



Annual Unmet Transit Needs and Ridership Report

For Fiscal Year 2023



EXECUTIVE SUMMARY

This year Placer County Transportation Planning Agency (PCTPA) received 203 Unmet Transit Needs comments through online engagement and a public hearing. The ongoing COVID-19 pandemic limited in-person meetings requiring a focus on social media and community based organizations to gather input on how transit is serving the Placer communities.

Trending comments this year focus on returning to the “old” Capitol Corridor train schedules that departed Placer stations an hour later than the current schedules, interest in light rail extension into Placer County, and transit services for adult school related activities in Rocklin.

Similar to prior years, many of the comments received pertain to services that already exist, reflecting a continued need for education on transit services. Additionally, participants continue to be interested to transit for non-work trips within Placer County and to adjacent counties for leisure and recreation purposes.

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

The SSTAC’s recommendations will be included in this report following the January 31st meeting.

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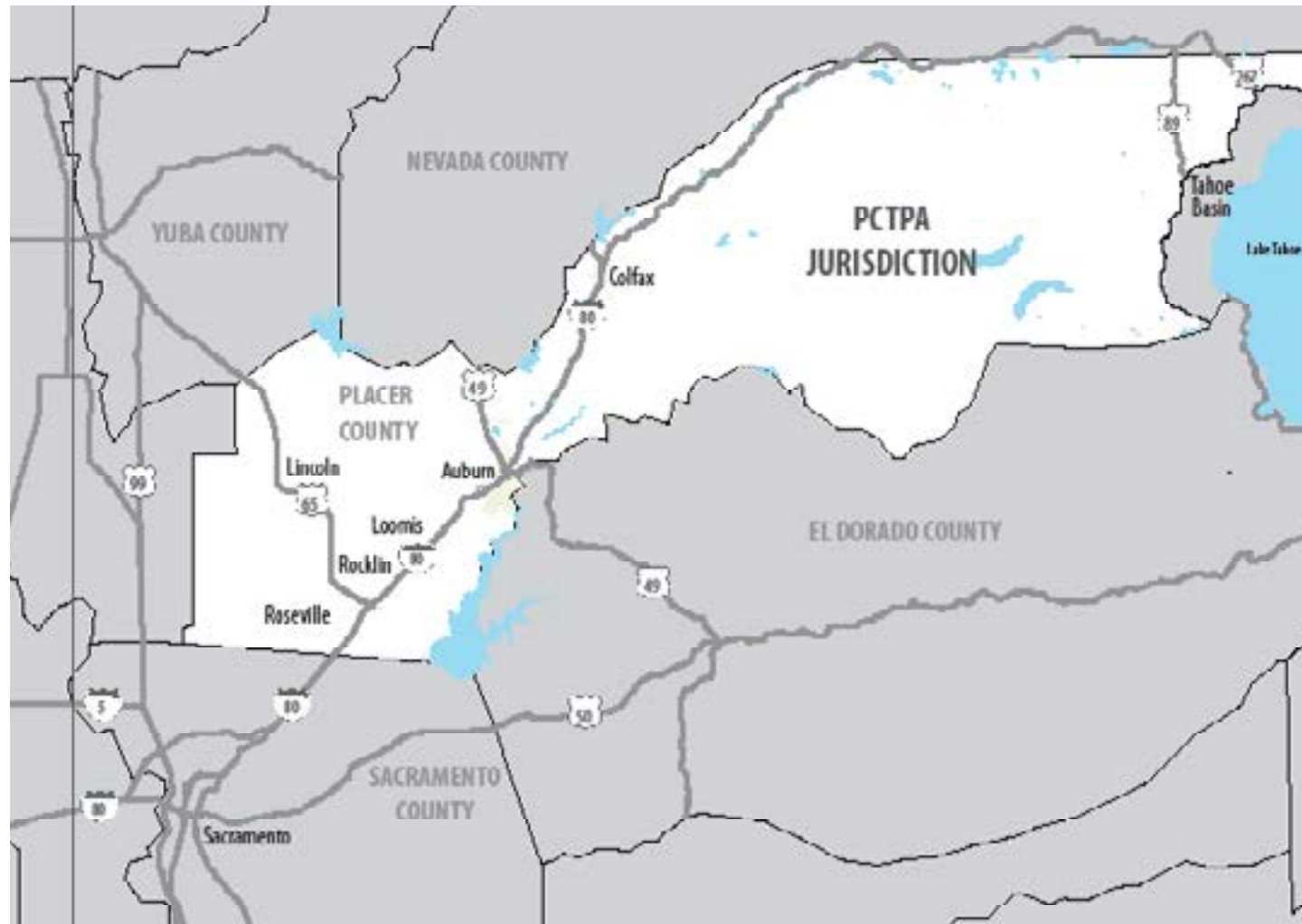
ABOUT UNMET TRANSIT NEEDS

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.”

Amended in 2014

TDA and ADA Requirements

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

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

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

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



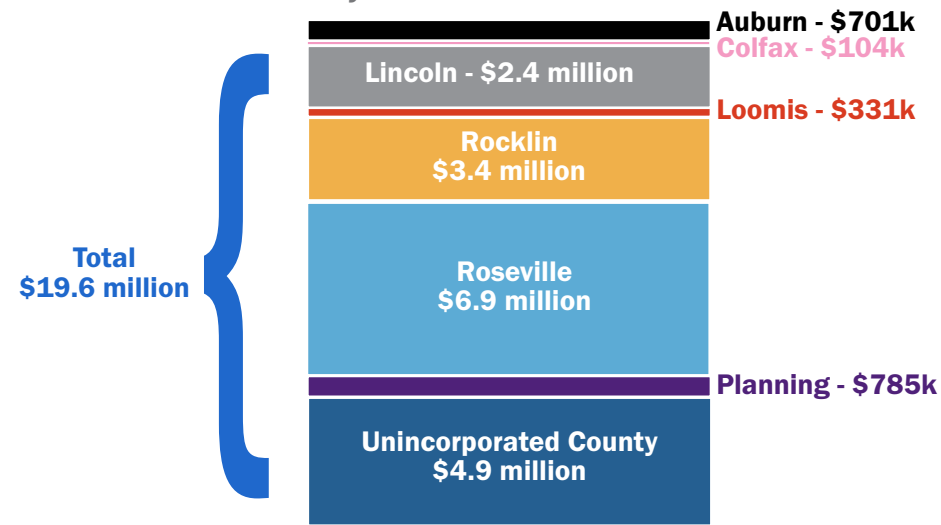
ABOUT UNMET TRANSIT NEEDS

Transit Funding

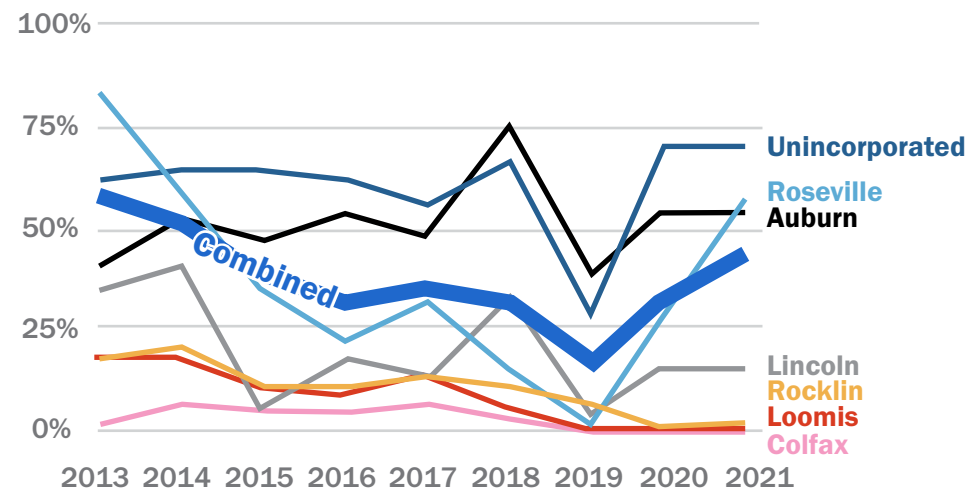
While the primary source of funds for public transit is the Transportation Development Act (TDA), transit operators in Placer County use a variety of federal, state and local funding sources. The TDA provides funding under two separate statewide programs: sales-tax-funded Local Transportation Fund (LTF)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

As shown in the stacked bar chart on the top left, Placer County jurisdictions received \$19.6 million dollars in LTF in fiscal year 2021. 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. As shown in the line graph on the middle right, half of Placer's jurisdictions increased LTF spending on transit this year while the remaining jurisdictions maintained similar spending levels as prior years. Countywide, 44% of LTF funds were spent on transit in fiscal year 2021, up from 33% in 2020. Although LTF spending was up, the service miles, shown in the line graph at the bottom right, saw a 9% decrease due to service reductions resulting from the COVID-19 pandemic's impacts on service demand.

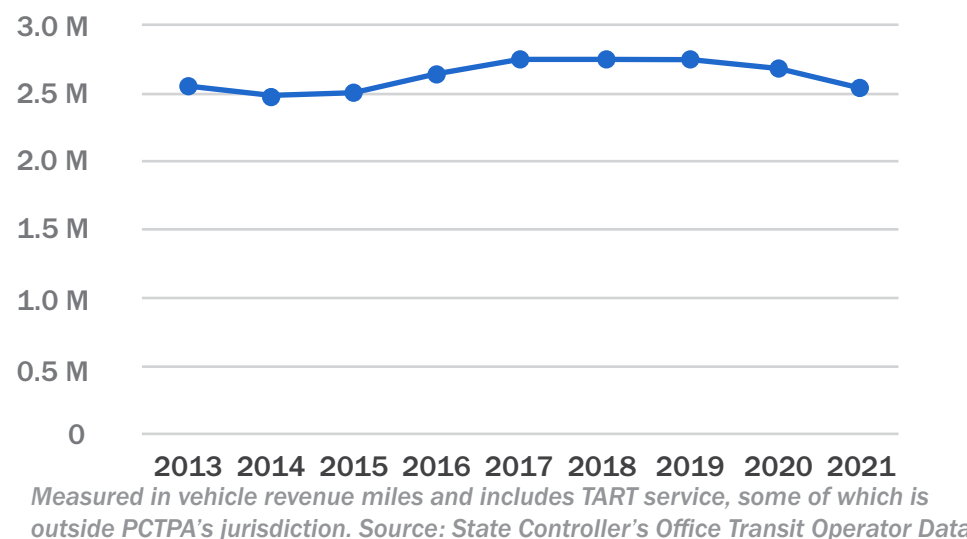
FY 2021 LTF Allocation by Jurisdiction



% of LTF Spent on Transit Annually



Annual Miles of Transit Service in Placer County

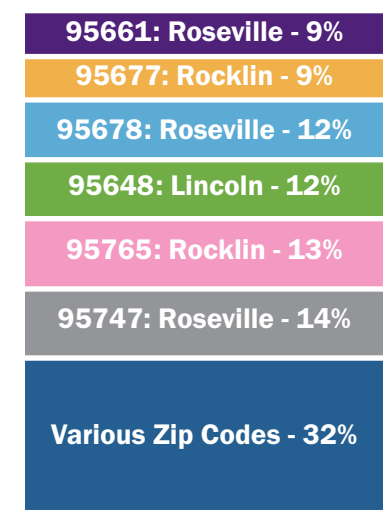


Outreach Process

Following the success of online surveys in last few years and the social distancing guidelines for the COVID-19 pandemic, all Unmet Transit Needs comments were collected online for the second year in a row. Social media and local agency e-news letters served as the primary avenue to receive feedback. A public hearing was also held at the PCTPA Board meeting in October 2021. The majority of the 203 comments received were a result of the online survey. Less than 10 comments stemmed from email, mail, or through the public hearing. 30 comments did not include any kind of transit request and 15 comments involved transit service outside of PCTPA's jurisdiction.

These comments were analyzed by PCTPA staff and reviewed by the Social Services Transportation Advisory Council (SSTAC), as required by the TDA. At their January 31st meeting, the SSTAC recommended that there are no new unmet transit needs in FY 2022 that are reasonable to meet for implementation in FY 2023. The SSTAC also recommend that the PCTPA Board accept the report as complete and to adopt the proposed amendments to the Unmet Transit Needs Definition in Appendix F.

Top Participant Zip Codes



Status of Previous Years' Recommendations

The 2021 Unmet Transit Needs process recommended that staff and the SSTAC review the unmet transit needs definition and reasonable to meet criteria and determine whether any updates are necessary. The definition was last updated in 2014.

PCTPA staff and the SSTAC updated the definition to more clearly convey how comments are evaluated, include examples of what may constitute an unmet transit need, and explain that certain operational comments such as the location of a bus stop or various passenger amenities are not covered under the definition. While PCTPA staff and the SSTAC utilized the 2014 adopted unmet transit needs definition and reasonable to meet criteria (contained in Appendix B) to evaluate the public comments received during this year's process, both staff and the SSTAC recommended that the PCTPA Board adopt new definitions (contained in Appendix F) for unmet transit needs and reasonable to meet criteria in order to better clarify how public comments are evaluated and distinguish between unmet transit needs and operational comments in subsequent annual processes.

Another outcome from the evaluation process was an interest in identifying locations and demographics of residents who may be transit dependant. "Transit dependent" populations generally include youth, seniors, persons with disabilities, low-income residents, and households without access to vehicles. These factors weigh heavily into the development of transit services. The 2018 Short Range Transit Plans highlighted the following transit dependency characteristics:

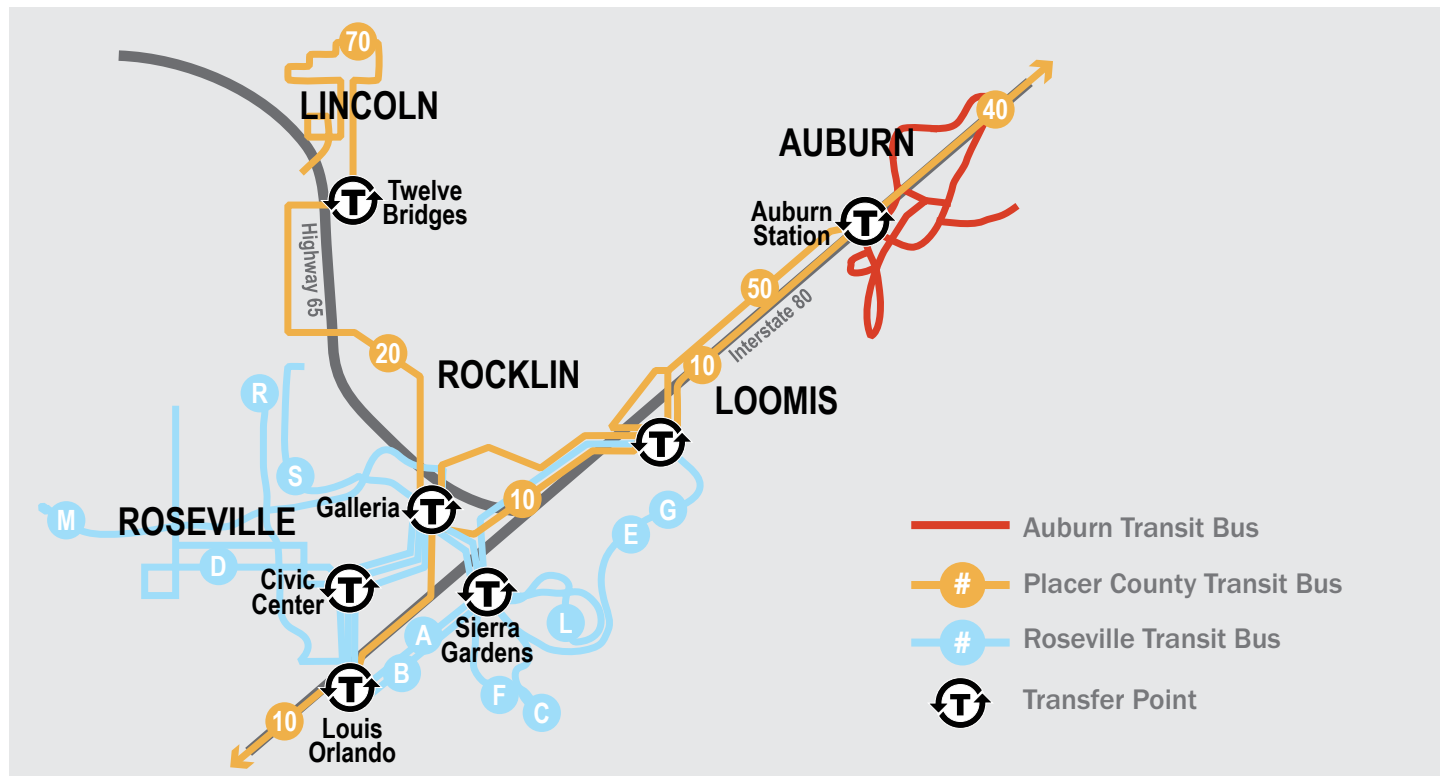
- Senior Population (60+): 24% of South Placer Population
- Low Income: 9% of South Placer Population
- Persons with a Disability: 5% of South Placer Population
- Zero Vehicle Households: 3% of South Placer Population

This data further discussed and illustrated in maps contained in Appendix G and can be utilized when evaluating comments in future unmet transit needs cycles.



EXISTING TRANSIT SERVICE

Fixed Route Service in South Placer County



Operator Websites

- Placer County Transit**
placer.ca.gov/1776/Transit
- 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 services, 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 these documents are the best source for comprehensive transit analysis. They are available for download at pctpa.net/transit-planning. There are also two transit studies referenced in the responses to comments: the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015). These documents are also available for download from the link above.

Interregional, Intercity, and Commuter Service

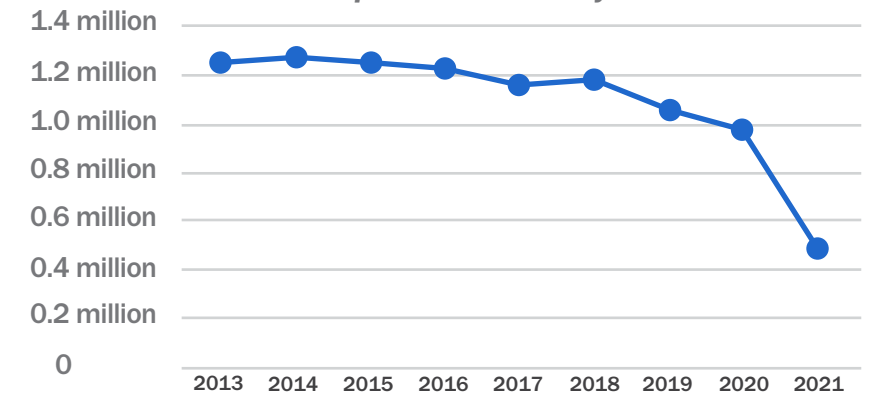
Roseville Transit, PCT, and Capitol Corridor all offer transit service between cities and regions. Roseville Transit offers Commuter Bus service between various pickup locations in Roseville and Downtown Sacramento as well as a Gameday Express service to Sacramento Kings games. PCT's Auburn/Light Rail 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 continued 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 "Auburn Loop" and the "Confluence Route". 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. The following graph illustrates historic transit ridership levels within Placer County, which have been decreasing steadily since 2014, and further dropped significantly in FY 2020 and 2021 due to the COVID-19 pandemic.

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

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 and Seniors First, through a partnership, offer a voucher-based transportation assistance program. Residents who are 60 years or older, individuals with disabilities, and low income residents who do not have another means to take essential trips are eligible for this program. Riders can recruit their own volunteers to coordinate rides and be reimbursed according to the Internal Revenue Service standard mileage rate for up to 200 miles per month.

ANNUAL RIDERSHIP REPORT - FY 2021

Placer County Transit

Placer County Transit operates five fixed route buses connecting south Placer's cities, four general public Dial-A-Ride areas, and two (formerly four pre-pandemic) Placer Commuter Express weekday peak buses to downtown Sacramento.

Operating Subsidy per Trip

Operating Cost: \$7,350,993
 Fare Revenue: \$146,856
 Operating Subsidy: \$7,204,137
 Total Trips: 148,313
 Subsidy per Trip: \$48.57
 Change from Prior Year: +97%

Annual Trips per Hour

Total Trips: 148,313
 Vehicle Revenue Hours: 45,415
 Trips per VRH: 3.27
 Change from Prior Year: -44%

Roseville Transit

Roseville Transit operates 11 fixed route buses within the city limits, provides general public Dial-A-Ride within the city limits, and runs 6 (formerly 10 pre-pandemic) weekday peak commuter buses to downtown Sacramento.

Operating Subsidy per Trip

Operating Cost: \$5,673,311
 Fare Revenue: \$268,553
 Operating Subsidy: \$5,404,759
 Total Trips: 125,674
 Subsidy per Trip: \$43.01
 Change from Prior Year: +107%

Annual Trips per Hour

Total Trips: 125,674
 Vehicle Revenue Hours: 44,538
 Trips per VRH: 2.82
 Change from Prior Year: -47%

Auburn Transit

Auburn Transit operates two fixed routes, both of which deviate up to 0.75 of a mile to accommodate passengers. On Saturdays, Auburn Transit operates one route, a hybrid of the two weekday routes.

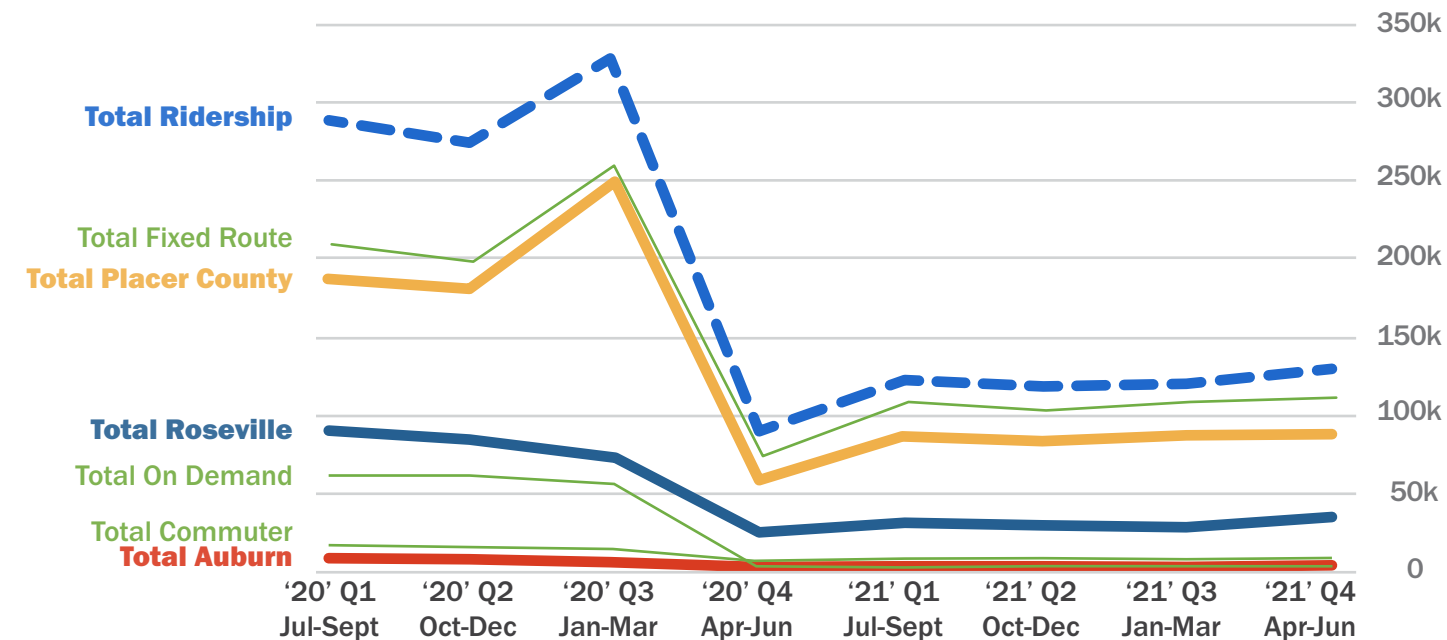
Operating Subsidy per Trip

Operating Cost: \$670,645
 Fare Revenue: \$15,325
 Operating Subsidy: \$655,320
 Total Trips: 14,277
 Subsidy per Trip: \$45.90
 Change from Prior Year: +93%

Annual Trips per Hour

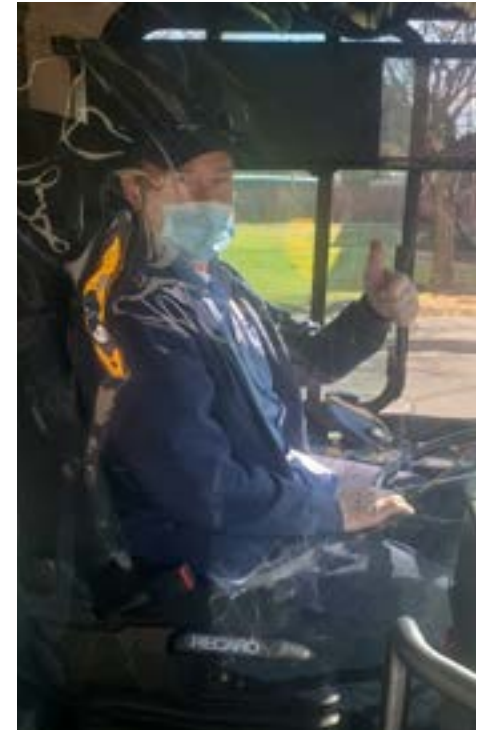
Total Trips: 14,277
 Vehicle Revenue Hours: 4,527
 Trips per VRH: 3.15
 Change from Prior Year: -48%

Quarterly Ridership Trends



COVID-19 Pandemic

The shelter-in-place orders of spring of 2020 had a profound impact on our communities, economy, and mobility. Prior to the pandemic, quarterly ridership levels averaged just below 300,000 passengers. Following the March 2020 shelter-in-place, ridership dropped to approximately 90,000 for the final quarter of FY 2020. Since then, ridership has rebounded slightly and has remained steady averaging approximately 120,000 passengers a quarter. Like most transit operations around the nation, transit services, routes, and/or service times have been curtailed due to fewer passengers and at times driver shortages. For example, PCT and Roseville Transit previously operated a combined fourteen roundtrip commuter buses between Placer County and downtown Sacramento. Today, only eight round trips are offered and average about 2,200 passengers a quarter as compared to approximately 26,000 a quarter pre-pandemic. The chart at the bottom of the previous page illustrates ridership trends through FY 2021 with a slight uptick in the fourth quarter.



Planners in Placer County and the broader Sacramento region are keeping a watchful eye on ridership trends and the possibility of employers returning to an in-office work setting. While some local agencies and essential business have returned to the office, many of the largest employers and state offices continue to work from home. PCTPA is coordinating with the SACOG, El Dorado County Transportation Commission, Valley Vision, and other regional agencies to survey when employers may return to the office in what is likely a hybrid workplace format. Until then, ridership is unlikely to increase.

Although, transit operations are not what they once were, the City of Roseville reinstated their Game Day Express service to the Golden 1 Center for Sacramento Kings games. The City of Auburn unveiled a new on-demand service in October 2021 that operates similar to an Uber or Lyft whereby passengers use an app to book a trip. This service has expanded the geographic coverage for residents interested in using transit. With this change, the City also revamped its service hours and routes to better serve recreational destinations in the American River Confluence area on the "Confluence Route". Placer County Transit also expanded their microtransit service outside of the Tahoe Basin to the Highway 89 and 267 corridors in September 2021.

Transit enhancements that focus on making transit easier to use and accessing leisure locations may be just the modifications needed to lure passengers back to transit while working from home. This is a continuation of the "Reinventing Transit" effort that Placer County agencies have been working on prior to the pandemic. Read more about this effort on page 13.

Auburn Transit Now Offers On-Demand Bus Service
 6AM-8PM Mon-Wed 6AM-11PM Thur-Sat \$3.50 per ride

Book your trip!
 DOWNLOAD THE APP

TransLoc

ANALYSIS AND RECOMMENDATIONS

Staff Recommendation Finding

PCTPA staff analyzed comments and developed the following recommended findings according to PCTPA's adopted unmet transit needs definitions:

1. There are no new unmet transit needs in FY 2022 that are reasonable to meet for implementation in FY 2023
2. The Annual Unmet Transit Needs Report for FY 2023 is accepted as complete.
3. The PCTPA Board of Directors adopt the revised unmet transit needs definition and reasonable to meet criteria, as contained in Appendix F for use in subsequent annual Unmet Transit Needs Reports and assessments.

The SSTAC concurred with the above recommendations at their January 31, 2022 meeting. There were no additional recommended actions for staff or the SSTAC to investigate in FY 2023.

Analysis of Comments

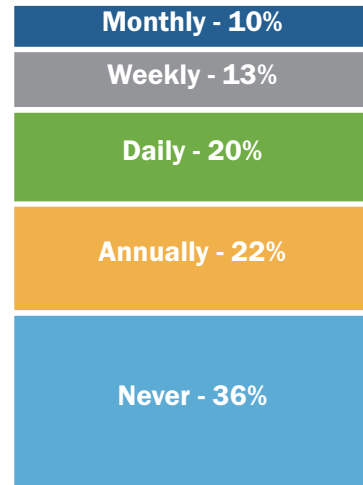
In addition to asking about unmet transit needs, the survey sought to understand how the pandemic has changed ridership patterns. The stacked bar chart on the top right shows how often commenters rode transit prior to the pandemic, with approximately 20% indicating that transit was their daily choice for travel. Now, only 4% of commenters indicated that they use transit daily. Monthly, weekly, and annual usage remained about the same while those who never use transit increased from approximately a third to just over half of respondents.

Compared to previous years, this year's Unmet Transit Needs Outreach included more requests for intracity, intercounty, and interregional services, 21%, 26%, and 14%, respectively. Many of these comments were for recreational and leisure trips to neighbouring jurisdictions and the bay area. One area that stood out were comments in response to the Capitol Corridor schedule change that occurred in March 2021. Many riders indicated that the hour earlier service does not fit with their schedule and no longer take the train. There was also an uptick in commenters interested in seeing light rail extending into Placer County. Continuing past trends included interest in seasonal service between south Placer and the Tahoe Basin and trips to the Sacramento International Airport.

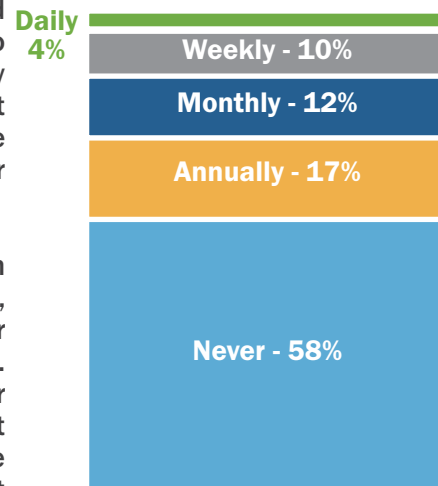
Similar to last year, there were multiple requests for service to the newly developed and growing areas of Placer County, including north Rocklin, West Roseville/Westpark, and Campus Oaks in Roseville. All of these areas are served by citywide Dial-A-Ride and local staff continue to monitor the need for increased service as the areas continue to develop. One new area of interest based on comments was for adult transition school transportation needs for Rocklin Unified.

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

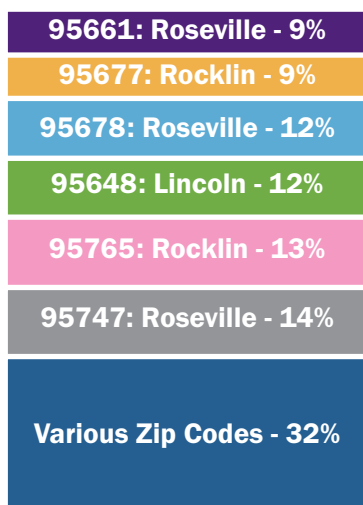
How Often Do You Ride Transit Before Covid?



How Often Do You Ride Transit Now?



Top Participant Zip Codes



Current Transit Planning

Reinventing Transit

What began as discussions surrounding falling transit ridership in February 2020, has now become a central theme for Placer County agencies, "Reinventing Transit". The continued COVID-19 pandemic has made this planning effort more imperative to identify creative solutions that will generate interest in using the bus systems once again. Piloting microtransit in Placer is just one of those concepts described below.

Coordination efforts between Placer County operators and Sierra College on the potential for a subsidized student bus pass program is starting to take shape after conversations were put on hold at the start of the pandemic. The City of Roseville is planning to conduct a comprehensive operational analysis of their entire transit system to identify opportunities to revamp current services and identify services to newer developing areas of the City.

The jurisdictions in Placer County continue to move the needle on "Reinventing Transit".

Piloting Microtransit in Placer County

Placer County's TART and the City of Auburn both launched microtransit services in 2021. In December 2021, a request for proposals (RFP) was released to develop and pilot microtransit service for the south Placer communities. The RFP encourages interested companies to develop a plan and provide software to implement on-demand transit services in one or more areas in the cities of Auburn, Roseville, Rocklin, Lincoln, Town of Loomis, and unincorporated Placer County communities of Granite Bay and North Auburn. This effort is a result of six months of receiving guest presentations from other agencies who have already piloted and/or permanently instituted microtransit services.

Placer-Sacramento Action Plan

The Placer-Sacramento Action Plan continues the work of the Placer-Sacramento Gateway Plan to improve congestion on Interstate 80 between Placer and Sacramento Counties by identifying and developing multimodal solutions. Part of this work includes identifying intercounty transit solutions to address the barriers that Unmet Transit Needs requests often identify. This planning effort will continue through fall 2022.

South Placer Transit Project

The South Placer Transit Project was part of a comprehensive program of projects to reduce congestion on Highway 65 and Interstate 80 that received a competitive grant award of \$65 million from the Senate Bill 1 funded Solutions for Congested Corridors program.

The project is a partnership between transit operators, Kaiser and Sutter Hospitals, and the United Auburn Indian Community. Key improvements will connect Placer County to the high-frequency Sacramento Light Rail transit system and is being led by the City of Roseville.



APPENDIX A: PUBLIC COMMENTS & RESPONSES

The table below includes every comment received as part of the Unmet Transit Needs outreach for fiscal year 2022. 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 three 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/transit-planning. The fourth column lists the jurisdictions relevant to each comment ('County' refers to the unincorporated areas of Placer County and 'Countywide' refers to initiatives requiring multi-jurisdictional coordination).

The comments are listed in the table according to five categories: Intracity Comments with requests for service within one jurisdiction; Intercity Comments with requests between jurisdictions in Placer County; Intercity Comments with requests between Placer County and other counties; Interregional comments with request extending beyond the Sacramento region, and Miscellaneous Comments. Expletives and individual addresses were removed, otherwise comment appear as submitted, including any spelling or grammar issues.

Intracity Comments

1	Need local transport within cities - towns that allow seniors and others who can not drive to get to local hospital, physical therapy, doctors offices as well as major shopping hubs by bus.	This is not an unmet transit need	The City of Auburn offers on-demand service within the City Limits and to destinations in unincorporated North Auburn. Placer County Transit connects to the cities of Roseville and Rocklin via the Auburn to Light Rail Bus, route 10. Placer County Transit also offers Dial-a-Ride services outside of Auburn City limits with connections to Auburn's on-demand service. Additionally, the Placer Rides program serves eligible clients including seniors who need transportation and are unable to pay fares. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles.	Auburn
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Intracity Comments (cont.)

2	Public transportation is sorely lacking in Auburn and it is a perfect place to have regular bus service. Well Auburn is not necessarily bike friendly I prefer to have always a bicycle with me when I ride the bus. When I lived in San Diego I would take the bus from my office in La Jolla California down to the court in San Diego and other locations. When I travel in Europe I rarely rent a car and always take public transportation.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Auburn operates two fixed routes within the City, called the Auburn Loop and the Confluence Route. The fixed route services is supplemented by an on-demand ride-share option. All buses are equipped with bike racks. Placer County Transit also offers fixed route services outside of Auburn City limits and buses are equipped with bike racks.	Auburn
3	I would like to be able to ride public transportation to and from my brother's house. I live on Bend Ave. in Kings Beach and he lives on Carnelian Circle in Carnelian Bay. I can get to a bus stop relatively close to my home, but there is not a bus stop very near his house.	This is an unmet transit need that is not reasonable to meet	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	Kings Beach / Carnelian Bay, Placer County
4	We desperately need the service for the children going to the 12 Bridges schools. Desperately.	This is not an unmet transit need	This comment lacks specific detail to identify a request. Placer County Transit offers transit for students attending schools in the 12 Bridges area through the through the Lincoln School Tripper. The School Tripper schedule was modified as of October 11, 2021 to better accommodate 12 bridges middle and high schools.	Lincoln
5	I'm in a powerchair. All trips are hard & mostly unavailable to me	This is not an unmet transit need	Transit providers in Placer County offer Dial-a-Ride paratransit service which is wheelchair accessible.	Lincoln
6	Lincoln has a need for a bus to come to the Foskett area. Also, the Tripper bus goes to 12 Bridges high school at the exact same time the bell rings. Students are not able to make it to the bus stop before the bus leaves. My kids would ride the bus daily if the kids had time to make it to the bus stop. It would also be nice if the bus went to John Adams Academy. Traffic is bad in that area due to lack of transportation.	This is not an unmet transit need	The Lincoln School Tripper serves the Foskett area. The Lincoln Tripper leaves Twelve Bridges High School at 3:10 pm, Tues-Fri, 10 minutes after the students are released from school. This change became effective on October 11, 2021. Placer County Transit does not serve the John Adams Academy and the Short Range Transit Plan does not recommend adding this service.	Lincoln

Intracity Comments (cont.)

7	I need a bus stop at 8th and Q St. in Lincoln	This is not an unmet transit need	Operational issues, like issues with bus stops are not considered unmet transit needs. This comment will be forwarded to Placer County Transit and the City of Lincoln.	Lincoln
8	Excited to see the on demand service available, hoping to see more advertising so my neighbors start to understand how awesome this is.	This is not an unmet transit need	This comment does not contain a transit service request. This comment will be shared with the Tahoe Regional Planning Agency.	Olympic Valley, Placer County
9	A 32-unit cohousing community is planned for North Auburn on Atwood Road about a half mile west of Richardson. It's 2-3 years from completion and so hopefully a transit route will be added to serve this community.	This is not an unmet transit need	Placer County Transit's Route 30 currently services Richardson Drive, Dewitt Avenue, and 1st Street 25 minutes past every hour from 6:25 a.m. through 6:25 p.m.	Placer County
10	There really should be a partnership with Sierra College for students to be able to ride free or on highly reduced rates for public transit. The Los Rios colleges do this with Sac RT and I hear about it all the time.	This is not an unmet transit need	Operational issues, like passes and fares, are not considered unmet transit needs. However, PCTPA is working with Sierra College and transit providers to determine if a reduced/free fare for students is viable.	Rocklin
11	Please consider adding stops at Whitney High and Rocklin High. I work with adults and young adults with disabilities in Rocklin. There are no public bus stops to help my students access community based activities near Rocklin high or Whitney high. My students and their classes would use these stops frequently - multiple times a week to get to Sierra college, job sites and other community locations.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin

Intracity Comments (cont.)

12	We need a bus stop at RHS area. Our 18-22 year old Adult program and the ILS students/SDC students totally 300+ students need to do community outings to Sierra college, grocery store and Galleria Mall.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin
13	Our Rocklin Unified School District adult transition program and Independent Lea classrooms struggle to get access to transportation to events in the community, job sites, and even to Sierra College on a weekly basis. Often transition program aides and teachers drive students in their private vehicles as a consequence and other issues come along with that. Much of this is due to the fact that there are no Placer County bus stops in close proximity to Rocklin High School or Whitney High School.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin

Intracity Comments (cont.)

14	From WHS/Springview area to Sierra College	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin
15	Please provide more bus stops closer to Whitney and Rocklin High School in Rocklin.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin
16	Near local high schools and middle schools	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Rocklin

Intracity Comments (cont.)

17	I am a special education teacher and would love for my students to ride the public bus on a weekly basis but there is no bus stop next to our classroom located by Rocklin High school. It would be such a great skill for my students to have since it would provide them a way to be more independent on a daily basis. Since some of my students have physical disabilities, the available bus stop is located too far for my students to access.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin
18	On behalf of students in the Rocklin area, public transportation access would help our students be able to reach employment opportunities and home / school options of parents cannot or do not provide transport.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin

Intracity Comments (cont.)

19	I would like to take my students on trips from the high schools but there are no stops by Rocklin High School or Whitney High School.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin
20	A stop at the high schools is very important to me	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin

Intracity Comments (cont.)

21	If Placer County had bus stops closer to Rocklin Hight School and Whitney High School, many more community members would be able to utilize the system to get to college, especially our disabled and special needs populations. Please consider adding this much-needed service.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin
22	Many of our special needs citizens need access to Sierra College and Community events. They are unable to get this access because placer county transportation does not pick up or drop off regularly at community events and Sierra College. We need more accessibility for our citizens.	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin

Intracity Comments (cont.)

23	From Rocklin high school to Sierra college Whitney to Sierra College	This is not an unmet transit need	Dial-A-Ride service is available to all locations within the City of Rocklin. The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Placer County jurisdictions released a Microtransit RFP in December 2021 that will develop on-demand pilot programs in South Placer County and assess the long-term feasibility of such a service.	Rocklin
24	I cannot get to the Transition Program site near the baseball fields on 5th street.	This is not an unmet transit need	Placer County Transit Route 20 has hourly service on Sunset Blvd, with stops near 3rd St./Springview Dr., which is approximately 0.5 miles away. This area of Rocklin is also served by Lincoln/Rocklin Dial-A-Ride.	Rocklin
25	I'm elderly and public transit is my main way of getting around. I wish Roseville had regular hours on Saturdays. And also a bus that served Main Street, Old Town, , Denios and the Greyhound/ Amtrak station	This is not an unmet transit need	Route D provides hourly service on Saturdays through Old Town and on Main Street. Route D has a bus stop at Main ST. and Atkinson, approximately 1/2 mile from Denios. General Public Dial-a-Ride service could also be used to access Denios.	Roseville
26	Expand service to West Roseville / No stops near my home	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville Transit operates Routes D and M in West Roseville as well as general public dial-a-ride. The City of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas.	Roseville

Intracity Comments (cont.)

27	To stores and to doctor appointments	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
28	I work on Sundays so my trip would be from 1112 William Way to the 99 Cents Store on Fairway and then back again after my shift.	This is not an unmet transit need	General Public Dial-a-Ride service is available by reservation on Sundays throughout the City of Roseville between 8 AM and 5 PM. No additional Sunday transit service was recommended in the Roseville Short Range Transit Plan.	Roseville
29	Roseville Transit: To have the "L" Route stop at the corner of Lead Hill towards Sunrise. The "D" and "L" to be on 30 minute intervals. I would utilize bus service more frequently if it were to be free or discounted more. What is the city doing to encourage potential passengers to ride city buses? Enforce dogs other than service dogs to be muzzled when boarding buses. Have a direct route to Folsom. Provide dedicated bus lanes. Thank you.	This is not an unmet transit need	Operational issues such bus stop locations, passenger fares, and passenger conduct are not considered unmet transit needs. These comments will be forwarded to Roseville Transit. The Short Range Transit Plans does not recommend a direct route to Folsom or dedicated bus lanes.	Roseville
30	I've reserved a ride to Kaiser 2x now, but somehow Dial A Ride could pick me up to go to Kaiser, but Dial A Ride couldn't pick me up from Kaiser to home. I had to cancel my appointment. I was disappointed.	This is not an unmet transit need	Dial-a-Ride is a reservation based service and windows of availability are offered to the rider, which the rider can choose not to accept. Operational issues like Dial-A-Ride windows are not considered unmet transit needs.	Roseville
31	Trip would end at the west end of Pleasant Grove well beyond the end of the current Roseville Transit M. Mother-in-law lives out that way.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville Dial-a-Ride is an option in Roseville that would go beyond the Roseville's local transit service. Additionally, the City of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas, including commuter routes.	Roseville

Intracity Comments (cont.)

32	I would like to drive to Galleria Mall or Fountains from Campus Oak Apartment. But I can't take the direct bus to the big mall despite the bus station being near me.	This is an unmet transit need that is not reasonable to meet	Roseville Transit operates general public dial-a-ride. The City of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas, including commuter routes.	Roseville
33	I would like to see expanded service to blue oaks Blvd and west park and fiddymet area. With the amount of congestion of traffic due to all the homes being built and senior communities it is impossible for Dial a ride by itself to handle it all. I would love to see a route that leaves that Galleria goes down blue oaks to west park and returns Pleasant Grove to the mall . Thereâ€™s so many businesses that arenâ€™t getting served. Encouraging school kids to ride transit to school might help also .	This is an unmet transit need that is not reasonable to meet	Expanded service of Route D is not recommended in the current Short Range Transit Plan. The city of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas, including commuter routes.	Roseville
34	30 minutes between buses would increase ridership! 95747 to Kaiser on Eureka - an hour between buses is too long.	This is not an unmet transit need	Roseville Transit's Route L which stops near Kaiser is an hourly service and the Short Range Transit Plan does not identify a change to this service.	Roseville
35	Even if you had a twice daily trip to Sheridan, I am sure folks would use it...	This is an unmet transit need that is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Sheridan, Placer County
36	Expand tart connect with more shuttles and later in evening so there is availability for when I request it	This is not an unmet transit need	This is outside PCPA's jurisdiction and has been forwarded to the Tahoe Regional Planning Agency.	Tahoe, Placer County

Intercity Comments

37	There must be others who make this type of trip to Placer County regularly. I wonder if there could be an on-demand type of shuttle for each of the main shopping / recreation / entertainment venues / medical hubs, so the shuttle can help people complete that first-last mile trip. The shuttles could connect passengers from commuter bus routes (because honestly the train is just too expensive for regular trips) to these key areas. Maybe fares are free, subsidized by the businesses in each "hub."	This is not an unmet transit need	This comment lacks sufficient detail to identify a solution. Placer County offers service between Lincoln and the Galleria Mall via Route 20 with connections to light rail via route 10. Two future transit service options may address this comment: 1) A microtransit RFP is expected to be released by Placer County that will look at implementing an on-demand pilot plan service in south Placer. 2) The South Placer Transit Project will connect Lincoln, the Galleria Mall, Kaiser, and Sutter Hospitals to the I-80 Watt Light-Rail station in Sacramento.	Lincoln
38	I don't know about how to access the public transit service. I would use it if I could schedule rides to my doctor appointments in Roseville. I would also like to shop at Galleria Mall and the fountains. There is a new Hobby Lobby opening in Rocklin I would like to go to. In general, I don't go out much but if I knew how to access the system I would.	This is not an unmet transit need	This comment does not contain a transit service request. The South Placer Information Center is able to provide transit information and schedule dial-a-rides.	Lincoln
39	Lincoln to old town Sacramento. Local service from Lincoln to local cities.	This is not an unmet transit need	Service between Lincoln and Sacramento is possible with transfers from the Lincoln to Sierra College route 20, Auburn to Light Rail route 10, to Sacramento Regional Transit Light Rail at I-80/Watt Avenue. Route 10 also provides connections to Roseville Transit at the Galleria, locations in Rocklin and Auburn.	Lincoln
40	From Lincoln to Roseville	This is not an unmet transit need	The Lincoln to Sierra College (route 20) has stops at the Twelve Bridges Library and Galleria on an hourly basis.	Lincoln Roseville
41	On call van service for seniors	This is not an unmet transit need	There is Dial-a-Ride that provides curb-to-curb service for seniors with a reservation.	Lincoln

Intercity Comments (cont.)

42	I start taking my trip from Lincoln CA but I have to depend on other transportation is ridiculous I have to depend on somebody else and their selfishness. Which I have disabled it makes a very tiring I'm independently I am a taxpayer and I pay property taxes they do not understand why I am disability very ignorance at the Placer County they get it they get everything all to a sit around between the city of Lincoln and Placer County transit very behind the times I've done these surveys many times	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Dial-a-Ride is available between the Cities of Lincoln and Rocklin. A microtransit RFP is expected to be released by Placer County in the near future that will look at implementing an on-demand pilot plan service in south Placer.	Lincoln Placer County
43	There used to be a transportation service from Foresthill to Auburn a few days a week for seniors and the disabled. It is needed in Foresthill still. Please consider this in your budget. The best type of service would be something like Dial-a ride.	This is an unmet transit need that is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	Forest Hill, Placer County
44	We have no real public transit in Foresthill, so I cannot use it to get to the grocery store, the pharmacy, the doctor, etc. If there were a regular round trip bus from Foresthill at least two days a week that would stop at the local school bus stops to pick up people, then if it would at least get them to Raley's grocery and pharmacy, that would be a start.	This is an unmet transit need that is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service. Placer Rides program serves eligible clients including seniors who need transportation and are unable to pay fares. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles.	Forest Hill, Placer County
45	From Kings Beach to Emerald Bay and South Lake and back. Why are our communities not connected?	This is an unmet transit need that is not reasonable to meet	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	Kings Beach Emerald Bay South Lake, Placer County

Intercity Comments (cont.)

46	I would like to travel between downtown Newcastle and Kaiser Optometry north of Douglas Blvd in Roseville	This is not an unmet transit need	This trip is possible with multiple transfers. The Taylor Road Shuttle (route 50) can deviate to downtown Newcastle with a transfer to the Auburn to Light Rail Bus at Sierra College (Route 10) and then to Roseville Transit Route A at the Galleria. The Short Range Transit Plans do not recommend adding direct service between these locations.	Newcastle, Placer County
47	With Co Housing being developed on Atwood, we will need a bus stop in our community	This is not an unmet transit need	Placer County Transit's Route 30 currently services Richardson Drive, Dewitt Avenue, and 1st Street 25 minutes past every hour from 6:25 a.m. through 6:25 p.m.	Placer County
48	There is no public transit to Sheridan.	This is an unmet transit need that is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
49	I do not use this service, but many of my Associates do. North Lake Tahoe needs to do a better job of providing services such as this to help save the lake.	This is not an unmet transit need	This comment does not contain a transit service request. This comment will be shared with the Tahoe Regional Planning Agency.	Tahoe
50	I look forward to using TART Connect this winter from Carnelian Bay to Tahoe City Transit Center and then to Olympic Valley or Alpine Meadows to go skiing. Carnelian Bay was not serviced by TART Connect prior to this winter. Also, I would like to use TART Connect to make trips from Carnelian Bay (Cedar Flat neighborhood) to Tahoe City without having to transfer at Dollar Hill. It is a shorter trip to Tahoe City vs. Kings Beach but it is less convenient to use TART Connect so I drive instead.	This is not an unmet transit need	This comment does not contain a transit service request. This comment will be shared with the Tahoe Regional Planning Agency.	Tahoe City, Placer County

Intercity Comments (cont.)

51	There is no reasonable way for me to get from Loomis to Roseville	This is not an unmet transit need	The Taylor Road Shuttle (route 50) departs five locations in Loomis on Taylor Road and with a connection to the Auburn to Light Rail Bus (Route 10) at Sierra College the Galleria Mall and Roseville Transit is accessible.	Loomis Roseville
52	From east side of Interstate 80 via Wildcat or University to Whitney Parkway which is the area where I live. Currently we have no bus service at all because the 20 bus to Lincoln and back goes across the freeway so they can go to the casino. I understand the need to go to the casino, but there are no residential areas on that side of the freeway, while we have a large population on the east side. There are no stores or amenities in the area for us to use. We need a bus!	This is an unmet transit need that is not reasonable to meet	The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin.	Rocklin
53	Work from the Rocklin High School area to Kaiser Roseville on Eureka Rd	This is not an unmet transit need	This area of Rocklin is currently served by Lincoln/Rocklin Dial-a-Ride. A Transfer from Dial-a-Ride at the Galleria to Route A will provide a connection near Kaiser.	Rocklin
54	From Rockin (light rail) to Roseville, Rocklin and Lincoln.	This is an unmet transit need that is not reasonable to meet	This comment lacks sufficient detail to identify a request. While the Short Range Transit Plans do not recommend extending Light Rail into Placer County, the cities of Roseville, Rocklin, and Lincoln are connected through Placer County Routes 10 and 20.	Rocklin
55	From Rocklin Road to Vernon Street by 7am	This is an unmet transit need that is not reasonable to meet	There is currently no transit services available from Rocklin Road to Vernon Street with an arrival time by 7am and the Short Range Transit Plans do not recommend adding such a service.	Rocklin Roseville
56	I would commute by bus for work if I could--there is no route or convenient stops. Near Woodcreek Oaks and Blue Oaks to near Pacific Street and Rocklin Road	This is not an unmet transit need	There is currently transit service from Roseville Transit D bus to M bus to Placer County 20 bus which stops at Pacific Street & Bush Street in Rocklin.	Rocklin Roseville

Intercity Comments (cont.)

57	Going from rocklin to say Roseville library on pleasant grove adds up! The whole get a one way pass but pay to get a return rise is fricken confusing, counterintuitive, and a pain to get change for. Also, two homeless looking men got on with three pit bulls. They claimed that one was in training. The tension of passengers was palpable. There is no right to bring dogs in training, and it was clear that these were pets. Homeless people bathe at the train station bathroom.	This is not an unmet transit need	Operational issues, like passenger fares and ridership conduct, are not considered an unmet transit need. This comment will be passed onto Placer County Transit, Roseville Transit, and the City of Rocklin.	Rocklin Roseville
58	Our low income Seniors need more support to get to appts and to get food.	This is not an unmet transit need	Roseville Transit offers Dial-a-Ride services for seniors and the disable. Additionally, the Placer Rides program serves eligible clients including seniors who need transportation and are unable to pay fares. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles.	Roseville
59	West Roseville to downtown sac. Roseville transit to sac State. Once an hour to Sierra college is too infrequent. I had to wait almost an hour to take the placer bus from Sierra college to the galleria. Align the Sierra college bus schedule to the Sierra college class schedule.	This is not an unmet transit need	West Roseville to downtown Sacramento can be achieved by taking the Roseville Transit S bus to Galleria, taking Placer County bus 10 to light rail which goes to downtown Sacramento. Direct service on Roseville Transit to Sacramento is not recommended in the Short Range Transit Plans.	Roseville
60	COVID is not the issue. The issue is transit in Placer County doesn't allow my son to get where he needs to go safely and in a timely manner or at the hours needed. I am writing on behalf of a developmentally disabled adult (my son) who would use dial a ride if he could get where he needs to go between Roseville (his home) and other Placer County Cities.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. The City of Roseville offers Dial-a-Ride services within the City on a reservation basis. Placer Rides may also be an option for those who are traveling between cities and unable to use local transit	Roseville

Intercity Comments (cont.)

61	It would start in West Roseville (near Woodcreek High School) and go to Sierra College. And not take over an hour.	This is not an unmet transit need	There is no direct transit between West Roseville and Sierra College and the Short Range Transit Plan does not recommend such a service. The placement and frequency of bus stops are not considered unmet transit needs requests. However, the city of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas, including commuter routes.	Roseville
62	I have lived in areas where transit is an integral part of the community but have never found this to be the case in the 30+ years in Roseville. It's limited and inconvenient. When I wanted to take the bus to Sierra College from Olympus Blvd in an effort to help the parking situation etc. I couldn't do so without spending 90 minutes trying to get there! I live less than 10 minutes away.	This is not an unmet transit need	Routes G and E served Sierra College with stops near Olympus Blvd at Sierra College Blvd. every other hour, pre-COVID. The Short Range Transit Plans do not recommend service improvements in the Olympus Point area.	Roseville Rocklin
63	It is extremely discouraging not to have the ability to go to Rocklin, using Dial A Ride w/o going to the Galleria to transfer. It makes a long day and sometimes undoable due to medical restrictions. I understand Roseville contracts with a different entity, but somehow the gap needs to be addressed. I had to discontinue going to UCD Rocklin and to a dentist in Rocklin as Dial A Ride could not meet my needs. Health Express has been discontinued and you could not book if an emergency came up	This is not an unmet transit need	Placer Rides has replaced the Health Express service and enables residents to cross jurisdiction boundaries.	Roseville Rocklin
64	Roseville to Dutch Flat, and back in a single day.	This is an unmet transit need that is not reasonable to meet	There is currently no transit service from Roseville to Dutch Flat and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County

Intercity Comments (cont.)

65	There is need in Sheridan for a bus to stop and take to Lincoln. I know elderly need groceries and teenagers who need to get to work and back. If we could get a bus out in Sheridan twice a day. One in the morning and one in the evening at least.	This is an unmet transit need that is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle from Sheridan to Lincoln, there is not sufficient ridership at this time to support a service.	Sheridan, Placer County
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Intercounty Comments

66	I would prefer to take Capitol Corridor over the commuter bus between Auburn and Sacramento to commute to work. The train is more comfortable - there is more room, it has tables & trays, WIFI, and you can plug in laptops and phones. It also feels safer than being on the freeway. I'd take it again if they went back to the pre-COVID schedule. The service was so popular. It seems like it could be again with little effort on Capitol Corridor's part.	This is not an unmet transit need	Operational issues such as schedules are not considered unmet transit needs. The revised Capitol Corridor schedule is designed to meet the needs of commuters traveling to Sacramento and the Bay Area.	Auburn
67	I would like to go to the Sacramento Capital later in the morning and return earlier in the afternoon. You only provide commuter hours on every mode of transportation so this is very limiting. I live in Auburn and there are no alternatives on public transportation except to travel during peak commute hours.	This is not an unmet transit need	There is no direct commuter route recommended past the current Placer Commuter Express schedule. There is hourly service on the Auburn to Light Rail Bus (route 10) to the Sacramento Regional transit light rail station at I-80/Watt Ave.	Auburn
68	I need to arrive at 6:30 am but the commuter drops off at J Street in Sacramento and it is difficult for me to walk from J. I get on the Placer County bus and only the Roseville bus stops at 8th and Capitol Mall like I need, so I need for the Placer County bus to drop me off at Capitol and 8th. I also like the Amtrak train but need to know if that 6:45 am of the morning works to arrive in Sacramento to get me to work and back to Amtrak Auburn in the afternoon. Could I obtain a schedule?	This is not an unmet transit need	Operational issues such as bus stop locations and time of stops is not an unmet transit need. However, the Capitol Corridor has two motorcoaches that arrive at the downtown station (401 I St.) at 4:55 AM and 5:55 AM while the train arrives at 6:38 AM.	Auburn
69	From Auburn to Grass Valley bus not just on wkdays, but on sat. also. Even if just a few shuttles in morn n late afternoon, ANYTHING! It would drive increased commerce tween the 2 cities, so a win-win situation. I would use it quite frequently if u could figure out a way to make it workable for a bus driver to use this option.	This is not an unmet transit need	The Short Range Transit Plan for the City of Auburn and Placer County Transit does not recommend service to Grass Valley. This comment will be forwarded to the Nevada County Transportation Commission.	Auburn

Intercounty Comments (cont.)

70	Airport transportation from Auburn to Sac Metro.	This is an unmet transit need that is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	County-wide
71	Transportation to the Airport! The loss of SuperShuttle is terrible ... and it looks like nothing has taken its place.	This is an unmet transit need that is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	County-wide
72	Expanding Capital Corridor service to Roseville needs to be a priority. I also think extending Capital Corridor service in the direction of Lincoln would be a great way to capture the growing population needs of that area, especially by reducing traffic on CA-65 and I-80.	This is not an unmet transit need	PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station. The Short Range Transit Plans do not identify extending Capitol Corridor to Lincoln.	County-wide
73	Need better/more attractive bus services up to Tahoe for tourists and residents	This is not an unmet transit need	The Short Range Transit Plans do not recommend adding service between South Placer and the Tahoe Area.	County-wide
74	I mostly wish we had more reliable westbound Amtrak service: perhaps starting from Reno instead of Chicago, and at least two trains/day. I also wish we had Capitol Corridor options in the afternoon and evening, and a shorter bus ride (eg, catch the train at Colfax or Auburn rather than Sacramento, which has lots of traffic). I have nothing but praise for TART - it was terrific throughout COVID, and I rode it almost daily from Northstar to Truckee and Kings Beach. I do not drive a car.	This is not an unmet transit need	PCTPA and the Caltrans Division of Mass Transit & Rail will be conducting a study of the feasibility of expanded passenger rail to Reno in FY 21/22 and 22/23. At this point, the Short Range Transit Plans do not recommend adding train service between Reno and South Placer. Although, PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide
75	An extension of a light rail or Amtrak would help make bus routes work better going further East instead of connecting via buses trains are more efficient. The Amtrak cutting off at downtown Sac cause no fluidity to our Amtrak here in Roseville	This is not an unmet transit need	PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide

Intercounty Comments (cont.)

76	Placer needs a more cohesive transit system for people who live and work in the area. It should coordinate with Sacramento transit and help people who can't or don't want to drive. I currently live on the Sac/Roseville border, so coordination between systems would be very helpful. Thank you for the opportunity to comment!	This is not an unmet transit need	Roseville Transit has two routes (Routes A and B) that connect with Sacramento Regional Transit.	County-wide
77	From Roseville (rail service) to Tahoe and San Francisco	This is an unmet transit need that is not reasonable to meet	There is currently no transit service from Roseville to Lake Tahoe and the Short Range Transit Plan does not recommend adding such a service.	County-wide
78	The strategy of relying on automobiles for transit of new homeowners in western Placer County (Roseville, Lincoln, Rocklin) is a poor one. Adding more frequent rail service for tourists to the Tahoe area could be helpful.	This is an unmet transit need that is not reasonable to meet	The current Short Range Transit Plans do not recommend adding rail service to the Tahoe area.	Roseville, Lincoln, Rocklin, County-wide
79	1. From Douglas/Auburn-Folsom and Kaiser four miles down Douglas for doctors appointments 2. From Douglas/Auburn-Folsom down Douglas five miles to Target for shopping 3. From Douglas/Auburn-Folsom down AF five miles to Folsom train station for shopping and taking train to Sacramento/San Francisco	This is not an unmet transit need	Placer County Transit provides transit service in Granite Bay through their dial-a-ride service. A microtransit RFP is expected to be released by Placer County in the near future that will look at implementing an on-demand pilot plan service in south Placer and possibly eliminating DAR in Granite Bay due to the low productivity. The Short Range Transit Plan does not recommend service into Folsom.	Granite Bay, Placer County

Intercounty Comments (cont.)

80	From Granite Bay/Folsom Lake Area to Roseville - so I can catch the Roseville Transit or Placer Transit to go to work and to go to Sacramento by bus. Having a bus going to Folsom Lake (from Douglas Blvd) as shuttle for people going to the lake will also improve the traffic on Douglas/Old Folsom Rd esp. during summer.	This is not an unmet transit need	Placer County Transit provides transit service in Granite Bay through their dial-a-ride service. A microtransit RFP is expected to be released by Placer County in the near future that will look at implementing an on-demand pilot plan service in south Placer and possibly eliminating DAR in Granite Bay due to the low productivity. The Short Range Transit Plan does not recommend service into Folsom.	Granite Bay, Placer County
81	It would start in Olympic Valley and go to Truckee downtown. I would not have to drive to restaurants, bars, Truckee Thursday, or other events.	This is not an unmet transit need	TART's Highway 89 Bus provides connections between Olympic Valley and the Town of Truckee. TART Connect, the on-demand service provides seasonal winter service on Friday and Saturday's between 5:30 PM and 10:30 PM between Olympic Valley and Tahoe City.	Olympic Valley, Placer County
82	Placer needs a commuter bus route to downtown and airport.	This is an unmet transit need that is not reasonable to meet	Placer County does offer a commuter service to downtown Sacramento. There is currently no transit connection between Placer County and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Placer County
83	We wanted to try the train to Reno and also the transit system to Folsom area and down into Sacramento, but during Covid didn't get out much and afraid to try any of the public systems at this point.	This is not an unmet transit need	This comment does not contain a transit service request	Lincoln
84	Capital Corridor Lincoln to Sacramento	This is an unmet transit need that is not reasonable to meet	There is no recommendation in the Short Range Transit Plans to expand rail service to the City of Lincoln.	Lincoln

Intercounty Comments (cont.)

85	Lincoln to Sacramento International airport.	This is an unmet transit need that is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Lincoln
86	I am disabled and have no idea where to start in order to take public transportation. I live off Joiner and 1St Street. I would like to ride but have PTSD and have a hard time with people around me in a bus. I would like to go to grocery, appointments to McClellan VA, etc.	This is not an unmet transit need	Placer County Transit runs the Lincoln Circulator (route 70) and offers Dial-a-ride curb to curb services. The Lincoln to Sierra College (route 20) provides connections into Roseville, Rocklin and Auburn. Placer Rides may also be an option for those who have difficulty utilizing fixed route transit. Placer Rides does provide trips to VA hospitals. Additionally, the City of Roseville offers Mobility Training .	Lincoln
87	From old Lincoln to Kaiser facilities- Lincoln, roseville for doctor appointments. Travel from old Lincoln to sacramento airport to fly. Travel from old Lincoln to downtown sacramento. Travel from old Lincoln to Amtrak roseville	This is an unmet transit need that is not reasonable to meet	Placer County Transit has service from downtown Lincoln to Kaiser in Lincoln using route 70 and connecting route 20 at the Twelve Bridges Library provides service into Roseville with a transfer at the Galleria to Route A. There is currently no direct service from downtown Lincoln to Kaiser Roseville; there is no service from downtown Lincoln to Sacramento Airport; or from downtown Lincoln to Roseville Amtrak and the Short Range Transit Plans do not recommend adding such services.	Lincoln
88	Please connect us to the light rail! Loomis to downtown Sacramento for work.	This is not an unmet transit need	Placer County Transit's Taylor Road Shuttle has stops in Loomis that connect with Auburn/Light Rail bus at Sierra College. Placer Commuter Express also offer a direct connection between the Loomis Train Station and downtown Sacramento.	Loomis

Intercounty Comments (cont.)

89	The trip that leaves Sacramento around 520pm and doesn't include being hit up by homeless or having homeless sleeping at the stop.	This is not an unmet transit need	The Placer Commuter Express departs downtown Sacramento from several locations around 5:20 PM with a return stop at the Loomis station.	Loomis
90	From Gold Country Stage to connect to Capitol Corridor	This is not an unmet transit need	This request is outside of PCTPA's jurisdiction and will be forwarded to Nevada County Transportation Commission	Nevada County
91	Start in Rocklin at the train station and end in Sacramento on a train. I need to make this trip every work day during rush hour.	This is not an unmet transit need	There is currently train service using the Capitol Corridor from Rocklin to Sacramento. Additionally, Placer County Commuter Express offers two commuter buses to downtown Sacramento departing the Rocklin Station.	Rocklin
92	From Rocklin to downtown Sacramento, especially on weekends, by light rail running a reasonably frequent schedule. This would be primarily for recreation and to attend cultural events. Bus routes would be an option too hit rail is more comfortable for a trip that length.	This is not an unmet transit need	Placer County Transit currently has a Saturday route from Rocklin to the Light Rail Station which goes to downtown Sacramento. The Short Range Transit Plans do not recommend adding Sunday service.	Rocklin
93	If there was a more convenient Amtrak time (arriving downtown around 8:45am or so) I would be interested in that as well.I wish there was a way to get downtown later in the morning. I start work at 9am and the latest bus arrives a little after 8am.	This is not an unmet transit need	PCTPA and Capitol Corridor are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station. Other commute options include 8 roundtrip commuter buses provided by Roseville Transit and Placer County Transit as well as the PCT Auburn to Light Rail bus (Route 10) that connects Rocklin to the Sacramento RT Light Rail train at I-80/Watt Avenue.	Rocklin

Intercounty Comments (cont.)

94	More frequent connection between Rocklin and Sacramento for commuters.	This is not an unmet transit need	PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to Roseville station. Other commute options include eight round trip commuter buses operated by Roseville Transit and Placer County as well as the Placer County Transit Auburn to Light Rail bus (Route 10) that connects Rocklin to the Sacramento RT Light Rail train at I-80/Watt Avenue.	Rocklin
95	Extend Light Rail to Rocklin so I can ride downtown from Rocklin on Light Rail.	This is not an unmet transit need	The Short Range Transit Plans do not recommend extending light rail into Placer County. Placer County does operate hourly service on Route 10 from Rocklin to the light rail station at I-80 Watt Avenue.	Rocklin
96	Rocklin to Sacramento. I can't go downtown and drink if I have to drive back home, so I end up not going or playing DD every time.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. However, the PCT Auburn to Light Rail bus (Route 10) runs until 8 PM on weekdays and 6 PM on weekends.	Rocklin
97	I wish there were a commuter route from Roseville to Rancho Cordova, given how many entry-level jobs are located down there. As is, it can easily take 2 hours with walking on both ends, which isn't so practical to do twice each work day.	This is not an unmet transit need	Sacramento Regional Transit Route 21 connects to/from Rancho Cordova at the Louis Orlando Transfer Point in Roseville. There is no recommendation in the 2018-2025 Short Range Transit Plan to add routes connecting to Rancho Cordova.	Roseville
98	Bus from Roseville to Placerville.	This is not an unmet transit need	There is currently no direct service from Roseville to Placerville and the Short Range Transit Plans do not recommend adding such a service.	Roseville

Intercounty Comments (cont.)

99	Train service from Roseville to Sacramento. If there were trains from Roseville to Downtown Sacramento, I would use this service frequently.	This is not an unmet transit need	Capitol Corridor provides one round trip per day between Roseville and downtown Sacramento. Amtrak throughway buses provide additional connections throughout the day. PCTPA and Capitol Corridor are working to deliver the Third Track project which will bring two additional daily roundtrips to the Roseville station.	Roseville
100	First of all, the bus stops are so far from my house, and so far apart along major streets, that unless a person is in great physical shape and can walk a lot, riding the bus is nearly impossible. Secondly, there are very few regular stops at the Roseville station for Amtrak busses and trains. Visiting guests have to be picked up by car in Sacramento or wait 4 hours. Then, they have to be returned to Sacramento by car because the outbound busses/trains are not compatible.	This is not an unmet transit need	The placement and frequency of bus stops are not considered unmet transit needs requests. The placement of bus stops is at the discretion of the transit operator. PCTPA and Capitol Corridor are working to deliver the Third Track which will bring two additional daily roundtrips to the Roseville station.	Roseville
101	I drive to light rail in Folsom from Roseville because there are no convenient and speedy public transportation options. Preferably, I'd like to take light rail directly from Roseville to Downtown Sacramento without having to drive away from my final destination to do so.	This is not an unmet transit need	The Short Range Transit Plans do not recommend extending light rail into Placer County. Several options are available to commute to downtown Sacramento by bus or rail. Roseville Transit operates 6 AM and 7 PM commuter buses between Roseville and downtown Sacramento. Placer County Transit operates the Auburn to Light Rail Bus (route 10) between the Galleria and the Watt I-80 light rail station. Additionally, you can get to downtown Sacramento from the Louis Orlando Transfer Station using Regional Transit.	Roseville

Intercounty Comments (cont.)

102	I am PRO transit! I just have been unable to make it work for me because the commuter buses only go downtown or midtown - I would need to walk to light rail or another bus - to take it close to my office, which would still necessitate a 10+ minutes walk.	This is not an unmet transit need	This comment lacks specific detail to identify a request. Roseville Transit offers 6 AM and 7 PM commuter routes to downtown Sacramento.	Roseville
103	I would take Roseville Commuter again, but you have suspended several routes due to COVID including Roseville PM #4. If that were to come back I would start taking it again.	This is not an unmet transit need	Operational issues, including emergency service changes related to COVID-19, are not considered unmet transit needs. The city of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas, including commuter routes.	Roseville
104	How about some dedicated bus lanes and service to Sacramento like they have in Mpls-StPaul area	This is not an unmet transit need	Implementation of full Bus Rapid Transit is beyond the Short Range Transit Plans 2025 horizon. Placer County Route 10 Auburn to Light Rail, Placer Commuter Express, and Roseville Transit Commuter routes provide service to downtown Sacramento.	Roseville
105	From West Roseville to Sacramento	This is not an unmet transit need	Roseville Transit offers four AM commuter buses departing the Mahany Park & Ride lot. The city of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas, including commuter routes.	Roseville

Intercounty Comments (cont.)

106	Roseville Downtown Sac. I drive this all of the time. I could walk to most destinations in Sacramento. Just painful to get to Sacramento. I can be downtown in twenty minutes with a car + plus I have mobility. How can you match this? Current structure is East/ West. Maybe people in Roseville would like to go to Folsom. How can that need be met with out a long ride into Sacramento first. Bus companies should allow greater overlap - like railroads. Current structure is outdated!!!	This is not an unmet transit need	Roseville to Downtown Sacramento can be accessed both through the Capitol Corridor, Roseville Commuter Bus, and Placer County Commuter Bus. There is currently no recommendation for a Roseville to Folsom route in the Roseville Short Range Transit Plan.	Roseville
107	Folsom or Roseville to the downtown Amtrak station early in the morning.	This is not an unmet transit need	Capitol Corridor motorcoach departs at 4:15 am and 5:15 am and the Capitol Corridor train departs at 6:38 am. These all connect to the downtown Amtrak station.	Roseville
108	I wish there were more stops in West Roseville near Woodcreek and Baseline for the commuter bus	This is an unmet transit need that is not reasonable to meet	Roseville Transit does not currently stop at Woodcreek and Baseline. However, the city of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas, including commuter routes.	Roseville
109	I did consider a job in West Sacto, but you have no commuter service there. I know that's a hard one.	This is not an unmet transit need	The Short Range Transit Plan does not identify adding a commuter route from Roseville to West Sacramento. However, this trip is possible with transfers. Roseville and Placer County Transit currently operates (due to covid) operate 8 commuter buses directly to downtown Sacramento. Additionally, the PCT Auburn to Light Rail bus (Route 10) connects Rocklin to the Sacramento RT Light Rail train at I-80/Watt Avenue.	Roseville

Intercounty Comments (cont.)

110	Dial-a-ride from my house (Roseville) to places in Sacramento on Dial-a-ride. As someone with a visual impairment I have no option for a accessibility ride crossing the Placer/Sacramento county boundary.	This is not an unmet transit need	Placer Rides is a program that individuals with disabilities can utilize to get to medical facilities in Sacramento.	Roseville
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Interregional Comments

111	Auburn to Fairfield/Santa Rosa/Healdsburg. Breaking Capitol Corridor into the 101 Corridor Market must occur to your marketing Dept.? Have you talked with Healdsburg & Santa Rosa visitors bureaus? We have 101 Corridor relatives pus a few hundred other possible riders...	This is not an unmet transit need	Capitol Corridor train service currently departs Auburn at 5:40 am during the weekday. There is another motorcoach/train service at 10:15 am. Capitol Corridor also serves Auburn to Healdsburg through mixed train/motorcoach service via the Martinez station.	County-wide
112	I'd like to know if PCTPA has cut any of it's funding to Capitol Corridor now that the service doesn't really serve Placer County well. It's not even convenient for Bay Area weekend travel anymore. I'd also like to see our CCJPA members better advocate for Placer County. Many former riders feel that Capitol Corridor is purposely making their service inconvenient so that they can claim low ridership and cancel the service altogether.	This is not an unmet transit need	Operational issues such as schedules are not considered unmet transit needs. The revised Capitol Corridor schedule is designed to meet the needs of commuters traveling to Sacramento and the Bay Area.	County-wide
113	Please help with a Capitol Corridor schedule that enables Auburn/Rocklin/Roseville commuters to commute to Sacramento.	This is not an unmet transit need	Operational issues such as schedules are not considered unmet transit needs. Capitol Corridor train service currently departs Auburn, Rocklin, and Roseville to Sacramento. PCTPA and Capitol Corridor are working to deliver the Third Track which will bring two additional daily roundtrip trains to the Roseville station.	County-wide
114	When I go in to the office now, I have to take a commuter bus. I would prefer to still take Capitol Corridor, as I did for nine years before COVID. However, the new schedule for Placer County residents is very inconvenient for me, and I suspect for most people who live in/near Roseville/Rocklin and work in Sacramento/Davis, likely a large percentage of Placer County riders. The new schedule was apparently optimized for the waves of people commuting from Auburn to San Jose. Go figure.	This is not an unmet transit need	Operational issues such as schedules are not considered unmet transit needs. The revised Capitol Corridor schedule is designed to meet the needs of commuters traveling to Sacramento and the Bay Area. PCTPA and Capitol Corridor are working to deliver the Third Track which will bring two additional daily roundtrip trains to the Roseville station.	County-wide

Interregional Comments (cont.)

115	Back in 2014 - 2018, many Placer County residents used to use Capitol Corridor to work in Sacramento on an 8 am to 5 pm schedule. Now Capitol Corridor requires those same riders to work a 7:00 am to 5:30 pm schedule because the train schedule was revised to leave an hour earlier in the morning and leave 45 mins later in the afternoon. I have noticed the number of Auburn/Rocklin/Roseville to Sacramento Capitol Corridor riders is very low because of the revised Capitol Corridor schedule.	This is not an unmet transit need	Operational issues such as schedules are not considered unmet transit needs. The Capitol Corridor implemented schedule changes to best meet the needs of those traveling to Sacramento and the Bay Area.	County-wide
116	Train service from Placer County to the Bay Area is so infrequent as to be almost unusable for any type of commuting	This is not an unmet transit need	This comment does not contain a transit service request. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide
117	I have been riding the Capitol Corridor for 6 years before COVID19 and have enjoyed riding the train. It feels like we lost part of family when the scheduled changed. CC Rider	This is not an unmet transit need	Operational issues such as schedules are not considered unmet transit needs. The Capitol Corridor implemented schedule changes to best meet the needs of those traveling to Sacramento and the Bay Area.	County-wide
118	Please add more Amtrak train service to Rocklin. Currently, the train comes to Rocklin from San Jose once per day. I do not like the Amtrak Bus service	This is not an unmet transit need	There is currently train service between Rocklin and the Bay Area. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide
119	Would love to see increased rail service to San Francisco/Bay Area (faster, more frequent), with less buses. Better for travelers, better for the environment.	This is not an unmet transit need	PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide

Interregional Comments (cont.)

120	When I can ride Amtrak from downtown Sacramento to downtown San Francisco then I will be happy. Everything else is just lipstick on a pig. Surely someone realizes that a direct connection between these two cities would be a huge benefit. But I doubt it will happen in my lifetime.	This is an unmet transit need that is not reasonable to meet	There are currently no plans to take Amtrak over the Bay Bridge and into downtown San Francisco.	County-wide
121	From Roseville (Amtrak) to Bay Area and Lake Tahoe	This is an unmet transit need that is not reasonable to meet	Amtrak via the Capitol Corridor does provide service from Roseville to Bay Area. There is currently no transit service from Roseville to Lake Tahoe and the Short Range Transit Plan does not recommend adding such a service. However PCTPA and the Caltrans Division of Mass Transit & Rail will be conducting a study of the feasibility of expanded passenger rail to Reno in FY 22/23.	County-wide
122	I would like more Amtrak Capitol Corridor trains leaving and returning to Roseville station. Currently, I must drive to the Sacramento train station to catch most trains and then drive home returning from the Bay Area. I would use the train more, if there were frequent daily trips to Sacramento from Roseville. Additionally, my husband and I enjoy Old Town in Sacramento. If we could guarantee train service regularly, we would rather take the train to and from Roseville instead of driving.	This is not an unmet transit need	PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide
123	Capitol Corridor is not as feasible in Placer County as it used to be prior to COVID. The train leaves Roseville at 6:05 am and returns at 6:35 pm. That's a very long day.	This is not an unmet transit need	Operational issues such as schedules are not considered unmet transit needs. Capitol Corridor train service currently departs Auburn, Rocklin, and Roseville to Sacramento. PCTPA and Capitol Corridor are working to deliver the Third Track which will bring two additional daily roundtrip trains to the Roseville station.	County-wide

Interregional Comments (cont.)

124	PLEASE put the push on CCPOA to return Routes 529 & 536 to preCovid schedules. PLEASE!	This is not an unmet transit need	Operational issues such as schedules are not considered unmet transit needs. Capitol Corridor train service currently departs Auburn, Rocklin, and Roseville to Sacramento. PCTPA and Capitol Corridor are working to deliver the Third Track which will bring two additional daily roundtrip trains to the Roseville station.	County-wide
125	Need to focus on expanding Capito Corridor and bringing BART to Placer County	This is not an unmet transit need	PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station. The Short Range Transit Plans do not identify bringing BART to Placer County.	County-wide
126	A dedicated train line just from Roseville to Sacramento with multiple trips a day on Amtrak would be used by many. There is so much to enjoy in Sacramento. Driving costs include gas and parking. Plus the stress of driving. A train would be used! When I do use Amtrak to head to the Bay Area, I have to drive to Sacramento, as the Roseville line is limited.	This is not an unmet transit need	PCTPA and Capitol Corridor are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide
127	I would like more Amtrak trains to and from Placer County locations such as Roseville and Auburn.	This is not an unmet transit need	There is currently train service between Auburn, Rocklin, and Roseville to San Jose. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide

Interregional Comments (cont.)

128	Loomis to the Sacramento airport Loomis to downtown Loomis to San Francisco Placer County to Folsom where we can catch light rail	This is not an unmet transit need	There is no direct connection between Loomis and the Sacramento Airport and the Short Range Transit Plans do not recommend such a route. The Placer Commuter Express which goes to downtown Sacramento departs the Loomis Station at 5:59 a.m. and 6:39 a.m. with returning routes in the evening. There are no direct routes from Loomis to San Francisco and the Short Range Transit Plans do not recommend such a route. There is hourly service from various stops in Placer County to the light rail station.	Loomis
129	sacramento to bay area	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
130	From Rocklin to Bay Area. Would like to take 3 year old on Amtrak ride without having to first drive a half hour to Sac. More stops in Rocklin would be so great.	This is not an unmet transit need	Capitol Corridor currently departs from Rocklin to Bay Area through mixed train/motorcoach service daily. PCTPA and Capitol Corridor are working to deliver the Third Track which will bring two additional daily roundtrip trains to the Roseville station.	Rocklin
131	This is for Roseville commuter: middle of the day option where it picks you up from downtown back to Roseville.	This is an unmet transit need that is not reasonable to meet	A mid-day commuter run was a recommendation in the 2018-2025 Roseville Transit Short Range Transit Plan. The City of Roseville applied for a grant to conduct a Comprehensive Operational Analysis of current transit services and potential new services to west Roseville and Campus Oaks areas and commuter services.	Roseville
132	To medical appts w/o transfer. Liesure rides around lake.To Reno, Carson city for museums	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	Tahoe Vista, Placer County

Interregional Comments (cont.)

133	I can think of several trips: 1. I would make a couple trips a month from my house in Sierra Meadows to Tahoe Donner's Pizza on the Hill for evening meetings 2. Truckee to Reno Airport - there's a private bus but it's expensive & the schedule is very limited & Amtrak is limited/unreliable 3. Truckee to SF for meetings - Amtrak train is unreliable and Amtrak/Greyhound bus is uncomfortable	This is an unmet transit need that is not reasonable to meet	This trip is outside PCTPA's jurisdiction and has been forwarded to the Nevada County Transportation Commission and the Tahoe Regional Planning Agency.	Truckee
134	Transit from Truckee to the Reno airport (and the reverse trip) is not easy or practical. Needed a few times a year for flights	This is not an unmet transit need	This trip is outside PCTPA's Planning boundary and will be forwarded to the Nevada County Transportation Commission. PCTPA and the Caltrans Division of Mass Transit & Rail will be conducting a study of the feasibility of expanded passenger rail to Reno in FY 22/23.	Truckee Reno

Misc. Comments

135	Untenable at best.	This is not an unmet transit need	This comment does not contain a transit service request	Auburn
136	The rail element is a crucial strategic component in a number of natural & manmade disaster scenarios. Retired bilevel equipment could be stored in trainsets at Auburn storage track, plus at Colfax, for example. The problems in geopolitics indicate need to do some preparatory procedure. Playing catch-up is not going to be effective in the crisis.. Sacramento Valley Station needs "escape" utilizing Tower Bridge.	This is not an unmet transit need	This comment does not contain a transit service request.	County-wide
137	Please publish local Auburn routes map in Auburn Journal, and maybe do the same in other localities, at least monthly.	This is not an unmet transit need	This comment does not contain a transit service request.	Auburn
138	The homeless people live or spend a lot of time in the bus stop shelters - they make the shelters unhygienic and dirty with feces, Irvine, and trash in several stops	This is not an unmet transit need	This comment does not contain a transit service request	Kings Beach, Placer County
139	(Transit) is not promoted enough. 65 is a mess and we need less cars on the road. Options are not as visible as they should be.	This is not an unmet transit need	This comment does not contain a transit service request.	County-wide
140	Routes and times meet my needs, thank you.	This is not an unmet transit need	This comment does not contain a transit service request	Lincoln
141	We no longer are working in the office. Thus, I no longer need transit for my daily commute needs.	This is not an unmet transit need	This comment does not contain a transit service request	Loomis
142	The present, skeletal transit system and its lacking schedule need to be improved if it is to be a viable alternative to automobile travel.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
143	None other than put Health express back on the program or something similar that will fit the needs for seniors.	This is not an unmet transit need	Placer Rides has replaced the Health Express service.	WPCT-SA
144	Clean up the buses and stops, please	This is not an unmet transit need	Operational issues, like issues with bus stops are not considered unmet transit needs.	N/A

Misc. Comments (cont.)

145	The county should be promoting more work from home so this kind of stuff is less necessary. The county should also look to support private businesses that provide transit at affordable costs such as providing space for electric bikes and scooters. The county should not be competing with private enterprise.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
146	We need to improve/widen Hwy 65 from I-80 to Lincoln now. Lot's of houses being built right now. Traffic will only get worse.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
147	I spent 2.5 years riding buses regularly when I didn't have a car. I appreciated having that option so I could continue working. I just wish the bus stops would be cleaner & get the homeless off of them so it would also be safer.	This is not an unmet transit need	Operational issues, like issues with bus stops are not considered unmet transit needs.	N/A
148	I would like to make trips to my place of work in Sacramento	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
149	Trip to the market	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
150	Not at all a great waste of money and time. Why argue for more traffic lanes if you are interested in transit	This is not an unmet transit need	This comment does not contain a transit service request	N/A
151	Expand 65	This is not an unmet transit need	This comment does not contain a transit service request	N/A

Misc. Comments (cont.)

152	Get the absolute nut head governor of ours to stop funding the ridiculous High-Speed rail and put the money toward a crosstown freeway between the 80 corridor and 50 corridor, somewhere along the Sunrise alignment. Sacramento politicians and legislators aren't smart enough to figure out they should have had that freeway in 60 years ago. Transit is really run poorly in California and the freeways are even run worse. That's what happens when people elect incompetent Democrats like Newsom/staff.	This is not an unmet transit need	This comment does not contain a transit service request	N/A
153	Concerned about cleanliness on bus, not all riders were gloves, lots of homeless rode the bus too.	This is not an unmet transit need	Operational issues like bus maintenance is not considered an unmet transit need. This comment will be shared with the transit operator.	N/A
154	The value of public transportation in Placer County is questionable outside of providing a government sponsored program for poor folks who can't afford a ride or seniors or disabled people that can't ride. It would probably be more cost effective to just contract with Uber and Lift and eliminate all of the busses that ride around empty. In my 50 years living in Placer county I don't think I have ever seen a public bus with more than 2-3 people in it.	This is not an unmet transit need	This comment does not contain a transit service request. A microtransit RFP is expected to be released by Placer County in the near future that will look at implementing an on-demand pilot plan service in south Placer.	County-wide
155	As the population gets older in Placer County (well, it's already old) and many people live outside of Auburn but need help getting to appointments, I do have personal experience from family members and friends that increased on-demand public transport for elders living outside of the city would be helpful.	This is not an unmet transit need	This comment lacks sufficient detail to identify a transit request. Placer Rides is an option for seniors. A microtransit RFP is expected to be released by Placer County in the near future that will look at implementing an on-demand pilot plan service in south Placer	County-wide
156	The busses are cold during the winter and bus drivers will not close the windows.	This is not an unmet transit need	Operational issues associated with the comfort and/or cleanliness of the bus and or bus stops are not considered unmet transit needs. This comment will be forwarded to Placer County Transit.	Placer County

Misc. Comments (cont.)

157	I have complained about graffiti in the bus stop kiosks, lights out, and broken glass. Sometimes it just seems to take forever to get resolved.	This is not an unmet transit need	Operational issues associated with the comfort and/or cleanliness of the bus and or bus stops are not considered unmet transit needs. This comment will be forwarded to Placer County Transit.	Placer County
158	The new buses have rock hard plastic seats and when the bus has to stop suddenly you end up sliding all over.	This is not an unmet transit need	Operational issues associated with the comfort and/or cleanliness of the bus and or bus stops are not considered unmet transit needs. This comment will be forwarded to Placer County Transit.	Placer County
159	Current system has too much fixed route coverage in areas without a supportive land use context. This results in very low productivity, poor cost effectiveness, and long wait/ride times for customers. More on-demand service similar to VIA operations in West Sacramento are a better match to the local land use context.	This is not an unmet transit need	This comment does not contain a transit service request. A microtransit RFP is expected to be released by Placer County that will look at implementing an on-demand pilot plan service in south Placer.	County-wide
160	Issue in many areas of Placer County is bike lanes are dangerous and sidewalks are bad or non-existent. People don't want to take a bus for a quick trip to the store, they want to ride some sort of personal electric vehicle. These are very popular in urban areas, and just a matter of time before they make their way out to the suburbs. County should encourage/prepare for this through planning. Obviously elderly/disabled and commuters will still need traditional public transit.	This is not an unmet transit need	This comment does not contain a transit service request	County-wide
161	You should invest in rail. I guarantee people will ride it especially if there's connections to SacRT	This is not an unmet transit need	This comment does not contain a transit service request. PCTPA Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.	County-wide

Misc. Comments (cont.)

162	No commuter service in west Rocklin, no marketing program (in last 10 years not one ad or article about transit in Placer Herald), website no longer has a system road map (it was 6 yrs old, inaccurate now deleted), no bus stop benches, justification exists for additional shelters (Atherton/Sunset, Belair at Sunset), bus stop signs do not meet standards (faded, no bus icon, no route number, not on separate poles, in one case on pole with 3 signs), DAR fare structure discriminates low-income.	This is not an unmet transit need	Placer Community Express has stops along the I-80 corridor, including a stop in Rocklin. The Short Range Transit Plan does not recommend adding a commuter stop in west Rocklin. Operational issues like bus stop stops, marketing, and passenger fares are not considered unmet transit needs requests.	Rocklin
163	Need more buses, more frequently in Rocklin	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin.	Rocklin
164	Need more small buses (preferably zero emissions) to run lots of small loops. Other option is to do on demand. Convenience is key. Won't get more riders without it. Also better planning like the SF Van Ness clear pathway. I want to be able to walk a few blocks and know that a bus will arrive every 20 minutes. Also would suggest bringing it back in house (inc Roseville). Multi million dollar contracts to outside vendors while maintaining internal staff seems fiscally dubious.	This is not an unmet transit need	Placer County's jurisdictions are working together to determine whether microtransit service is feasible in our county. Operational issues like staffing are not considered an unmet transit need.	Rocklin
165	I have noticed there is very low usage of public transportation. Does not seem to be a high need to invest in.	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville
166	Great service, need more understanding about dial a ride. Who is eligible,	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville
167	I appreciate your continued concern for the quality of local transit.	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville

Misc. Comments (cont.)

168	Why aren't there covered public transportation waiting areas. I have seen people standing next to a metal pole with a bus stop sign on it, in the blistering heat and pouring rain. That would make anyone not want to use public transportation. You are making something that is already an inconvenience, more of an inconvenience!	This is not an unmet transit need	This comment does not contain a transit service request. Bus stop/shelter issues are not considered unmet transit needs requests.	Roseville
169	Transit for seniors is Very limited the closest stop is about a mile. We both still drive and that is our mode of transportation. Putting more money into it will not solve the problems. If you don't want people to drive why build another lane on 65?	This is not an unmet transit need	This comment lacks sufficient detail to identify a transit request. The City of Roseville does offer dial-a-ride curb to curb service by reservation.	Roseville
170	I know people who use Dial-a-Ride and they appreciate the service. It is necessary to have scheduled routes and scheduled times, but when I see a bus, it is usually empty. Smaller busses might be more economical to use until ridership increases. In my current situation, nothing is more likely to increase my use of transit.	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville
171	Smaller vehicles would be more efficient and maybe could be electric.	This is not an unmet transit need	This comment does not contain a transit service request	Roseville
172	Establish better connections between outlying suburbs in the greater Sacramento region and Sacramento itself, as well as the bay area. More frequent rail service between Roseville, Rocklin, Auburn, etc and Sacramento and the bay area. Buses don't save any time when they sit in the same traffic that I would if I drove my own car.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Sacramento transit requests are outside PCTPA's jurisdiction and will be forwarded to SACOG as part of their Unmet Transit Needs process. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track project that will bring two additional daily roundtrip trains to the Roseville station.	County-wide
173	The hours are not early enough and need to have a bike rack guaranteed. Also don't think they will stop across the street from the road (north national) or if I flag them down	This is not an unmet transit need	This trip starts and ends outside of PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency	Tahoe, Placer County

APPENDIX B: ADOPTED UTN DEFINITIONS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

Unmet Transit Need

An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services. Unmet transit needs are also those needs required to comply with the requirements of the Americans with Disabilities Act.

Reasonable To Meet

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

- 1) Service, which if implemented or funded, would result in the responsible service meeting the farebox recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5, and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5.
- 2) Notwithstanding Criterion 1) above, an exemption to the required farebox recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.
- 3) Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.
- 4) Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community groups, community leaders, and community meetings reflecting a commitment to public transit.
- 5) The need should be in conformance with the goals included in the Regional Transportation Plan.
- 6) The need is consistent with the intent of the goals of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

APPENDIX C: TDA FARE REVENUE RATIOS

APPENDIX B

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

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

Amended and Effective September 28, 2016

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

Notes:

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

APPENDIX D: PUBLIC HEARING NOTICE

NOTICE OF PUBLIC HEARING UNMET TRANSIT NEEDS

82129
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
289 Nevada Street, Auburn, CA 96603

NOTICE OF PUBLIC HEARING UNMET TRANSIT NEEDS LEGAL NOTICE

NOTICE IS HEREBY GIVEN that Placer County Transportation Planning Agency (PCTPA) will hold a public hearing to accept testimony identifying or commenting on "unmet transit needs" that may exist which may be "reasonable to meet," per definitions of the California Transportation Development Act as enacted by PCTPA. PCTPA must consider the adequacy of existing transportation for groups such as the elderly, physically challenged, and persons of limited means. Both public and private transportation providers will be evaluated. Prior to adopting TDA funds for purposes other than transit, such as streets and roads purposes, PCTPA must make a finding that there are "no unmet transit needs" or there are "no unmet transit needs that are reasonable to meet." The public hearing will be held on:

WEDNESDAY, OCTOBER 27, 2021 at 9 AM,
(or as close to this time as possible)
Placer County Board of Supervisors Chambers (The Dome)
175 Fulweiler Avenue, Auburn, CA 96603

The public may participate in the PCTPA/WPCTSA Board of Directors Meeting, including this public hearing, by accessing the following web link:
<https://placer-ca.gov/zoom/join/4046161034> or by calling +1 888 788 0999 (Toll Free) or 877 353 5247 (Toll Free), and entering Webinar ID: 940 6016 1054

All members of the public shall be allowed to address the Board on any item which is regarded as a public hearing item on the agenda. The Board may limit any person's input to not more than 3 minutes. Any person may provide a written statement in lieu of or in supplement to any oral statement made during a public hearing. Written statements shall be submitted to the Board Secretary at unmet@pcta.net. For more information about PCTPA's unmet transit needs process, visit www.pcta.net/unmet.

PUBLISHED IN AUBURN JOURNAL - SEPTEMBER 25, 2021

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

STATE OF CALIFORNIA
County of Placer

I am a citizen of the United States and employed by a publication in the County aforesaid. I am over the age of eighteen years, and not a party to the mentioned matter. I am the principal clerk of The Auburn Journal, a newspaper of general circulation, in the City of Auburn, which is printed and published in the County of Placer. This newspaper has been judged a newspaper of general circulation by the Superior Court of the State of California, in and for the County of Placer, on the date of May 28, 1952 (Case Number 17407). The notice, of which the attached is a printed copy (set in type not smaller than nonpareil) has been published in each regular and extra issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

SEPTEMBER 25

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


Terry Clark

Dated in Auburn, California
SEPTEMBER 25, 2021

PROOF OF PUBLICATION
AUBURN JOURNAL
1030 HIGH STREET
AUBURN, CA 95603

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. 22-11

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 23, 2022 by the following vote on roll call:

- AYES: Baker, Broadway, Burruss, Dowdier, Calvillo, Holmes, Jomer, Jones, Wilkins
- NOTES: None
- ABSENT: Houdesheldt

Signed and approved by me after its passage



 Brian Baker, 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(e) 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, PCTPA web-page, e-mail distribution, 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 2022*; and

WHEREAS, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 31, 2022 regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

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

1. There are no new unmet transit needs in FY 2022 that are reasonable to meet for implementation in FY 2023.
2. The *Annual Unmet Transit Needs Report for Fiscal Year 2022* is accepted as complete.
3. The PCTPA Board of Directors adopt the revised unmet transit needs definition and reasonable to meet criteria for use in subsequent annual Unmet Transit Needs Reports and assessments.

APPENDIX F: AMENDED 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

Amendment 2/23/21

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

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

Unmet Transit Need

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

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

Reasonable To Meet

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

- 1) Would meet state required farebox ratio standards.¹
- 2) Could be fully funded without exceeding existing Local Transportation Fund revenues² and is a reasonable use of taxpayer funds.
- 3) Has strong and broad community support, whether documented in a short-range transit

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

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

APPENDIX F: AMENDED UTN DEFINITIONS

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

- 4) Consistent with the long-term goals of the Regional Transportation Plan.
- 5) The need is consistent with the intent of the goals and implementation plan of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

Common examples of unmet transit needs could include:

- travel to locations not currently served by existing fixed-route or demand response services
- more frequent service, service at times not currently offered
- improved coordination of transfers between routes or operators

Operational Comments

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

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

APPENDIX G: TRANSIT DEPENDENT ANALYSIS

Transit Dependency in Placer County

Transit planners consider the location of existing residents and activity centers and the likely users when developing transit routes and systems. Transit system ridership is drawn largely from various groups of persons who make up what is often referred to as the “transit dependent” population. The 2018 Short Range Transit Plan for Placer County transit operators evaluated the location and density of groups that may have a higher likelihood of using transit as a mobility option. This data was used as the basis for developing the recommended service plan.

For purposes of the Unmet Transit Needs process and the identification of the size and location of groups that may be transit dependent, data on the following groups is summarized on the subsequent pages:

- **Senior Population (60+):** As residents age, they may become more likely to depend on public transit to for shopping trips, medical appointments, and other activities.
- **Low-Income Residents:** Individuals with limited means may have a higher reliance on biking, walking, and transit for daily activities due to the maintenance and operating costs of vehicles.
- **Persons with a Disability:** Certain types of disabilities may limit the mobility of individuals and/or prevent them from driving, thus requiring assistance from others or reliance on specialized transit services.
- **Zero Vehicle Households:** Zero vehicle households may be the greatest indicator of transit dependency in suburban communities.

APPENDIX G: TRANSIT DEPENDENT ANALYSIS

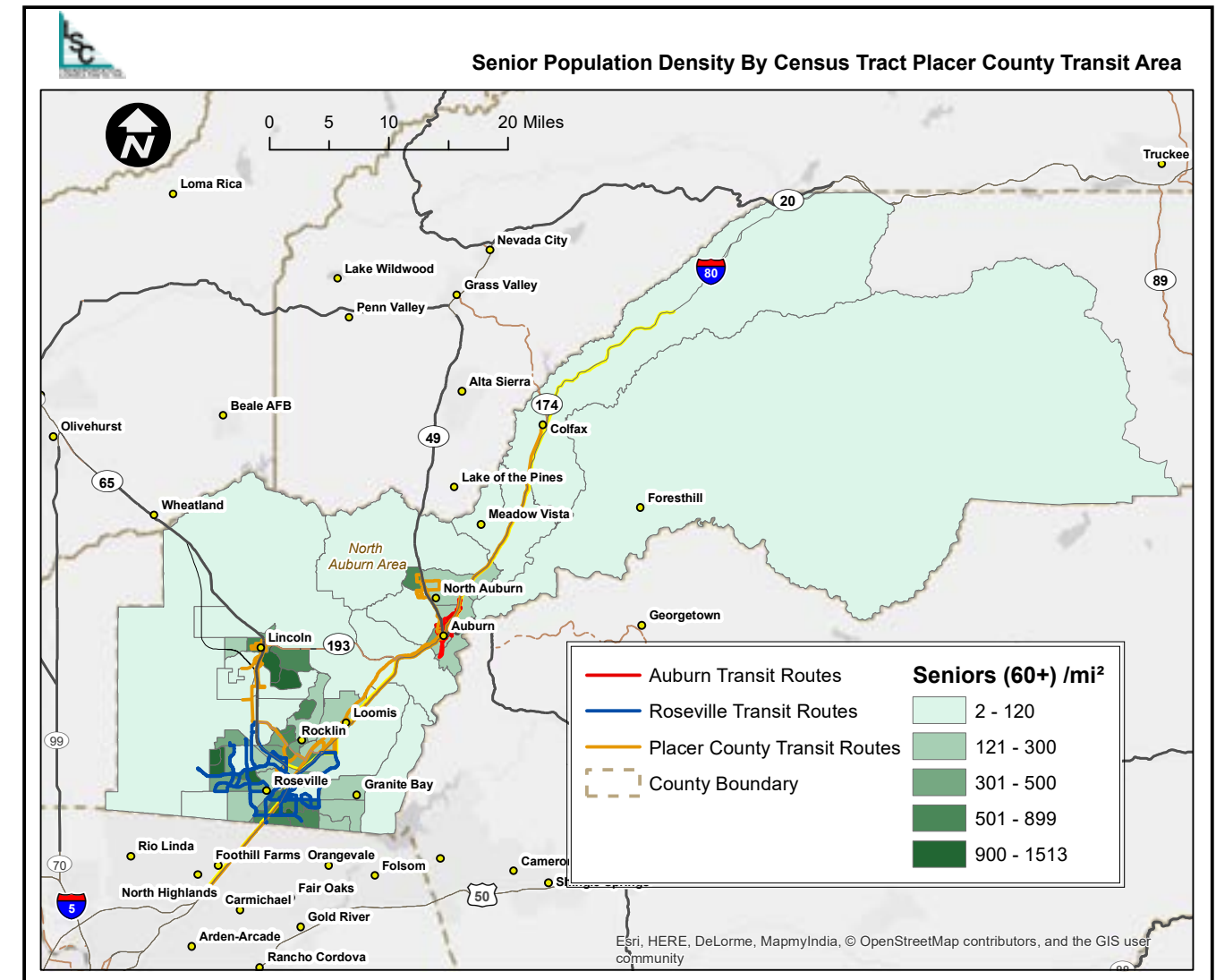
Senior Population Location and Density

Seniors, 60 or older, total 83,522 individuals in the south Placer area, or make up roughly 24 percent of the population.

For PCT’s service area, the largest concentrations of seniors are located in the North Auburn area and in the residential tracts of the City of Lincoln along Sun City and Del Webb Blvd (1,000 – 1,400 seniors per square mile). Some of these homes in Lincoln are located close to PCT fixed route services but some are over a one mile walk away. However, dial-a-ride does serve these areas directly.

Auburn senior population density by block group shows that the block group in central Auburn near Mikkelsen Drive has more than 1,000 seniors per square mile. Another pocket of the older adult population is near Oak Ridge Way in North Auburn (780 per square mile) (most of which is within the ¾ mile deviation boundary for the PCT Highway 49 route).

In Roseville the greatest number of residents over age 60 per square mile are found in the block groups near the Sierra Pines Golf Course (1,500 to 1,900 per square mile).



APPENDIX G: TRANSIT DEPENDENT ANALYSIS

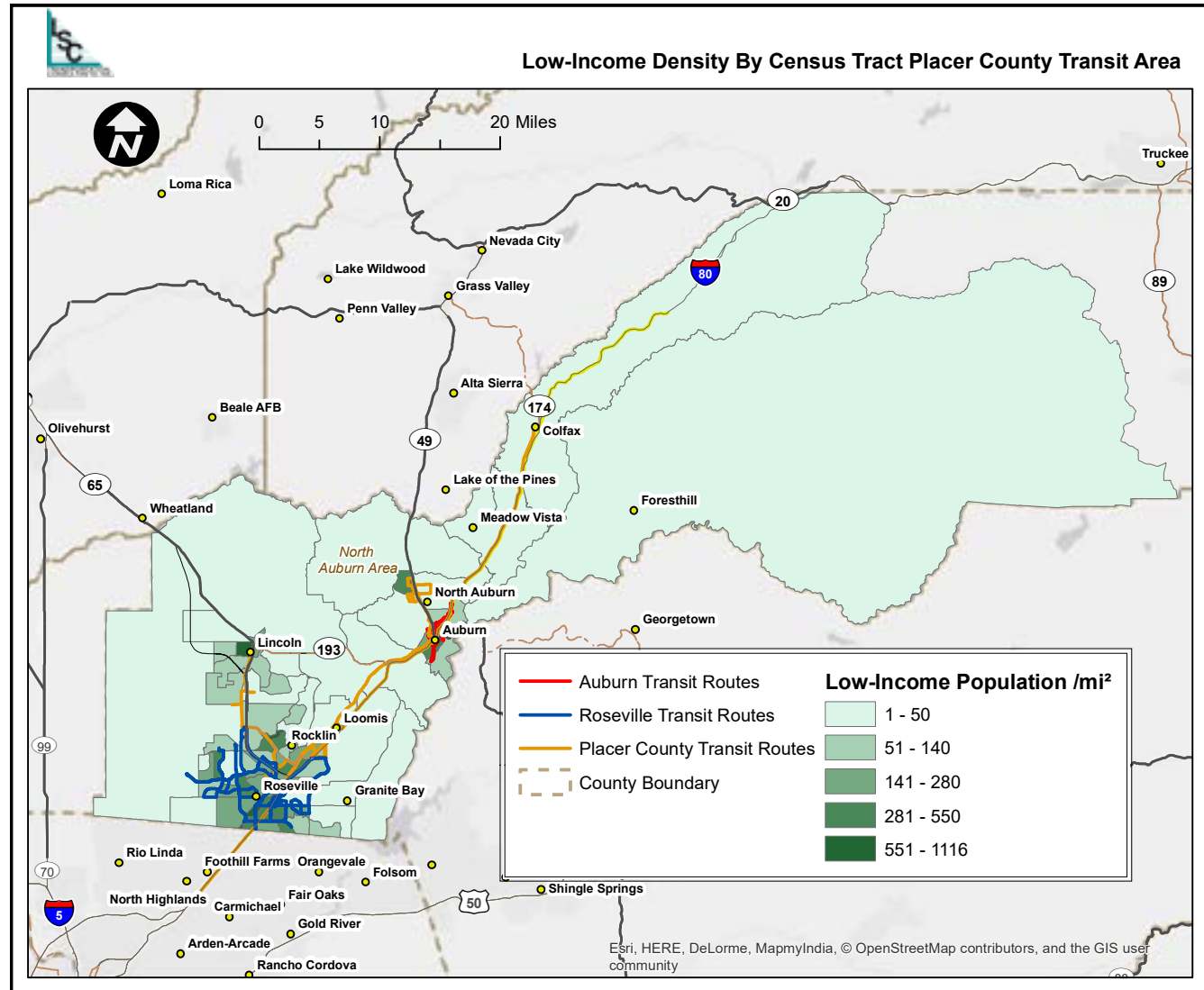
Low-Income Population Location and Density

Roughly 31,300 households, or nine percent, in the south Placer area are living below the poverty line as of 2015. There is likely significant overlap between low-income households and zero vehicle households.

For PCT's service area, central Lincoln has the greatest concentration of low income households in the study area with over 1,000 low income households per square mile followed by the commercial core area of Rocklin north of Sunset Avenue with 680 low income households per square mile.

The block group in downtown Auburn between I-80 and High Street has the largest concentration of low income households (286 per square mile) in the Auburn Transit area, followed by the block group near Sacramento Street (135 per square mile). The block group along the Highway 49 corridor shared by both the City of Auburn and unincorporated Placer County also has a relatively high density of low income households.

Within the Roseville Transit service area there are multiple block groups of 300 or more low income households per square mile: between Dry Creek and Cirby Way, near Eastwood Park and in the Enwood area south of Atlantic Ave.



APPENDIX G: TRANSIT DEPENDENT ANALYSIS

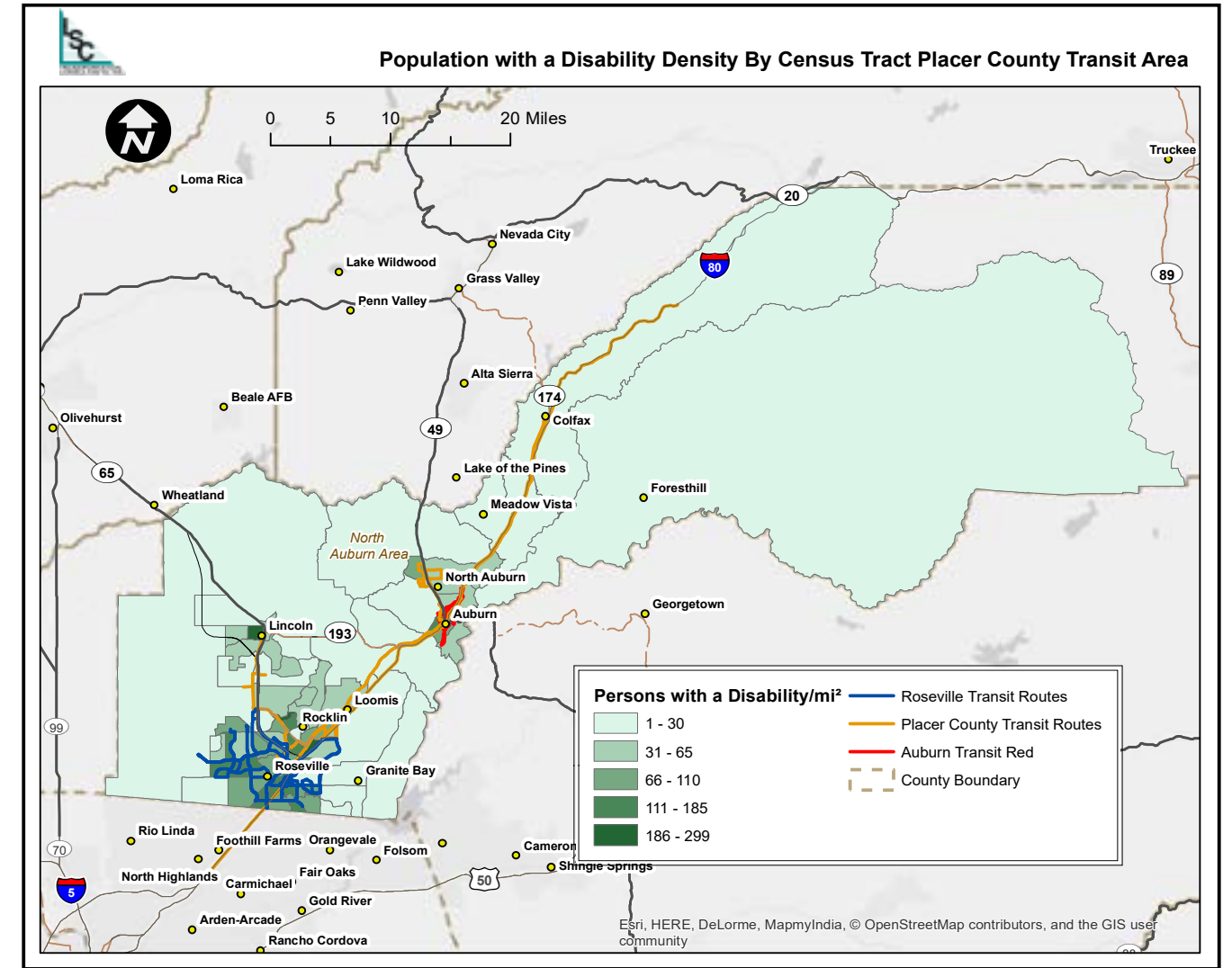
Persons with a Disability Location and Density

Approximately 16,086 individuals, or five percent, of the south Placer area has some type of disability.

For PCT's service area, the census tracts with the densest population of disabled residents are located in Rocklin (commercial core area north of Sunset and the area west of I-80 and south of Rocklin Road) and central Lincoln. In all these census tracts at least 200 disabled residents per square mile were recorded.

The block group near the Auburn post office on Lincoln Way has the largest concentration of disabled residents with respect to the Auburn Transit service area (378 disabled residents per square mile). Similar to low income households and youth, the block group along the Highway 49 corridor also has a significant number of disabled residents (194 per square mile).

In the Roseville Transit service area, the block group which stands out as having the greatest concentration of disabled residents is located between Foothill Blvd, Riesling Drive and the City Limits (762 disabled residents per square mile).



APPENDIX G: TRANSIT DEPENDENT ANALYSIS

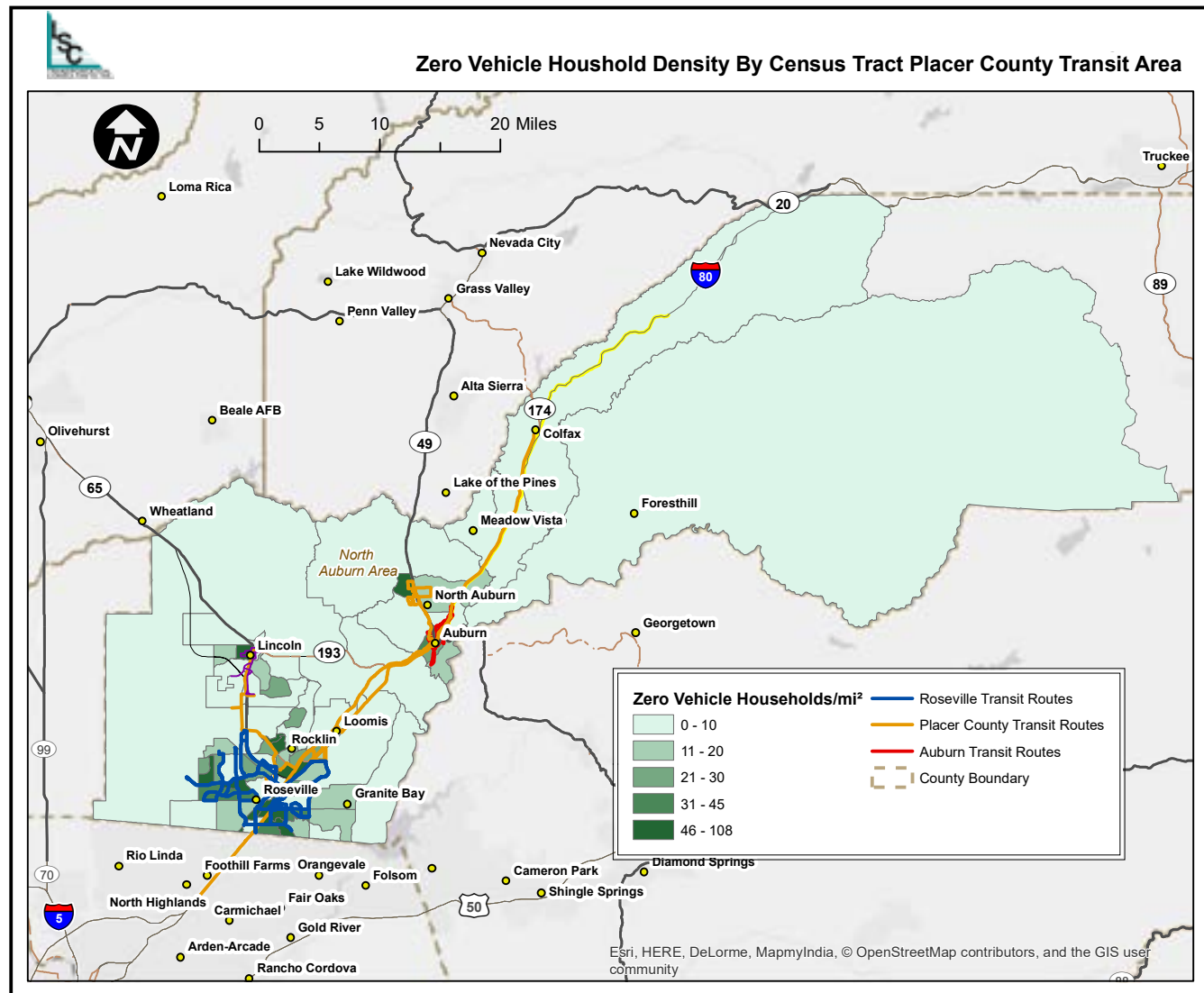
Zero Vehicle Households Location and Density

Perhaps the greatest indicator of transit dependency is households with no vehicle available. The south Placer area has 4,204 zero vehicle households, or three percent of the population.

The census tracts with the largest concentration of zero vehicle households in Western Placer County are found in Roseville. With respect to the PCT service area, west central Lincoln and the commercial core area of Rocklin north of Sunset have close to 60 zero vehicle households per square mile. Both these areas are fairly well served by public transit.

At the block group level in the Auburn area, central Auburn near Mikklesen Drive has by far the greatest number of zero vehicle households (389).

In Roseville, the block group which includes the Terraces of Roseville retirement community has the greatest concentration of zero vehicle households (438), followed closely by the block group including Eastwood Park (373 zero vehicle households per square mile). Both of these areas are well served by public transit making it possible for residents to live in these areas without a vehicle.



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