011	2017	2021
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2024			2020
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2020	2019	2019	2020
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2020			2018
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westside Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2021	2020	2020	2021
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2019
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$817,000	2019	2014		2020
City of Roseville	PLA25647	Atlantic Eureka I-80 W/B On-ramp Widening	In Roseville, widen the Atlantic Street/Eureka Road/I-80 W/B On-ramp, including bridge widening over Miners Ravine, from 1-lane to 2-lanes plus an HOV bypass lane. (Toll Credits for CON). Toll Credits for CON	Local, SHOPP Mobility AC	\$8,380,000	2019	2016		2019
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses. This project is also anticipated to receive HVIP vouchers totaling \$630,000 through the State Cap and Trade Program. The HVIP is not identified in the project programming since those funds are submitted directly to the bus manufacturer as an offset to project costs.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$3,394,020	2022			2019

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25672	Roseville 2018 Arterial Resurfacing Project	In Roseville; Roadway resurfacing on the following streets: Blue Oaks Blvd from Fiddymont to Crocker Ranch, Pleasant Grove from Fiddymont to Michner, Woodcreek Oaks from Junction to Canevari, Foothills from Cirby to Denio Loop, Vernon St from Cirby to Douglas, Riverside Ave from City Limit to Darling, Orlando from Riverside to Cirby, Cirby from Sunrise to Rocky Ridge, Folsom from Vernon to Douglas, Lincoln from Folsom to Oak, Estates Dr (all), Harding from Lead Hill to S. end, Stanford Ranch from Hwy 65 to City Limits, Roseville Pkwy from Secret Ravine to Alexandria, Eureka from Douglas to Sierra College & Sierra College from Olympus to Secret ravine.. Toll Credits for CON	RSTP/STBG	\$4,933,559	2019			2020
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$2,438,000	2020	2018		2020
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2021	2019	2020	2021
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2023	2020	2021	2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022
City of Roseville	PLA25683	Westbrook Blvd. Extension	In Roseville, extend 4-lane Westbrook Blvd. south from existing Westbrook Blvd. to approx. 3,700' south of Pleasant Grove Blvd. (Scope included as part of PLA25483 in MTP.)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25684	Westbrook Blvd. South	In Roseville, construct 4-lane Westbrook Blvd. from Baseline Rd. to approx. 1,500 north. (Scope included as part of MTP project, PLA25483)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25685	Vista Grande Boulevard East	In Roseville, construct 4-lane Vista Grande Blvd. approx. 2,600' west from Fiddymont Rd. to just west of Upland Drive.	Local	\$2,800,000	2018			2018
City of Roseville	PLA25686	Fiddymont Road Widening	In Roseville, widen Fiddymont Road (add one S/B lane & frontage impvmnts.) from 5 to 6 lanes from Pleasant Grove to Baseline Road.	Local	\$1,400,000	2018			2018
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between Sawtell Rd. and just south of Pleasant Grove Blvd., construct bicycle and pedestrian improvements adjacent to roadway.. Toll Credits for CON	ATP (Fed), CMAQ, Local	\$3,982,000	2023	2020		2020

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25703	Replace 3 dial-a-ride buses	Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan.	FTA 5307 - E.S., Local	\$600,000	2019			2019
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2018	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,125,000	2023			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	DEMO HPP, Local, NCI, Prop 1B Trade Corridor, SHOPP Collision AC, SHOPP Mobility AC	\$53,283,200	2020	2010	2017	2017
PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	CMAQ, Local	\$1,256,813	2022			2011
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp, (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$16,250,000	2020	2013	2020	2020
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	CMAQ, State Cash	\$2,703,927	2022			2014

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (Toll credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	2016 EARREPU, DEMO HPP, Local, NCI	\$18,655,000	2023	2014	2023	2023
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$250,000,000	2030	2019	2026	2026
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations (Emissions Benefit in kg/day: ROG 0.06, NOx 0.04, PM2.5 0.01). Toll Credits for PE and ROW.. Toll Credits for ENG, ROW	CMAQ, Local	\$13,800,000	2023	2018	2019	2023
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2023	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$840,000	2023			2019
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2020	2012	2013	2014
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2020	1998	1999	2014
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2017
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	Local	\$37,500,000	2025	2014	2014	2014
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymrd Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2025	2006	2006	2016
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2022	2013	2016	2019

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$3,248,002	2020	2010		2019
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$3,637,018	2020	2010		2018
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	HBP, Local	\$10,400,000	2021	2008	2017	2021
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2023	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2020	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.). Toll Credits for CON	HBP, Local	\$6,050,000	2020	2008	2011	2018
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2023	2011	2019	2023
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	HBP	\$23,938,000	2023	2011	2022	2023
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$45,247,021	2022	2011	2016	2018
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,876,390	2024	2012	2015	2017
Placer County	PLA25518	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	HBP	\$5,272,000	2020	2012	2015	2017
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	HBP, Local	\$19,892,750	2025	2013	2022	2023

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25536	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$5,000,000	2022	2013	2022	2023
Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP, Local	\$6,672,600	2020	2013	2016	2018
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day: ROG 0.01; NOx 0.01)	CMAQ, Local	\$4,514,886	2020	2012	2018	2019
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for ROW, CON]. Toll Credits for ROW, CON	CMAQ, Local, RSTP/STBG	\$2,943,451	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2019			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2019			2018
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. HSIP7-03-009 (Toll Credits for CON). Toll Credits for CON	HSIP	\$777,400	2019			2016
Placer County	PLA25661	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2022	2023	2023	2023
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	HSIP	\$249,700	2020			2019
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts. PE Only. Total Project Cost is \$7.5 million. (Emission Benefits in kg/day: ROG 0.25, NOx 0.19, PM2.5 0.01).. Toll Credits for ENG	CMAQ, Local, RSTP/STBG	\$7,500,000	2024	2019	2021	2022
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	\$2,410,000	2023	2023	2023	2023

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2019**

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	\$3,449,500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	\$2,393,500	2023	2023	2023	2023
Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25695	Cascade Rd Over McKinney Creek - Bridge Replacement	Cascade Rd over McKinney Creek, 0.2 miles northwest of McKinney Rubicon SP. Replace an existing 2 lane timber bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,109,500	2023	2023	2023	2023
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$2,245,000	2023	2021	2023	2023
Placer County	PLA25698	Gladding Rd Over Doty Creek - Rehabilitate Bridge	Gladding Rd over Doty Creek, 0.9 miles north of Wise Rd. Rehab existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,918,000	2023	2023	2023	2023
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$1,849,001	2023	2022	2023	2023
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$500,000	2019	2018		2019
Placer County Transit	PCT10509	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2019: \$405,065	FTA 5311, Local	\$814,300	2019			2019
Placer County Transit	PCT10510	Preventive Maintenance and Operating Assistance, 2018	Operating assistance and preventive maintenance for urban transit services within Placer County.FFY 2018 - Operating Assistance \$1,293,446FFY 2018 - Preventive Maintenance \$447,238	FTA 5307 - E.S., Local	\$1,740,684	2019			2018
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$821,886	2020			2018

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
February 2019**

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 4	In Loomis: Taylor Road from Horseshoe Bar Road to King Road: construct new bike lanes and sidewalks and streetscape improvements. (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM2.5, 0.01)	CMAQ, Local	\$1,079,124	2020			2019

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: February 5, 2019
RE: January Monthly Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) in the month of January.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media to share current information about PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

Funding Strategy

AIM continued to work with PCTPA to support its efforts in discussing the need for local transportation infrastructure funding.

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, and current transportation news.

Key social media posts included:

- Placer County Year in Review
- Capitol Corridor National Championship Game Service
- Granite Bay Transportation Workshops
- Interstate 80 Truck Lane
- Meet the PCTPA Staff
- Walerga Road Bridge Replacement Approval
- Electrical Vehicle Charging Stations Grant Award
- Capitol Corridor Winter Storm Weather Advisory
- Highway 49 Sidewalk Gap Closure Community Open House

- Interstate 80 / Highway 65 Interchange Concrete Pour Video
- Placer County Snow Removal Operation
- Roseville Transit: Martin Luther King Jr. Day Service
- Highway 49 Sidewalk Gap Closure Community Open House
- Capitol Corridor 2019-2020 Draft Business Plan Input
- Capitol Corridor Service Expansion
- California Transportation Commission: Interstate 80 / Highway 65 Tour
- California Transportation Commission: City of Roseville Downtown Bridges Project Tour
- California Transportation Commission: Capitol Corridor Third Track Project Tour
- Interstate 80 / Highway 65 Nightwork
- Highway 49 Sidewalk Gap Closure Community Open House
- CHP Winter Storm Advisory
- Rocklin and Roseville Today: Highway 49 Sidewalk Gap Closure Project Article

Current social media page statistics include:

- Facebook – 1,380 Followers
- Twitter – 369 Followers
- Instagram – 176 Followers

Key website analytics include:

- Total page views for the PCTPA website during January: 3,671
 - 21% of views were on the PCTPA homepage
 - 7% of views were on the Real Time Traffic Information Page
 - 3% of views were on the Highway 49 Sidewalk Gap Closure Project Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during January: 1,048

Media Relations

AIM continued to monitor industry and local news in an effort to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues. Key stories in local media outlets were highlighted on social media.

AIM handled media relations for the announcement of the California Transportation Commission grant, awarded to PCPTA for the Highway 49 Sidewalk Gap Closure Project. This included developing and distributing a news release, developing social media content around the announcement, as well as responding to local news outlet inquiries.

Newsletter #40

AIM continued drafting and formatting articles for the 40th edition of the PCTPA newsletter. These articles focused on: Executive Director Mike Luken's Message, the Highway 49 Gap Closure Project,

Improvements coming to and around Sierra College, and the Regional Transportation Plan Notice of Preparation.

Project Assistance

AIM filmed, created and launched the Interstate 80 / Highway 65 Interchange Concrete Pour Video, which included facts about a concrete pour, amount of material used, and workers needed to complete the pour.

In addition, AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project. AIM provided Caltrans with weekly email sign-up updates to include their weekly construction email distribution list.

AIM, in coordination with PCTPA, prepared for the upcoming Highway 49 Gap Closure project open house. AIM drafted and launched a project webpage, created communication collateral - including a notification flyer and email notifications- created and launched a press release, and notified the public about the meeting. AIM worked with local public information officers to get the word out about the open house.



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Jan. 31, 2019

To: PCTPA
From: Sante Esposito
Subject: January Monthly Report

Committee/Subcommittee Assignments and Staff Changes

Assignments and staff changes are a work in progress. The significant changes in the House (Democrats gained 40 seats) will result in significant changes in committee assignments and in the ratio of Democrat and Republican members on the committees. Even the Senate with less dramatic changes (Republicans gained 2 seats) will result in a ratio change for the committees – either adding one Republican or subtracting one Democrat. While chairs have been selected for the committees, committee and subcommittee assignments have not been finalized. Also, there will be significant staff shuffles and changes for a while, as Republican Members have to reduce staff and Democrat Members have to add new staff.

Congressional Priorities

The top three priorities identified by the House Democrats are ethics reform, immigration and infrastructure. Top three priorities identified by the Senate Republicans are health care reform, middle American tax reform and infrastructure.

Infrastructure

Last week twenty high-ranking Trump Administration officials met with the President last week to discuss a potential infrastructure plan. Apparently, the Administration is now considering a 13-year program but has not settled on key issues, including whether it will propose new ways to pay for increased spending. The 13-year aspect would mirror the longest ever highway funding bill, from 1957 to 1969. In Congress, House Democrats are working on a plan of their own, led by Rep. Peter DeFazio (D-Ore.) which will likely be very different from what Trump ultimately proposes. It's not clear if any Senate Republicans are working on legislative language too, but some expect that they'll wait to see what DeFazio puts out first and work from there. DeFazio's approach has been to call for a gradual gas and diesel tax increase, and while that's not necessarily dead on arrival, it's a tricky political issue for many Republicans and even some Democrats. "If the president will make it a priority or mention it in his State of the Union, that's going to jump start it," said Rep. Sam Graves, R-Mo., the new ranking member on the

Transportation and Infrastructure Committee. "He has to get behind it for this thing to become a reality."

Blumenauer

Congressman Blumenauer's push to create an infrastructure subcommittee on Ways and Means was shot down by Democratic leaders, who did not include an exemption for the subcommittee cap in their rules package. A Ways and Means spokesperson said infrastructure issues will remain under the tax policy subcommittee. "Creating an additional subcommittee is not simple. But I received assurances that we will be focusing on [infrastructure financing] early out of the box," he said. Blumenauer said he had talked to Democratic leadership and 50 individual members in lobbying for the new subpanel. "I think there's merit to the concept and I hope we'll be able to keep the spirit moving forward," he said. A Ways and Means Task Force on the issue is still a possibility. Also, Blumenauer is working on legislation that would raise the federal gas tax by five cents a year starting in 2020. Raising the gas tax is not a new idea for the Oregon Democrat; it's part of a package of infrastructure ideas he's pushed repeatedly over the years. But it carries new significance now that Democrats are in charge of the House. Blumenauer, who's on Ways and Means, said that the first step before introducing legislation will be "listening to what the American public wants," which he said Republicans failed to do while they were in charge. He also said that while Republicans might not come out loudly in favor of a gas tax hike but "there's always been Republican support privately."

Federal Funding

The partial government shutdown agencies are currently funded through Feb. 15. Roughly 75% of the government is funded as their appropriation bills were passed. The approximate 25% shutdown agencies includes the Department of Transportation.

FY19 Transportation Appropriations Bills

Even though the final bill has not been passed, funding levels in both are not far apart.

FY20 President's Budget

By law, the President's budget is supposed to be submitted by the first Monday in February. We continue to keep in touch with OMB on budget issues, but additional funding is always a tough sell with them and they tend to keep information to themselves.

FY20 Congressional Budget Resolution

Congress has an April 15 deadline to pass a Congressional Budget Resolution. A budget resolution is in the form of a concurrent resolution – passed by both House and Senate – but does not have the force of law. It does not go to the President for signature (in contrast to appropriation bills which must be signed into law). A budget resolution sets upper limits for spending under major functions, which serves as the basis for allocating funding levels to the appropriations subcommittees.

Earmarks

This is the latest on the earmarks issue. Congressional earmarks reached their peak in the middle of Bush's administration, when the fiscal 2005 defense spending bill included 2,506 earmarks worth \$9 billion and the energy and water development bill included 2,313 earmarks worth \$4.9 billion, according to the Congressional Research Service. The practice came to a screeching halt in November 2010, after Republicans took control of the House in the Tea Party revolution and Speaker John Boehner (R-Ohio) imposed a ban. However, opponents such as Boehner and former Sen. John McCain (R-Ariz.), who died last year, are no longer in Congress to fight the return of earmarks. Other senior Republicans such as Senate Appropriations Committee Chairman Richard Shelby (Ala.) and Senate Rules Committee Chairman Roy Blunt (Mo.) have voiced support for allowing Congress to earmark funds again. They think that if individual members of Congress have more power to direct federal resources back to their home states and districts, they are more likely to agree to bipartisan compromises and pass bills. A spokeswoman for Shelby noted that the rules package passed by the new House Democratic majority did not include a prohibition on congressionally directed spending. "I think it's not coincidental that the appropriations system and other legislative [process] dramatically deteriorated in their ability to produce a result at the same time that the Congress stopped directing the administration as to how money should be spent," said Blunt, who also chairs the Senate Republican Policy Committee. One of the strongest proponents of earmarks is House Majority Leader Steny Hoyer (D-Md.), who like Pelosi served as a member of the House Appropriations Committee. Hoyer says earmarks or congressionally directed spending should be allowed, albeit with reforms to make it tougher to secure shady deals for lobbyists or lawmakers' personal gain. "I strongly support restoring Congressionally directed spending with the reforms that Democrats put in place when we previously had the majority to ensure transparency and accountability." Hoyer noted that when Democrats controlled the House from 2007 to 2010 they adopted earmark reforms. Those reforms included eliminating projects going to for-profit entities, requiring members to certify that they had no financial interest in their requests, and ensuring that members post all of their requests along with a justification for each project on their congressional websites. Hoyer said he and his Democratic colleagues will be "discussing a path forward" in the weeks ahead. House Appropriations Committee Chairwoman Nita Lowey (D-N.Y.) said she supports congressionally directed spending in line with Congress's Article I powers.

Introduced Bills

With the new Congress starts a new bill cycle process. Bills not passed last year die. Some Members may choose to reintroduce their bills. We will continue to monitor this process to identify bills of interest.

Bill Tracking

Summaries not yet available.

[H.R.658](#) — 116th Congress (2019-2020) **To facilitate efficient investments and financing of infrastructure projects and new job creation through the establishment of a**

National Infrastructure Development Bank, and for other purposes. Sponsor: [Rep. DeLauro, Rosa L. \[D-CT-3\]](#) (Introduced 01/17/2019) Cosponsors: (58) Committees: House - Energy and Commerce, Transportation and Infrastructure, Financial Services, Ways and Means Latest Action: House - 01/17/2019 Referred to the Committees on Energy and Commerce, Transportation and Infrastructure, Financial Services, and Ways and Means.

[H.R.228](#) — 116th Congress (2019-2020)**To authorize programs and activities to support transportation options in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, and for other purposes.** Sponsor: [Rep. Velazquez, Nydia M. \[D-NY-7\]](#) (Introduced 01/03/2019) Cosponsors: (2) Committees: House - Transportation and Infrastructure Latest Action: House - 01/03/2019 Referred to the Committee on Transportation and Infrastructure.

[H.R.180](#) — 116th Congress (2019-2020)**Build America Act of 2019** Sponsor: [Rep. Hastings, Alcee L. \[D-FL-20\]](#) (Introduced 01/03/2019) Cosponsors: (5) Committees: House - Transportation and Infrastructure, Ways and Means Latest Action: House - 01/03/2019 Referred to the Committees on Transportation and Infrastructure and Ways and Means.

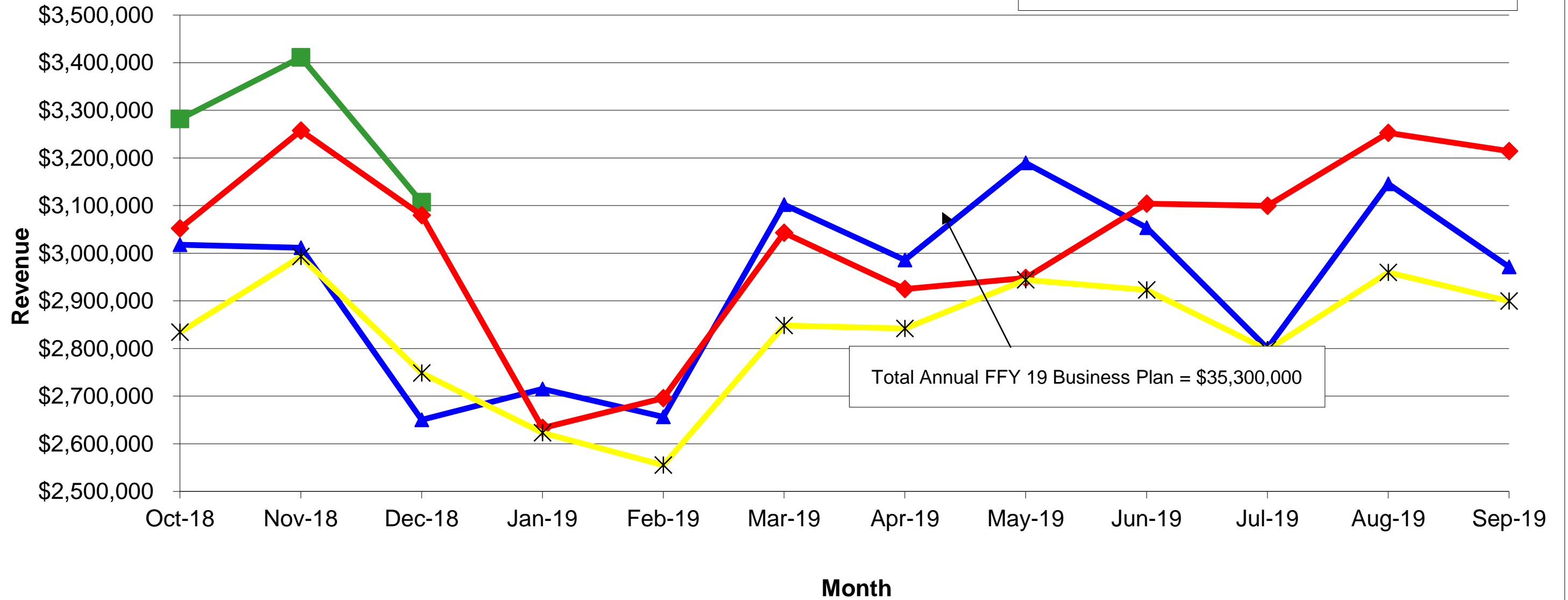
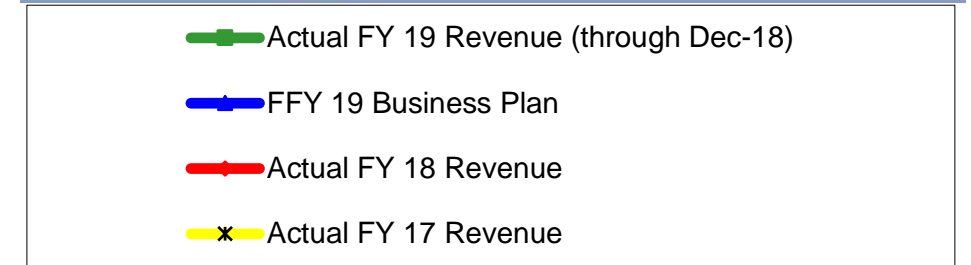
**How's Business?:
Revenue**

12.9% vs. FFY 19 Business Plan YTD

4.4% vs. Prior FFY 18 YTD

14.3% vs. Prior FFY 17 YTD

**Capitol Corridor Performance
FFY 2018-19
Monthly Revenues
Actual vs Business Plan**



How's Business?

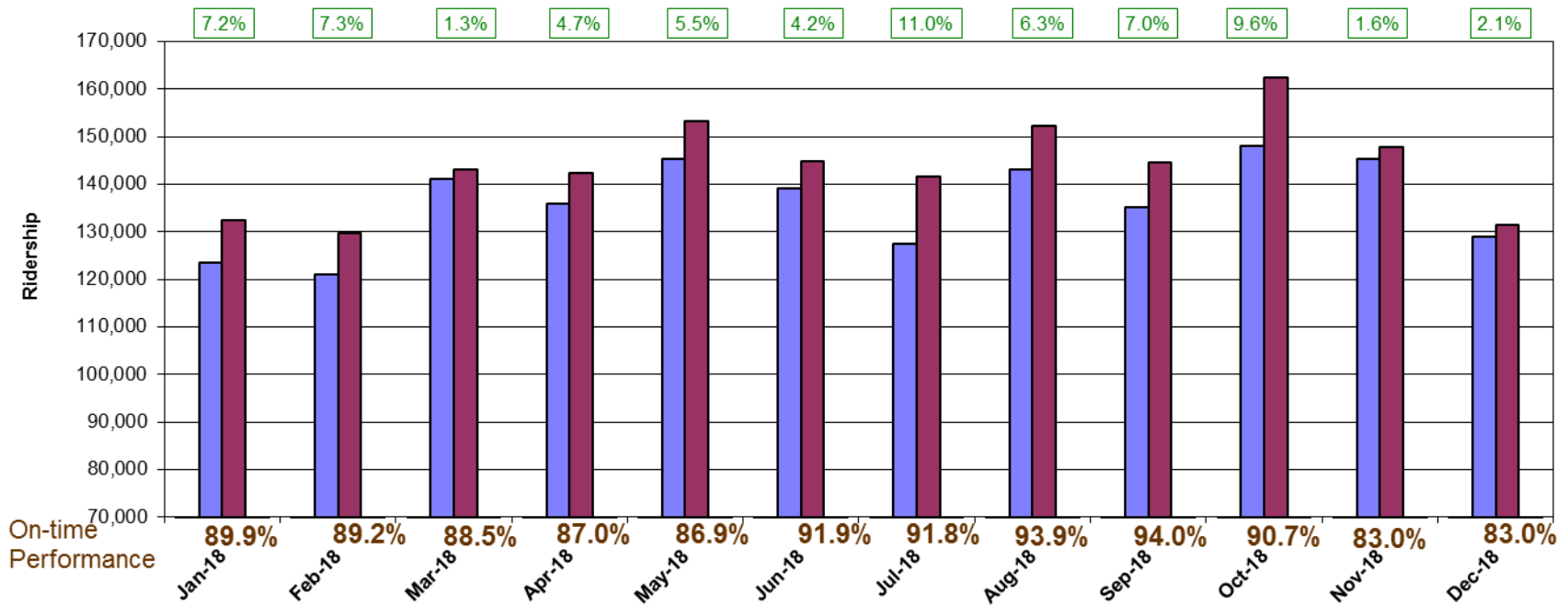
Ridership



■ Prior 12 Months ■ Current 12 Months

5.59% Overall 12-Month Growth
 Ridership Last 12 Months=1,726,096
 Ridership Prior 12 Months=1,634,657

% difference current month to prior year's month





FY 2019 Performance Measures

Month	State Performance Standards (a)					Other Performance Measures		
	Ridership		On-time Performance		System Operating Ratio (b)	Revenues		Customer Satisfaction
	Actual	Business Plan	End-point	Passenger	Actual	Actual	Business Plan	Actual
October-18	162,458	142,810	91.3%	90.7%	64.5%	\$3,281,922	\$3,017,948	93.4
November-18	147,786	142,503	84.3%	83.0%	65.2%	\$3,411,135	\$3,011,469	89.0
December-18	131,586	125,411	85.3%	83.0%	61.9%	\$3,107,014	\$2,650,272	
January-19		128,471					\$2,714,930	
February-19		125,713					\$2,656,641	
March-19		146,799					\$3,102,263	
April-19		141,289					\$2,985,817	
May-19		150,934					\$3,189,630	
June-19		144,508					\$3,053,835	
July-19		132,513					\$2,800,343	
August-19		148,855					\$3,145,705	
September-19		140,595					\$2,971,146	
Total YTD	441,830	410,724	87%	86%	64%	\$9,800,071	\$8,679,690	91.2
Previous YTD	422,583	--	90%	92%	59%	\$9,389,518	--	85.5
YTD Change	4.6%	7.6%	-3.3%	-6.6%	8.8%	4.4%	12.9%	6.6%
Annual Standard/Measure		1,670,400	90%	90%	52%		\$35,300,000	92.5

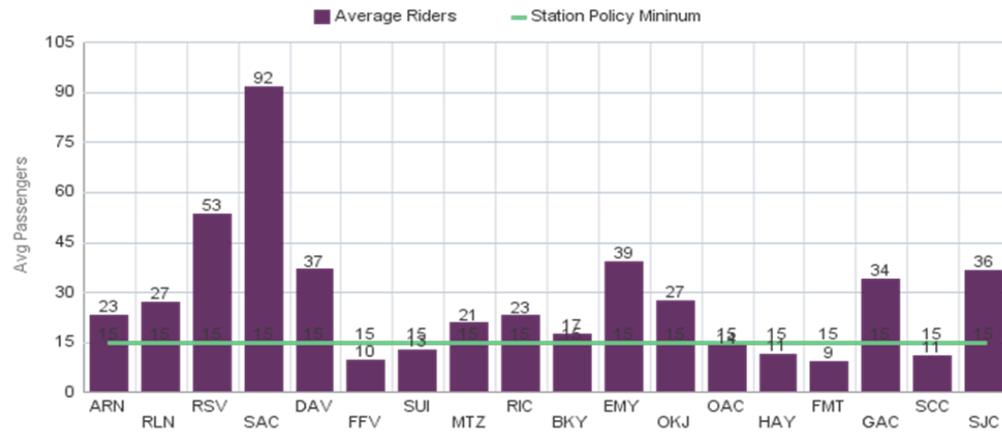
a) Standard developed by CCJPA in annual business plan update and approved by the California State Transportation Agency

b) This standard measures total revenues (farebox and other operating credits) divided by total expenses (Amtrak operations + CCJPA Call Center)

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station
Between 10/01/2018 and 12/31/2018

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	2,399	1,818	22.9	Y
BKY	22,111	21,954	17.5	Y
DAV	47,797	44,737	36.7	Y
EMY	48,778	49,820	39.1	Y
FFV	12,169	12,504	9.8	N
FMT	5,767	6,180	9.3	N
GAC	23,316	20,451	34.0	Y
HAY	6,788	7,757	11.3	N
MTZ	25,112	26,952	20.7	Y
OAC	10,169	12,185	13.7	N
OKJ	34,935	34,187	27.4	Y
RIC	27,593	30,021	22.9	Y
RLN	2,755	2,176	26.8	Y
RSV	5,111	4,702	53.3	Y
SAC	116,846	113,989	91.6	Y
SCC	7,335	6,619	10.9	N
SJC	22,878	24,022	36.5	Y
SUI	15,399	16,537	12.7	N