

# Annual Unmet Transit Needs Assessment For Fiscal Year 2024/25





# EXECUTIVE SUMMARY

Placer County Transportation Planning Agency (PCTPA) analyzed 230 potential unmet transit needs comments that were received this year through online survey responses, mail, e-mail, or at PCTPA's annual public hearing held during the Unmet Transit Needs (UTN) Assessment outreach and engagement period that occurred from September 5, 2023, through October 31, 2023. PCTPA staff also made a concerted effort during this engagement period to meet with respective stakeholders in their local communities by presenting UTN information and providing opportunities for public input at one of each jurisdiction's city/town council meetings, one County Board of Supervisors' meeting, and at various local events held throughout Placer County during September and October. This outreach was done concurrent with Comprehensive Operational Analysis (COA) and Short-Range Transit Plan (SRTP) planning efforts that have been underway since July 2023.

Similar to prior years, many of the comments received pertain to needs that can be met with existing transit services, reflecting a continued need for better education about current public transit services provided in Placer County. Additionally, those who provided input continue to be interested in more intracounty and interregional service options between cities and unincorporated areas in Placer County and to/from locations outside of the County. Some of the more recurring comments about intracounty and interregional travel needs include better services between Lincoln, Roseville, Rocklin and Sacramento, which could be satisfied by the South Placer Transit Express (referred to a Rapid Link) service, which is anticipated to launch in Fiscal Year (FY) 2024/25. Additional interregional service comments pertained to services in and around Lake Tahoe and the Truckee region. There were also several comments received pertaining to a lack of public transit services in the unincorporated rural community of Sheridan, as well as a lack of late night and/or Sunday services in certain cities and communities in Placer County. Lastly, several operational and/or service improvement comments were received and will be further evaluated and considered as part of the current COA/SRTP planning efforts.

In collaboration with the region's transit operators and Social Services Transportation Advisory Council (SSTAC) representatives, staff analyzed all comments received during this year's UTN Assessment per the PCTPA Board's adopted unmet transit needs criteria. This report finds that there are no unmet transit needs that are reasonable to meet for FY 2024/25. However, staff will continue to work with regional stakeholders to evaluate and address transit service and operational issues as part of on-going service improvement and planning efforts.

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# ABOUT UNMET TRANSIT NEEDS

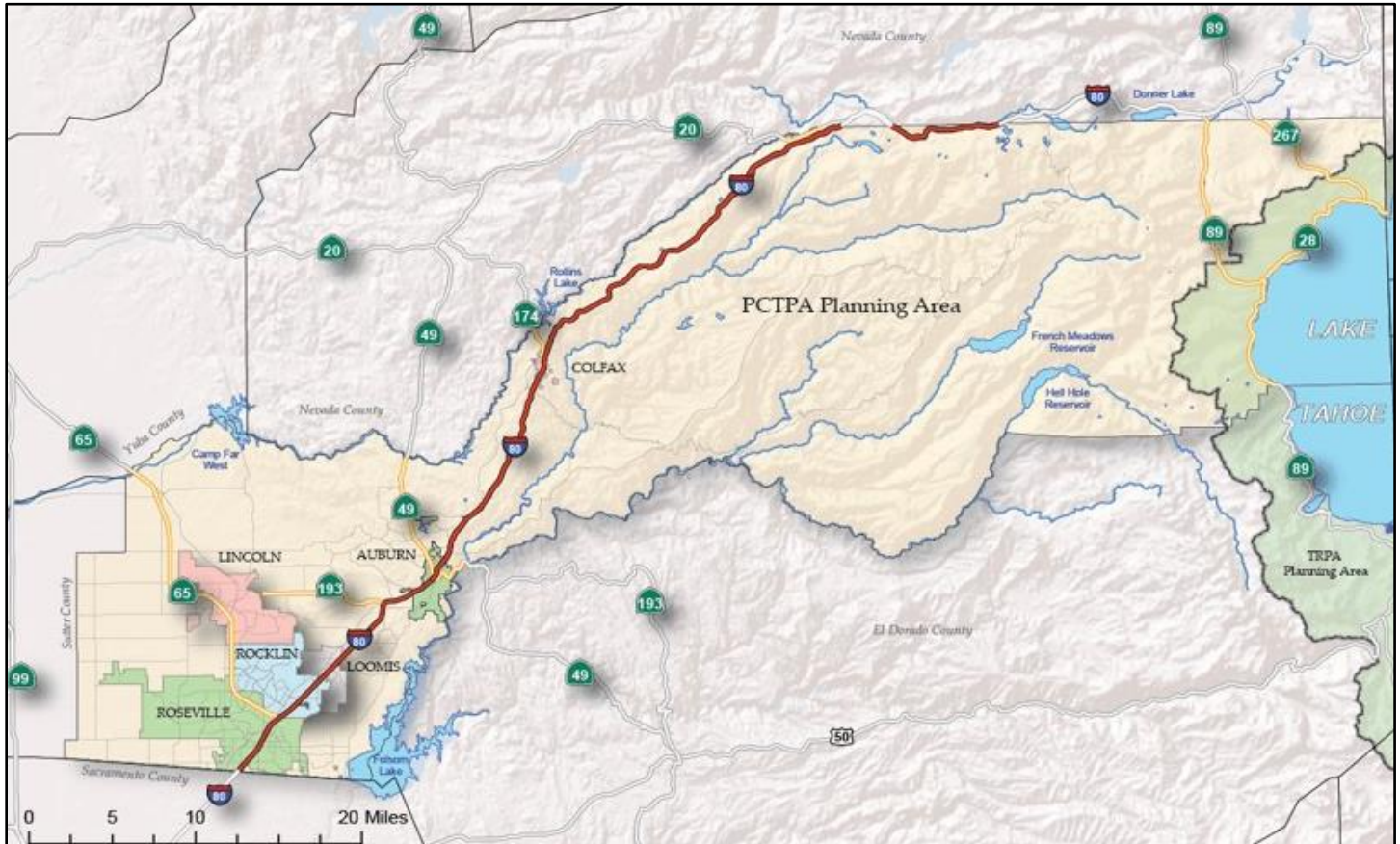
## About PCTPA

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 the five cities of Roseville, Rocklin, Lincoln, Auburn, and Colfax, the town of Loomis, and the unincorporated areas and communities in Placer County. PCTPA's jurisdiction does not include the Tahoe Basin, where the Tahoe Regional Planning Agency (TRPA) serves as the RTPA. However, PCTPA does plan for areas along the State Route (SR) 89 and 267 corridors, located between the northern shore of Lake Tahoe and the Town of Truckee. 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 the Transportation Development Act (TDA), which makes Local Transportation Funds (LTF) available to Placer's jurisdictions to spend on transportation projects. While LTF revenues are primarily intended to support public transit operations and capital needs, jurisdictions can spend it for other transportation purposes, such as street and road maintenance/repair, so long as PCTPA annually determines that there are no "unmet transit needs". Thus, each year PCTPA conducts the Unmet Transit Needs (UTN) Assessment process to identify and address potential unmet transit needs before any LTF is used by jurisdictions for other, non-transit purposes. This process involves extensive public outreach and collaboration with PCTPA's partnering transit operators, local jurisdictions, and social service transportation agencies.

## PCTPA Jurisdiction Map



## UTN Definition

“An Unmet Transit Need 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.”

Adopted February 2022

## TDA and ADA Requirements

Per TDA requirements, PCTPA defines how an unmet transit need is evaluated (refer to Appendix B). The PCTPA Board of Directors establishes an unmet transit need as a “request for transit service that is not currently offered”, including requests for services required pursuant to the Americans with Disabilities Act (ADA). PCTPA further evaluates a service request’s proximity to existing public transit services (both fixed-route and demand response services), and considers an area served if it is either located within a general public, demand response/on-demand service area, or if it is within a 0.75-mile walking distance from a fixed-route service.

In addition to meeting the definition, above, a request for transit service must address all the following “reasonable to meet” criteria:

1. The requested service must meet required farebox recovery ratio standards adopted by the PCTPA Board (refer to Appendix C),
2. Funding needed for the service cannot exceed LTF revenues available to the jurisdiction and must be a reasonable use of taxpayer funds,
3. The requested service has strong and broad community support, which is demonstrated by various local community plans,
4. The requested service must be consistent with the goals of the Regional Transportation Plan (RTP), and
5. The service must be consistent with the goals, intent, and implementation strategy of the applicable Short-Range Transit Plan(s) for the jurisdiction(s) where the requested service is located.

These criteria ensure that any requested service that is considered for implementation is both well supported and sustainable if implemented with existing funding available.

ADA regulations require 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 automatically considered unmet transit needs that are reasonable to meet to comply with these regulations.

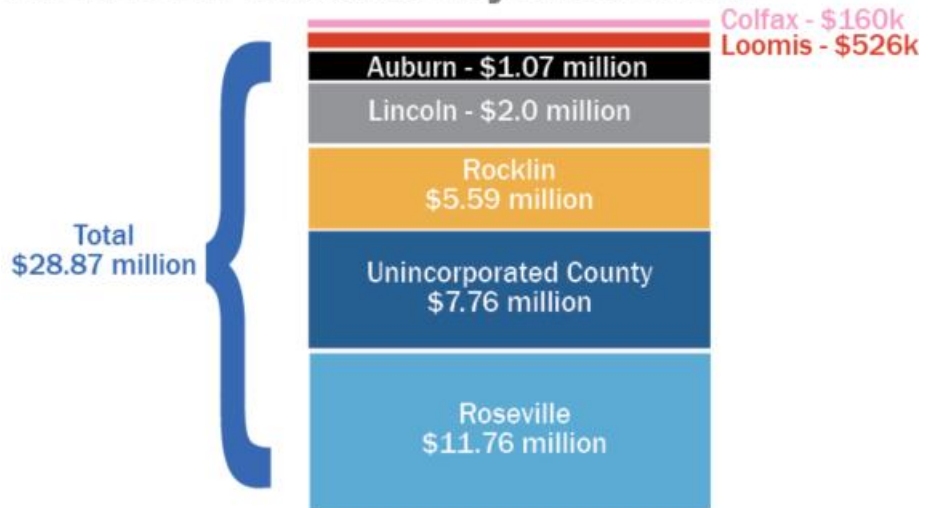
Using these established definitions and criteria, PCTPA staff evaluate every public comment received during the annual UTN Assessment process to determine whether the requested service is a) an unmet transit need and b) reasonable to meet. If it is determined that there are any unmet transit needs that are reasonable to meet, the TDA regulations requires that LTF revenues must be used to meet those needs before they can be used for non-transit services. PCTPA periodically re-examines its unmet transit needs and reasonable to meet criteria in coordination with its partnering agencies to ensure their relevancy and support of on-going planning efforts.



## Transit Funding

A variety of federal, state and local funding sources support Placer County's public transit operators. TDA funding is the largest source consistently available that includes not just LTF, but also State Transit Assistance (STA) funds, which are generated from sales tax revenues on statewide fuel and can only be spent on transit-related operations and capital purposes. Because of this, the UTN Assessment process and report only focus on LTF.

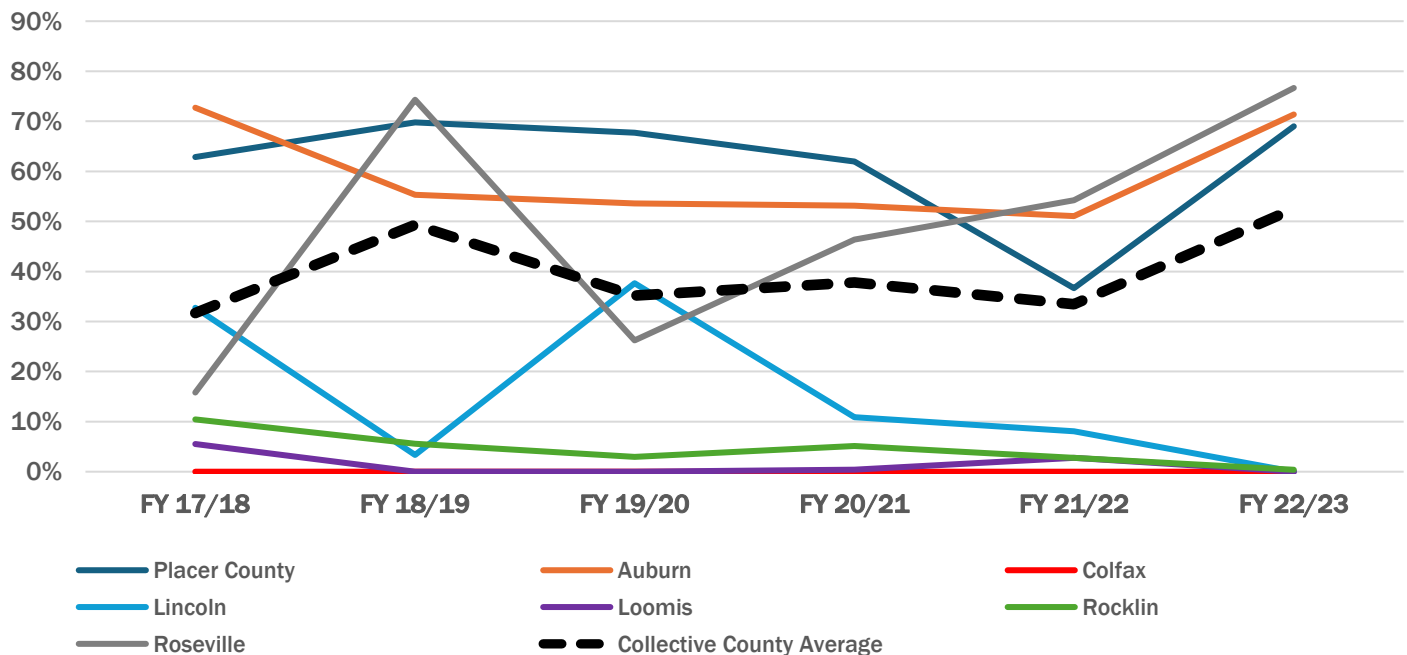
## FY 2023 LTF Allocation by Jurisdiction



As shown in the stacked bar chart on the top right of this page, Placer County jurisdictions received approximately \$28.87 million of LTF in fiscal year (FY) 2022/23, which was slightly lower than the amount of LTF received in FY 2021/22 (\$32.65 million). LTF is generated from local sales tax revenues and apportioned to PCTPA's local jurisdictions based on their respective population share. Each jurisdiction may claim all or a portion of their available LTF for non-transit related purposes, so long as there are no unmet transit needs that are reasonable to meet.

The proportions of LTF claimed for transit and non-transit purposes vary each year depending on transportation costs, availability of other funding sources, and local spending priorities. As shown in the line graph, below, Roseville, Auburn, and Placer County increased their respective LTF spending on transit this year, while all of Placer's remaining jurisdictions decreased LTF spending on transit levels compared to prior years. However, cumulatively averaged countywide, approximately 53% of LTF funds were spent on transit in FY 2022/23, up from 33% in FY 2021/22.

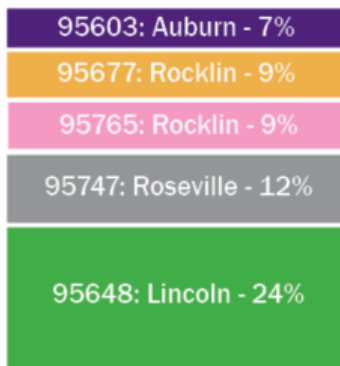
## Percentage of LTF Spent on Transit Annually by Jurisdiction





## Outreach Process

### Top 5 Participant Zip Codes

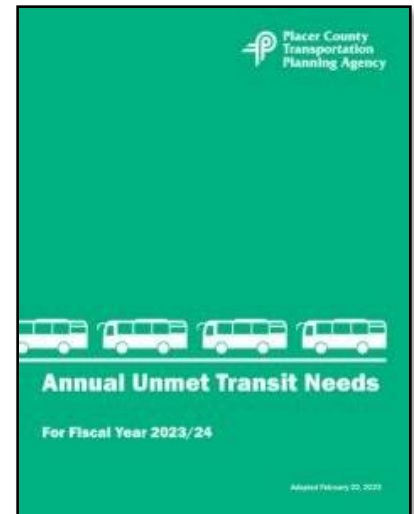


Following the success of online surveys in prior years, PCTPA administered and promoted an online survey to solicit most of the potential unmet transit needs comments during this year's UTN Assessment process. Social media platforms, local agency electronic newsletters, onboard flyers, and press releases served as the primary methods for promoting the survey and solicitation process. The survey and some outreach materials were also made available in the Spanish language (with Tagalog translation upon request) to better gather input from the larger limited English proficient (LEP) communities in the Placer region. PCTPA further presented the UTN Assessment as an informational item and solicited public comments during at least one city/town council meeting in each jurisdiction and one Placer Board of Supervisors meeting. Pursuant to TDA requirements, PCTPA held one public hearing to gather comments, conducted

by the PCTPA Board on October 18, 2023. Lastly, as part of the concurrent COA/SRTP planning efforts, staff hosted several informational booths and/or pop-up events throughout the County at each city/town, and in unincorporated areas such as Sheridan and North Auburn, to further promote the survey and solicit comments regarding potential transit needs. Some of this outreach was directly coordinated with the region's Latino Leadership Council. The majority of the 230 comments received resulted from the online survey.

## Last Year's Unmet Transit Needs Assessment

The FY 2022/23 UTN Assessment found that there were no unmet transit needs that were reasonable to meet in FY 2023/24 based on the PCTPA Board's established criteria, which was adopted in February 2022. Under these criteria (contained in Appendix B), "unmet transit needs" and "reasonable to meet" are defined and some examples are provided for what may constitute an unmet transit need. Operational needs, which are not considered unmet transit needs, are further specifically defined to support the evaluation of unmet transit needs comments. Defined operational needs that are not unmet transit needs, include: adding bus stops along existing routes, onboard bus features/design, bus stop amenities, minor bus route, stop, and/or schedule changes, school transportation, service reliability, and broad or vague comments that cannot specify a clear transit need. While these operational comments are not considered unmet transit needs, they are provided to the respective transit operator(s) for review and consideration as part of on-going system and service planning and improvement efforts.



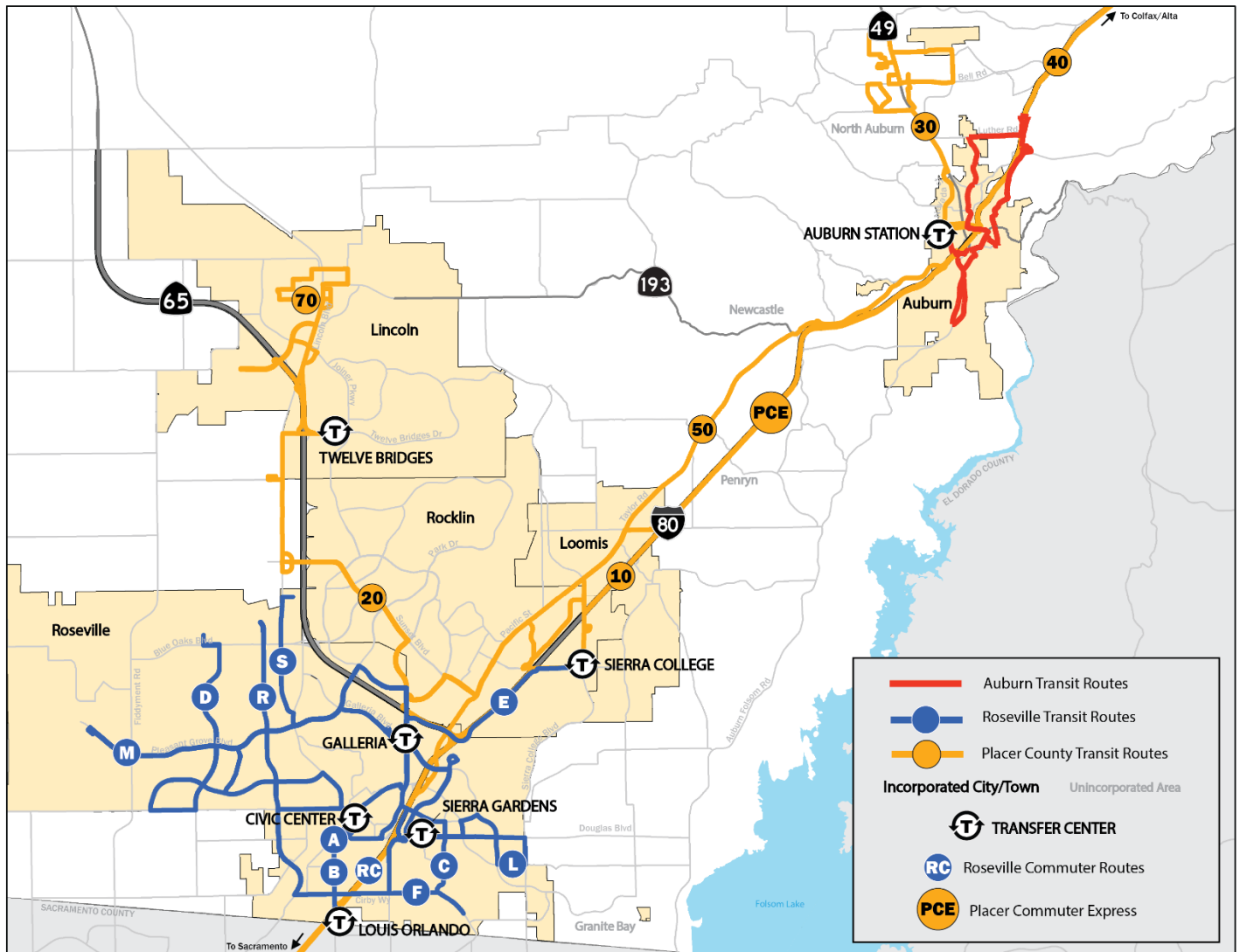
Similar to last year's UTN Assessment process, and per TDA requirements, this report additionally analyzes the locations and demographics of residents who may be "transit dependent". Transit dependent populations generally include seniors, persons with disabilities, low-income residents, and households 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 (age 60+): 24% of South Placer's population
- Low Income: 9% of South Placer's population
- Persons with a Disability: 5% of South Placer's population
- Zero Vehicle Households: 3% of South Placer's population

Updated data regarding these populations from the 2022 American Community Survey (ACS) is further discussed and illustrated in maps contained in Appendix F.

# EXISTING TRANSIT SERVICE

## Fixed-Route Service in South Placer County



## Transit Operators

Most of Placer County's population resides in the southwestern portion of the County (shown in the beige areas within the figure, above), which is served by three transit operators: Auburn Transit, Placer County Transit (PCT), and Roseville Transit. Collectively, these three operators provide coverage to almost all populated areas within the south Placer region. Tahoe Truckee Area Regional Transit (TART) service, which is administered by the County of Placer in partnership with the Town of Truckee, provides service along the northern shore of the Lake Tahoe basin (within TRPA's jurisdiction), between Lake Tahoe and Truckee along the SR 89 and 267 corridors (within PCTPA's jurisdiction), and in the Town of Truckee (within Nevada County Transportation Commission's jurisdiction). The Capitol Corridor Joint Powers Authority (CCJPA) operates passenger rail service between Auburn, Rocklin, Roseville, Sacramento and the Bay Area (known as the Capitol Corridor). The Western Placer Consolidated Transportation Services Agency (WPCTSA) provides additional programs to complement transit services provided in the County. While this section summarizes 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 websites listed to the right on the next page.



## 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) prepared for each public transit operator and the WPCTSA. Because the RTP, LRTMP, and SRTPs outline transit service goals and improvement project priorities for Placer County, they are referenced frequently in the evaluation of unmet transit needs comments.

The SRTPs were last completed in 2018, and provide an important reference for evaluating potential unmet transit needs. They are available for download at [www.pctpa.net/resource-library](http://www.pctpa.net/resource-library). Additionally, the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015), which can be referenced in review of unmet transit needs, are available for download from the link, above. It is important to note that the assumptions in these planning documents are all being re-examined as part of the COA/SRTP planning efforts currently underway, and both pre- and post- pandemic transit service conditions are being considered for future service planning and implementation efforts.

Auburn Transit, Placer County Transit, and Roseville Transit service information:

[www.southplacertransitinfo.com](http://www.southplacertransitinfo.com)

WPCTSA programs:

[www.pctpa.net/western-placer-consolidated-transportation-services-agency-wpctsa](http://www.pctpa.net/western-placer-consolidated-transportation-services-agency-wpctsa)

Tahoe Truckee Area Transit services:

[www.tahoetruckeetransit.com](http://www.tahoetruckeetransit.com)

Capitol Corridor passenger rail service:

[www.capitolcorridor.org](http://www.capitolcorridor.org)

## Interregional, Intercity, and Commuter Service

Roseville Transit, PCT, and Capitol Corridor collectively provide 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 the Golden One Arena in Sacramento. PCT's Auburn/Light Rail route (10), Alta/Colfax route (40), Taylor Road Shuttle (50), and Sierra College/Rocklin/Lincoln route (20) all provide connections between different cities and towns in Placer County, while PCT's Placer Commuter Express route provides commuter service between pickup locations along Interstate 80 and downtown Sacramento. Capitol Corridor provides passenger rail and thruway bus service from the Auburn, Rocklin, and Roseville stations to Sacramento and the Bay Area. As reflected in Appendix A, despite the COVID-19 pandemic's impact on general commuter services, there is still an expressed need and demand for more interregional service.

## Local Service



Local bus route service is available within Auburn, Roseville, Lincoln, and in the Tahoe Truckee area. Roseville Transit provides 10 different bus routes that service the City. PCT's Lincoln Circulator (70) provides local bus service within Lincoln while the Highway 49 bus route (30) provides service to the unincorporated North Auburn and Auburn area. Limited Rocklin bus service is provided through PCT's Sierra College/Rocklin/Lincoln bus route (20) and the Taylor Road Shuttle (50). Auburn Transit operates one deviated bus route loop within Auburn and a, app-based, on-demand service provided within and immediately adjacent to the City's jurisdictional boundaries. TART operates three

fixed bus routes: Highway 267 service between Truckee and Kings Beach, Highway 89 service between Truckee and Tahoe City, and the Mainline Bus service along Lake Tahoe from Incline Village to Sugar Pine. Several important transfer locations exist within Roseville, Lincoln, Rocklin, and Auburn to connect local services to the interregional services provided by PCT and neighboring transit operators such as Nevada County Connects (NCC) and Sacramento Regional Transit (SacRT).

## **Demand Response and Paratransit Service**

Each transit operator provides some form of demand-response bus service where riders can pre-schedule pickups and drop-offs from locations other than the fixed-route bus stops. While all the 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 (on-demand) and paratransit service in Lincoln, Rocklin, Granite Bay, Loomis, and anywhere within a three-quarter mile of the Taylor Road Shuttle or Highway 49 route (30) service. This on-demand service is accessible through an online, mobile phone application (app) branded as GO South Placer, which further provides access to Roseville Transit's general public, on-demand and paratransit service, branded as the Arrow, that operates within the City of Roseville's jurisdictional boundaries. Auburn Transit provides a separate, app-based, general public, on-demand and paratransit service, known as the Auburn OnDemand, within and immediately adjacent to the City's jurisdictional limits. The Auburn OnDemand service incorporates the Auburn Loop's fixed-route service stops in the app and service. TART, through TART Connects, also provides an app-based, general public, on-demand and paratransit service within the North Tahoe area that compliments the TART fixed-route services.



The WPCTSA, through a partnership with Seniors First, provides a trip reimbursement and last resort ride program called Placer Rides. Residents of Placer County who are 60 years or older, individuals with disabilities, and low-income residents who do not have another means to take essential trips or access public transit are eligible to participate in this program. Eligible participants recruit their own volunteers to provide the ride and the program reimburses the participant up to 200 miles per month (based on Internal Revenue Service (IRS) mileage standards), which the participant can use to pay their selected driver. If the participant using this mileage reimbursement program cannot for some reason obtain a ride from their driver, Seniors First can schedule and pay for up to two "last resort" rides per month for the participant on a third-party, non-emergency medical or other private commercial transportation provider's service.

# ANNUAL RIDERSHIP REPORT – FY 2022/23

## Auburn Transit

Auburn Transit operates Auburn OnDemand, an app-based, on-demand (microtransit) service within the Auburn city limits and parts of unincorporated Placer County. Currently, the Auburn Loop, a deviated fixed-route service, is being provided through Auburn OnDemand.

### Operating Subsidy per Trip

Operating Cost: \$821,932  
 Fare Revenue: \$59,017  
 Operating Subsidy: \$762,915  
 Total Trips: 28,611  
 Subsidy per Trip: \$26.67

### Annual Trips per Hour

Total Trips: 28,611  
 Vehicle Revenue Hours: 8,008  
 Trips per VRH: 3.57  
 Change from Prior Year: +49%

## Placer County Transit

Placer County Transit operates five fixed-route buses connecting south Placer’s cities, four general public, app-based (microtransit) on-demand service areas, and two (formerly four pre-pandemic) Placer Commuter Express weekday peak hour buses to downtown Sacramento.

### Operating Subsidy per Trip

Operating Cost: \$8,526,566  
 Fare Revenue: \$210,855  
 Operating Subsidy: \$8,315,711  
 Total Trips: 220,168  
 Subsidy per Trip: \$37.77

### Annual Trips per Hour

Total Trips: 220,168  
 Vehicle Revenue Hours: 47,926  
 Trips per VRH: 4.59  
 Change from Prior Year: +19%

## Roseville Transit

Roseville Transit operates 10 fixed-route buses within the city limits, general public, app-based on-demand (microtransit) service within the City limits, and 13 weekday, peak-hour commuter buses between Roseville and downtown Sacramento.

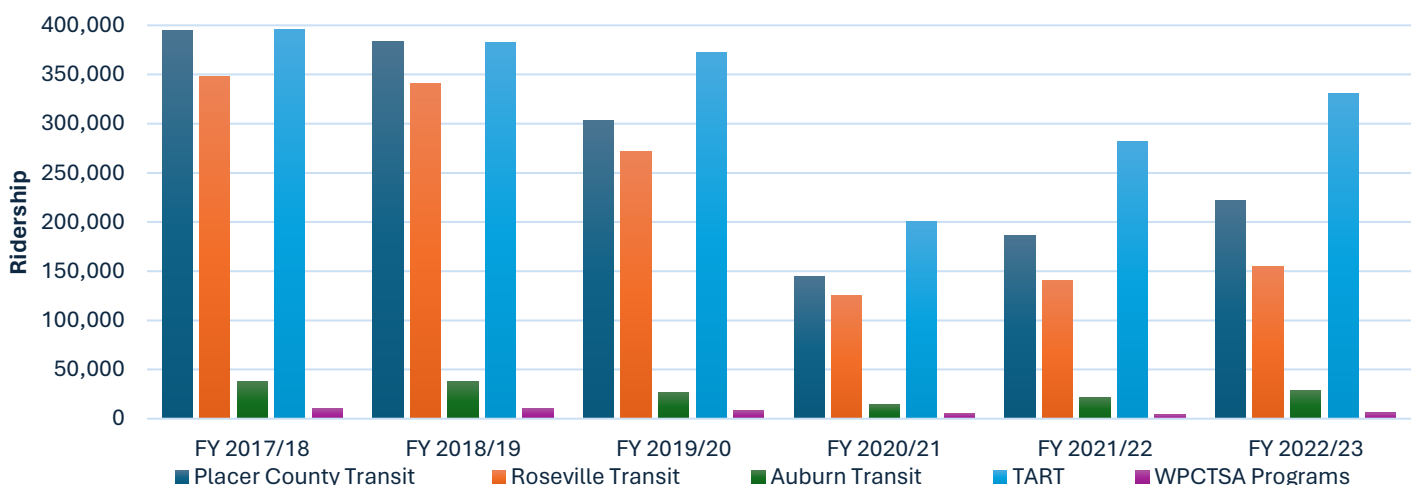
### Operating Subsidy per Trip

Operating Cost: \$7,334,370  
 Fare Revenue: \$385,815  
 Operating Subsidy: \$6,948,555  
 Total Trips: 154,903  
 Subsidy per Trip: \$44.86

### Annual Trips per Hour

Total Trips: 154,903  
 Vehicle Revenue Hours: 46,237  
 Trips per VRH: 3.35  
 Change from Prior Year: +22%

## Annual Systemwide Transit Ridership (FY 2018/19 – FY 2022/23)



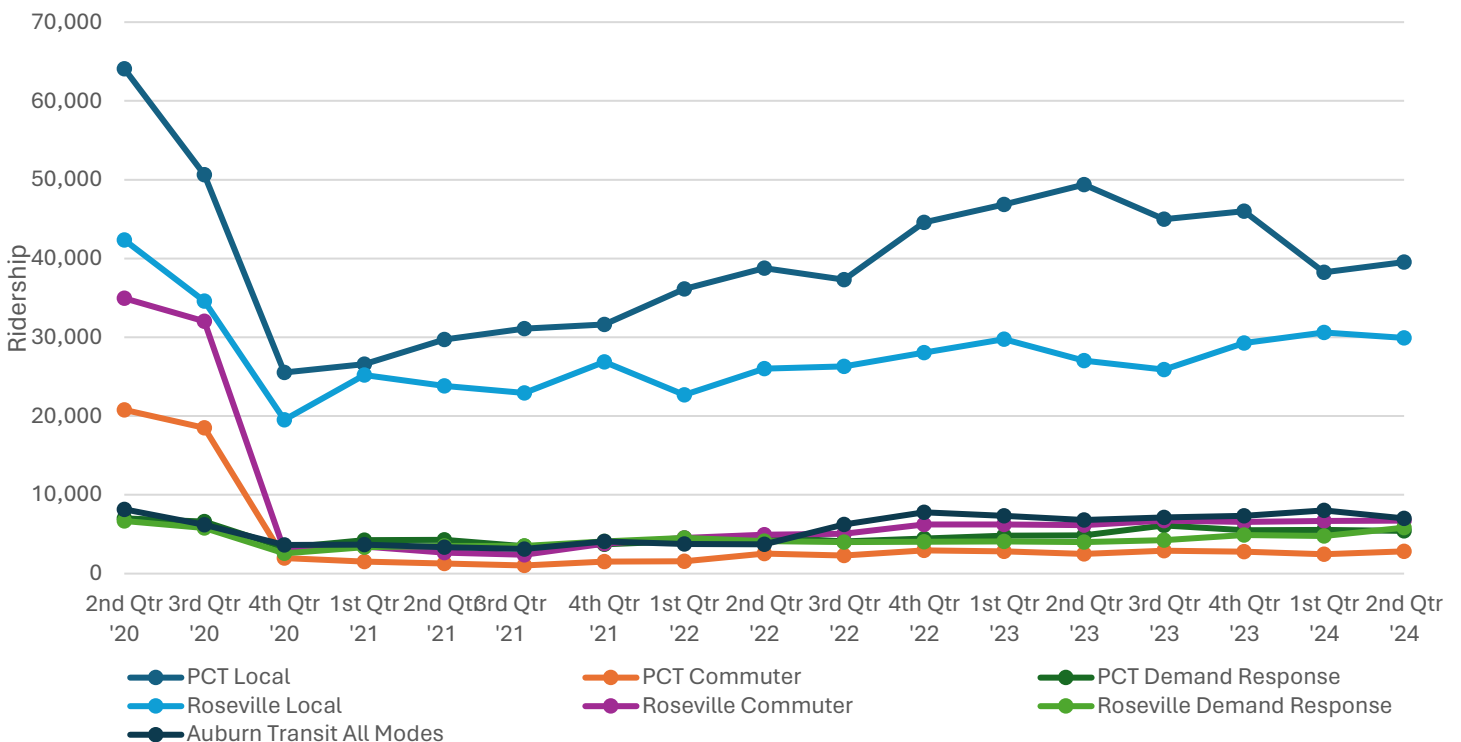


# Ridership Recovery Post COVID-19 Pandemic

Staff continue to monitor ridership trends by mode on a quarterly basis for transit providers serving the southwestern portion of Placer County (where most of the population resides) following the COVID-19 pandemic. While the pandemic accelerated an overall downward ridership trend that the region’s transit operators were already experiencing prior to FY 2019/20, some ridership and service demand has slowly returned over the past few years. This has resulted from the ease of the pandemic’s stay-at-home restrictions, as well as return to work policies that have begun throughout the region. As seen in the figure, below, since the fourth quarter of FY 2019/20 (4th Qtr. ‘20), which was the peak of the COVID-19 pandemic, to the second quarter of FY 2023/24 (2nd Qtr. ‘24), ridership on all modes of transit for each operator has started to increase. Cumulative local bus and on-demand service ridership has grown approximately 57% and 92%, respectively, since the pandemic’s peak (4th Qtr. ‘20), recovering to almost 67% and 82% of pre-pandemic (2nd Qtr. ‘20) levels, respectively. However, commuter service ridership has been slower to recover, currently residing at approximately 17% of pre-pandemic (2nd Qtr. ‘20) levels and remaining stagnant in terms of recent quarterly growth.

PCTPA and other planning partners in the greater Sacramento region are continuing to monitor ridership trends and how employees are returning to in-office work settings post pandemic. Commuter services, which previously had constituted a large portion of both Roseville Transit’s and PCT’s ridership, are heavily dependent on return to office practices. Many of the region’s largest employers and state offices continue to work on a hybrid home/office work schedule, with some agencies transitioning fully to remote work following the pandemic. However, beginning in FY 2023/24, some downtown Sacramento employers have begun requiring employees to return to work at least two to three days per week. There is no consistent schedule to these practices, and it is still difficult to determine how, if at all, commuter service demand may be affected. Staff will continue to monitor these trends and report back to PCTPA Board in subsequent annual UTN Assessments and/or other transit planning efforts. Additionally, as part of the COA/SRTP planning efforts, staff will be examining commuter service demand to help inform service scenario planning efforts moving forward.

## Quarterly Transit Ridership by Mode (FY 2019/20 Qtr. 2 – FY 2023/2 Qtr. 2)



# ANALYSIS AND RECOMMENDATIONS

## Staff Recommendation and Finding

PCTPA staff analyzed this year’s potential UTN Assessment comments and developed the following recommended findings according to PCTPA’s adopted unmet transit needs definitions:

1. There are no unmet transit needs in FY 2023/24 that are reasonable to meet for implementation in FY 2024/25.
2. The Annual Unmet Transit Needs Assessment Report for FY 2024/25 is accepted as complete.

The SSTAC concurred with the recommendations, above, at their meeting held on January 30, 2024.

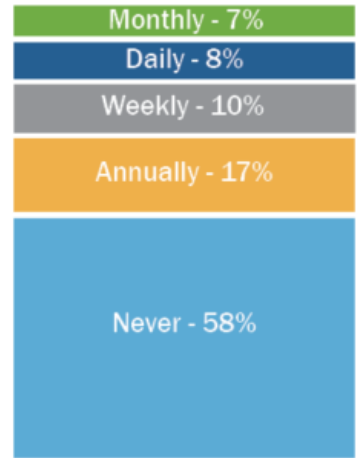
## Analysis of Comments

As previously identified, PCTPA solicited most of the potential unmet transit needs during this year’s UTN Assessment engagement period through a survey. In addition to questions regarding unmet transit needs, the survey solicited respondents to provide general transit usage information, which is summarized in the figures located to the top, center, and bottom right of this page. A majority of survey respondents who used transit utilized the local route services, with only 58% of those respondents indicating that they did not ride local transit. Of the respondents asked if they used either commuter or demand response services, a majority responded that they never used either of those services. These responses somewhat correlate to overall ridership trends analyzed previously in this report, which indicate that local bus route services are the primary mode of service by transit riders in the Placer County region.

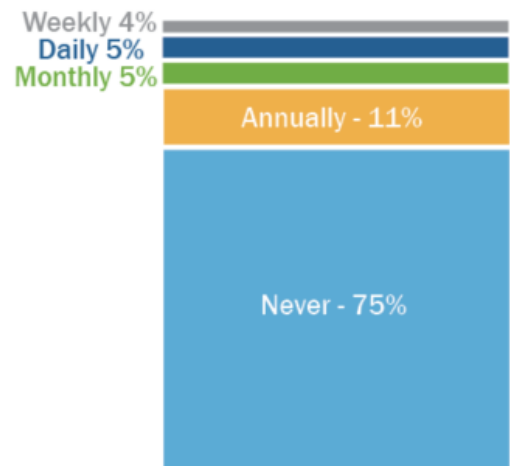
Of the 230 potential unmet transit needs comments analyzed during this UTN Assessment (refer to Appendix A), 27 were identified as potential unmet transit needs that were subsequently determined to not be reasonable to meet. Approximately 49% of the comments received pertained to intracounty, intercity, and interregional services, while the remaining comments were related to intracity services, miscellaneous operational issues, or were too broad and/or vague to determine a specific transit need. The following list summarizes the general themes pertaining to the comments received during this year’s UTN Assessment process:

- Better and more frequent connections needed between transit services and areas in Lincoln, Rocklin and Roseville, especially connections between Lincoln, Roseville medical centers, and/or downtown Sacramento,
- Evening/late-night transit service to downtown Sacramento and in other areas of the south Placer region needed,
- Sunday transit service needed in Lincoln and Rocklin,
- Transit service needed in Foresthill and Sheridan,

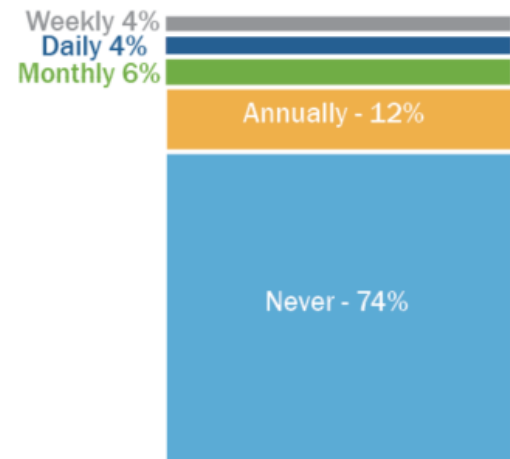
How Often Do You Ride Local Transit?



How Often Do You Ride Commuter Transit?



How Often Do You Ride Demand Response Services?



- More frequent and/or direct transit service needed between Colfax, Auburn, Sacramento, and Nevada County,
- More bus and/or train services needed between Auburn, Roseville, Rocklin, Lincoln, Sacramento, and the Bay Area, possibly operating in the earlier morning and/or evening hours,
- Direct transit service needed to the Sacramento International Airport, and
- More transit service needed between Tahoe/Truckee and the south Placer region.

## Current Transit Planning Efforts

### Regional Marketing Plan

# SOUTH PLACER TRANSIT INFORMATION EDUCATION & TRAINING



In January 2023, the PCTPA Board of Directors adopted a WPCTSA marketing plan and implementation strategy to promote both the WPCTSA's programs (such as the Placer Rides program) and public transit services provided in the southwestern portion of Placer County.

Over the past year, staff has worked with PCTPA's Transit Operators' Working Group (TOWG), the SSTAC, and other WPCTSA partnering agencies and stakeholders to develop a fully branded program, referred to as "South Placer Transit Information, Education & Training", that consolidates informational resources about the region's transit services and WPCTSA's programs into one unique, promotional identify. A corresponding online website, [www.southplacertransitinfo.com](http://www.southplacertransitinfo.com), has further been launched and contains, among other things, interactive transit service maps, schedules, and the general operation and fare information for Auburn Transit, Placer County Transit, and Roseville Transit. Additionally, transit outreach and training (formerly known as mobility training) practices and tools have been established to better track stakeholder engagement and support more efficient and effective transit education efforts throughout the Placer region. Branded collateral and informational materials have also been prepared to promote the South Placer Transit Information, Education & Training program and help bring awareness to the Placer region's transit services and WPCTSA programs. Through all these efforts, staff continue to work with the WPCTSA's partners and other transit stakeholders to promote existing transportation solutions and transit opportunities that help address transportation needs in Placer County.

### Comprehensive Operational Analysis and Short-Range Transit Plan

As previously mentioned, a COA/SRTP planning effort, launched in July 2023, is currently underway. This effort is comprehensively examining operations, performance, and demand for the south Placer region's transit services and will result in a new, collective service plan that aims to improve overall transit service integration and operational coordination throughout the south Placer region. Close collaboration with Auburn Transit, Placer County Transit, Roseville Transit (which is concurrently conducting their own COA), PCTPA's non-transit operating member agencies (i.e., Colfax, Loomis, Lincoln, and Rocklin), WPCTSA's partners (i.e., Seniors First, Area 4 on Aging, Placer County Public Health, Placer Independent Resource Services, etc.), and other public stakeholders is being led by PCTPA staff to ensure that the collective service plan achieves its objectives. Following the COA service plan's completion in Summer 2024, a joint SRTP will be produced to guide the implementation of public transit services in the south Placer region over the next five years. The SRTP is anticipated to be completed by Spring of 2025, after which PCTPA staff will continue to collaborate with the region's transit operators and stakeholders to implement the collective service plan.



## **Sierra College Fare Free Student Transit Pass and TNC Ride Subsidy Pilot Program**

Following its launch in August 2022, the “Ride Free with Your Sierra College ID” student fareless transit pass program has delivered approximately 41,100 free student rides in Placer County during its first year and a half (ridership estimated as of December 2023). This three-year pilot program has thus far demonstrated a successful partnership between Sierra College, PCTPA, and the south Placer region’s transit operators, helps address student transportation needs, and promotes existing transit services provided within Placer County. A second component of this pilot program, which provides a discounted ride subsidy on a transportation network company (TNC) service (i.e., Uber, Lyft, or something similar) to/from a Sierra College campus during the evening hours when public transit service is not available, launched in late January 2023. While data is not yet available to evaluate this subsidy program, staff will continue to work with Sierra College and the program’s partnering stakeholders to promote the fare free student transit and TNC subsidy pilot program during its second and third years.

### **Microtransit in Placer County**

Following the successful launch of app-based, on-demand (microtransit) services in Placer County’s TART and Auburn Transit’s OnDemand service areas, both PCT and Roseville Transit launched respective microtransit services within their existing Dial-a-Ride areas during the Spring and Summer of 2023. Both PCT and Roseville use a joint, app-based platform, branded as GO South Placer, to provide access to their on-demand, microtransit services. At present, all the south Placer region’s on-demand service areas are covered by microtransit service. Staff continue to monitor both performance and ridership trends associated with the various microtransit service areas and will evaluate the ongoing demand for these services as part of the COA/S RTP planning efforts.



### **South Placer Transit Express Service (known as Rapid Link)**

The South Placer Transit Express Service (known as Rapid Link), which was identified in the Placer-Sacramento Gateway Plan and received a subsequent state grant to operate a three-year pilot service, will provide 30-minute weekday transit service between Lincoln, Roseville, Rocklin (through connections with PCT at the Roseville Galleria), and Sacramento (via connections to the SacRT bus and light rail services provided at the Watt Avenue/I-80 light rail station). Using 100% zero-emission, battery electric, technology, the service will be administered by Roseville Transit. Although originally anticipated to start in 2023, due to some unforeseen bus procurement and manufacturing issues, the service is now anticipated to launch some time in FY 2024/25. Once launched, this service is anticipated to address some of the transportation needs/comment identified in this year’s, and in previous, UTN Assessment(s) that express a desire for more frequent and direct transit service between Lincoln, Roseville, and Sacramento.

### **Reno Rail Service Planning**

The California Department of Transportation (Caltrans) recently completed a feasibility study regarding the types of improvements necessary to extend the Capitol Corridor passenger rail service from its current terminus in Auburn, CA to Reno, NV. To support this effort, PCTPA conducted a complementary study looking at first/last mile connections to six rail stations along the corridor, as well as released a public interest survey about the potential passenger rail service extension. These studies were high-level and intended to support future planning efforts for potential Reno rail service extension, if deemed feasible. These planning efforts complement overall transit service planning efforts for the areas of Placer County (between Auburn, Colfax, and the Tahoe Basin) that are rural and currently have limited intracounty service. Further feasibility studies may be conducted along the corridor as funding allows.

# APPENDIX A: PUBLIC COMMENTS & RESPONSES

The tables provided in this appendix identify every comment received during the Unmet Transit Needs Assessment outreach and engagement period, which occurred from September 5, 2023, through October 31, 2023. The table's first column includes the comment received from the public. In most cases the comment is printed exactly as received, but in some cases the original comment has been summarized and/or paraphrased to save space, remove personal information, remove expletives, and/or correct grammar and spelling to accurately describe the potential need. The second column includes one of three findings: this is not an unmet transit need, this is an unmet transit need that is not reasonable to meet, or this is an unmet transit need that is reasonable to meet. The third column includes an explanation for how or why PCTPA and the SSTAC determined whether or not 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](http://pctpa.net/transit-planning). The fourth column lists the jurisdictions relevant to each comment's requested service or where the comment originated from based on the respondent's zip code provided.

The comments are further categorized by tables identified under following five categories:

1. Intracity comments pertaining to services within one incorporated city/town,
2. Intercity comments pertaining to services between incorporated cities/towns within Placer County,
3. Intracounty comments pertaining to services between incorporated and/or unincorporated areas within Placer County,
4. Interregional comments pertaining to services requests extending beyond Placer County into either neighboring counties or to regions outside of the greater Sacramento area, and
5. Miscellaneous comments pertaining to general statements about operations and/or other non-transit service-related issues that do not identify a specific transit need.

## INTRACITY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
1	Sun City Roseville bus stops to grocery stores and mall, 1 – 3 times per week, any time during the day, to buy food and other products at the mall (Roseville Galleria)	This is not an unmet transit need	Roseville Arrow (on-demand) currently provides general public transit service to Sun City Roseville, as well as Roseville Transit Route M. Roseville Arrow can be accessed through the GO South Placer mobile application. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Roseville
2	Near my home in Vintage Oaks (South Auburn) to Old Town Auburn	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Auburn Transit OnDemand and the Placer County Transit's (PCT's) On-Demand and the Route 30: Highway 49 fixed-route services currently provide general public transit coverage in Auburn region. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Auburn
3	Sun City Roseville to Kaiser on Riverside, 2-3 times a month, between 9am and 4pm, for doctor visits and especially vision appointments after eyes dilated. As I get older and realize my driving days are numbered, I can remain more independent if transit services are better. I feel safer with transit than Uber-like options	This is not an unmet transit need	Roseville Arrow (on-demand) currently provides general public transit service to Sun City Roseville, as well as Roseville Transit Route M. Roseville Arrow can be accessed through the GO South Placer mobile application. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Roseville
4	Sierra Gardens and Douglas Blvd. to Winco, at least weekly in the morning or varied. I am legally blind and can't drive. Uber costs too much. I am a senior on a fixed income. Friends are not always available to take me. Groceries cost less there. If they were "friendlier" I would use them.	This is not an unmet transit need	Roseville Arrow (on-demand) currently provides general public transit service to Sierra Gardens and the Douglas Blvd. corridor, as well as Roseville Transit Routes F, L M, which could provide connections to Winco on Fairway with connections to Route B or E (varying 30-minute to two-hour headways). Roseville Arrow can be accessed through the GO South Placer mobile application. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Roseville
5	Robie Drive and SaveMart, one time per week at 10am for grocery shopping.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Robie Drive and SaveMart are both served by the Auburn OnDemand general public transit service, which can be accessed through a mobile phone application. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Auburn
6	Sunset/Little Rock (in Rocklin) to Grocery Outlet (Lonetree), two times a week during the midday for groceries. Need better marketing, consistency in	This is not an unmet transit need	The Sunset/Little Rock neighborhood is currently served by Rocklin's general public On-Demand service provided by Placer County Transit (PCT). For more transit service information contact	Rocklin



Comment #	Comment	Finding	Explanation	Jurisdiction
	fares and transfer, more interest by local elected officials.		South Placer Transit Information at (916) 745-7560.	
7	Roseville resident home to physical therapy at Sunrise and Eureka, once a week at 8am, for physical therapy when I can't drive post surgery (my brother's current needs have never been met as every time he's tried to schedule Dial-a-Ride/GO South Placer was booked full).	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. The Roseville Arrow provides general public on-demand services within the City of Roseville, including the Sunrise and Eureka area. Operational concerns regarding scheduling a ride through the GO South Placer mobile application, including potential trip capacity issues, should be directed to South Placer Transit Information at (916) 745-7560.	Roseville
8	Roseville, often, for appointments.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. The Roseville Arrow provides general public on-demand services within the City of Roseville, as well as the City is served by several local and intercity/regional routes operated by both Roseville Transit and Placer County Transit (PCT). For more transit service information contact South Placer Transit Information at (916) 745-7560.	Roseville
9	Downtown Roseville ending on Foothills Blvd. and Roseville Pkwy., during commute hours daily, to get to work.	This is not an unmet transit need	From Downtown Roseville during general commute hours, Foothills Blvd. can be accessed via transfers between Routes D, B and R, and Roseville Pkwy can be accessed via Route B and transfer to Route S. The Roseville Arrow further provides general public on-demand services within the City of Roseville during commute hours daily and can be accessed through the GO South Placer mobile application. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Roseville
10	Home (or nearby) to downtown Lincoln, leaving at 8am and returning around 1pm twice a week. I am retired and volunteer in Lincoln.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides both fixed-route service, via Route 70: Lincoln Circulator, and the general public on-demand services provided by PCT within the City of Lincoln. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Lincoln
11	Near Monarch Grove and Vista Grande in the Sierra Vista housing track, west Roseville going towards grocery store also Kaiser hospital, weekly in the mornings for doctor appointments and groceries. I am not fully aware of what Roseville offers. I do know I've seen no buses in or near our housing track.	This is not an unmet transit need	The Monarch Grove/Vista Grande neighborhood is located within the City of Roseville. The Roseville Arrow provides general public on-demand services within the City of Roseville and can be accessed through the GO South Placer mobile phone application. To further schedule Roseville Arrow rides or for more transit service information	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
			contact South Placer Transit Information at (916) 745-7560.	
12	To Kaiser Lincoln from downtown Lincoln during the morning weekly for medical appointments.	This is not an unmet transit need	Placer County Transit's (PCT's) Route 20: Lincoln/Sierra College and the Route 70: Lincoln Circulator both provide fixed-route access between downtown Lincoln and to within a ½ mile of Kaiser Lincoln medical facilities. PCT also provides general public on-demand services through the Lincoln Dial-a-Ride service, which serves both downtown Lincoln and the Kaiser medical facilities. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Lincoln
13	Junction and Foothills Blvd. to Vernon Street and South Grant Street, between 6am and 5:30pm Monday to Friday for work four to five days a week.	This is not an unmet transit need	Roseville Transit's Route D provides an hourly fixed-route transit service connection between the neighborhood adjacent to Junction Blvd. and Foothills Blvd. and downtown Roseville between 6am and 5:30pm during weekdays. In addition, the Roseville Arrow currently provides general public on-demand services that would accommodate this trip. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Roseville
14	Sonora Park to Rocklin Commons shopping center, at 5pm one time per week, for running errands and business meetings.	This is not an unmet transit need	Although Placer County Transit (PCT) provides weekly fixed-route service via Route 20: Lincoln/Sierra College, along Sunset Blvd. between Park Dr. and the Rocklin Commons shopping center, the distance to access a fixed-route bus stop from Sonora Park to Sunset Blvd. is approximately a ¾ to one-mile walking distance from Sonora Park. However, PCT provides general public on-demand service through the Rocklin-Loomis Dial-a-Ride, between Sonora Park and the Rocklin Commons shopping center, which can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560.	Rocklin
15	Roseville Galleria to Roseville Civic Center, between 5pm-6pm, once per week on Saturday, to travel home from work. Would like to see expanded Saturday service and future expanded service to west Roseville.	This is not an unmet transit need	Roseville Transit's Route B provides a 30-minute fixed-route transit service connection between the Roseville Galleria and downtown Roseville between 5pm and 6pm during weekdays, and hourly service on Saturdays between 8am and approximately 5pm. In addition, the Roseville Arrow currently provides general public on-demand services that would accommodate this trip. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
16	95747 to Civic Center/Downtown Post Office, every two or three days to check the PO box for incoming and outgoing mail, during Post Office business hours, although the Post Office should also provide 24/7 access to the PO boxes. Arrow service remains a definite work in progress. Zero positive comments to say other than the concept is grand/fabulous, however the execution is horrific.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. The Roseville Arrow provides general public on-demand services within the City of Roseville, the Civic Center/Downtown areas. Operational concerns regarding scheduling a ride through the GO South Placer mobile application should be directed to South Placer Transit Information at (916) 745-7560.	Roseville
17	Rocklin High School to Sierra College, 4 days per week between 9:10am to 12pm (noon) for special education classes available at Sierra College. The lack of even 1 bus stop near the high school, continuation school and multiple retirement apartments at Stanford Ranch and Park, seems like a very surprising oversight! A route in this area seems like a great addition.	This is not an unmet transit need	Although Placer County Transit (PCT) provides weekly fixed-route service via Route 20: Lincoln/Sierra College, along Sunset Blvd. between Park Dr. or Stanford Ranch Rd. and the Sierra College Rocklin campus, the distance to access a fixed-route bus stop from Rocklin High School to Sunset Blvd. is over one-mile walking distance from the high school. However, PCT provides general public on-demand service through the Rocklin-Loomis Dial-a-Ride, between Rocklin High School and the Sierra College Rocklin campus, which can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560. This issue may also be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.	Rocklin
18	Main Street and Atkinson to Vernon Street in Roseville, CA, once a week at 7am for convenience and my participation of less carbon footprint. Promote public transit ridership.	This is not an unmet transit need	Roseville Transit's Route D provides an hourly fixed-route transit service connection between the neighborhood adjacent to Main St., and Atkinson St. to Vernon St. in downtown Roseville between 6am and 5:30pm during weekdays. In addition, the Roseville Arrow currently provides general public on-demand services that would accommodate this trip. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Roseville
19	This trip would start and end within west Roseville (Foothills/Junction – Blue Oaks/Fiddymnt), trip would be made at least twice a year, but likely be made at least once monthly during the mornings with the optional trips being at various parts of day for healthcare. My dentist in-network is located at the intersection provided, above, with a nearby care center for Sutter Health. Trips would be needed for check-ins and appointments. The	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. The Roseville Arrow provides general public on-demand services within the City of Roseville, in west Roseville near Foothills Blvd./Junction Blvd., near Blue Oaks Blvd./Fiddymnt Rd., and to the Sutter Health medical facilities, which can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560.	Roseville



Comment #	Comment	Finding	Explanation	Jurisdiction
	optional trips are for grocery shopping and other food options.			
20	Home to Sutter Hospital and the Galleria each week, between 8am to 5pm for doctor appointments and shopping	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. The Roseville Arrow provides general public on-demand services within the City of Roseville, the Civic Center/Downtown areas. Operational concerns regarding scheduling a ride through the GO South Placer mobile application should be directed to South Placer Transit Information at (916) 745-7560.	Roseville

## INTERCITY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
21	Sun City Lincoln Hills to Roseville Galleria and Sutter Hospital, weekly, during the midday, for shopping and medical appointments.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride that could connect with the Roseville Arrow or PCT's fixed Route 20: Lincoln/Sierra College to access the Roseville Galleria and/or other local Roseville fixed-routes to connect with the Sutter Hospital complex in Roseville. PCT and Roseville Arrow on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560.	Lincoln, Roseville
22	Roseville to Auburn business district, 4 to 5 times per month. To Auburn from Roseville, arriving by 5:30pm, from Auburn to Roseville leaving at 9pm, for attending fraternal organization meetings. I will resume riding Route 10 from Roseville to Light Rail when the regular schedule is restarted. I could drive to light rail parking lots at Watt-West and Roseville Road, but my car has been broken into 5 times while parked at those light rail stations. At present time I have to ride SacRT's Route 25 bus, which gets to Marconi-Arcade light rail station platforms 30 to 45 minutes after the former Route 10 schedule got to Watt/I-80 light rail station platforms.	This is not an unmet transit need	While a portion of this trip currently can be made using existing services provided by Placer County Transit's (PCT's) Route 10: Auburn to Watt/I-80 light rail fixed-route service, due to some temporary service reductions there are no service options going from Auburn to Roseville around 9pm. It is anticipated that PCT's temporary service reductions may end in late 2023, which could then accommodate the trip need. This is an operational matter that will continue to be monitored and addressed by PCT. For more information about existing PCT fixed-route services contact South Placer Transit Information at (916) 745-7560.	Roseville, Auburn
23	Intersection of Whitney Ranch Road and Wildcat Blvd. to Galleria Mall, daily during the morning and afternoon. There are no services to speak of in this area. I need to get	This is not an unmet transit need	PCT currently provides general public on-demand service through the Rocklin-Loomis Dial-a-Ride, between the Whitney Ranch Rd./Wildcat Blvd. intersection and the Roseville Galleria, which could	Rocklin, Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
	out to shop, appointments, and get groceries. There are many new houses being built in west Rocklin and we need bus service on Wildcat to the high school and to take into town.		accommodate this trip. PCT on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560.	
24	Lincoln and Loomis, once a week at 9am to visit friends	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride and Rocklin-Loomis Dial-a-Ride services that could accommodate this trip. For more information regarding these services download the the GO South Placer mobile application or contact South Placer Transit Information at (916) 745-7560.	Lincoln, Loomis
25	I live in a 55+ neighborhood, Lincoln Hills Sun City. It would be great to have public transit on-demand to allow me some independence. From my neighborhood block going to Roseville Kaiser Medical Hospital and the campuses for doctor appointments during the day about twice a month, as well as from my home to the Roseville Galleria Mall, Joanne's Fabrics, Michael's, Roseville Fountains about once a week during the day for shopping for personal needs, holidays, or other reasons.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride that could connect with the Roseville Arrow or PCT's fixed Route 20: Lincoln/Sierra College to access the Roseville Galleria and/or other local Roseville fixed-routes to connect with the Sutter Hospital complex in Roseville. PCT and Roseville Arrow on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560.	Lincoln, Roseville
26	Chianti Ct., Lincoln to medical buildings (Sutter) in Roseville, at least once per month any time between 9am to 3pm. Am a 90+ yrs. independent adult who frequently needs advice and medical care and medical offices. Please make routes, fees, etc. readily available on computers and mobile devices.	This is not an unmet transit need	Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride that could connect with the Roseville Arrow or PCT's fixed Route 20: Lincoln/Sierra College to access the Roseville Galleria and/or other local Roseville fixed-routes to connect with the Sutter Hospital complex in Roseville. PCT and Roseville Arrow on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560.	Lincoln, Roseville
27	Start at/near my house in Auburn and end at my work in Rocklin, arrive at work by 11am and return home at 5:30pm, 5 days a week. This is how I get to and from work every day. Right now, I take the Auburn On-Demand bus to the station, then transfer to light rail. However, I have work until 5:30pm and have to Uber home if I don't have a ride from my partner.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Auburn Transit provides general public on-demand service within the City of Auburn that can connect with Placer County Transit (PCT) fixed-route transit service at Auburn's Nevada Station. Transit trips between Auburn and Rocklin can be made from Nevada Station via PCT's Route 10: Auburn to Watt/I-80 Light Rail service, with the ability to further travel within Rocklin by	Auburn, Rocklin

Comment #	Comment	Finding	Explanation	Jurisdiction
			connecting with the Rocklin-Loomis Dial-a-Ride general public on-demand service operated by PCT at the Sierra College Rocklin campus. For more information about existing Auburn Transit and PCT fixed-route and on-demand services contact South Placer Transit Information at (916) 745-7560.	
28	Rocklin Quarry District to Civic Center, every day arriving at 7am and leaving at 5pm for work.	This is not an unmet transit need	Placer County Transit (PCT) provides a general public on-demand service via the Rocklin-Loomis Dial-a-Ride that begins operation during the weekdays at 6:30am and can transport riders from Rocklin's Quarry Park to the Roseville Galleria to transfer to Roseville Transit's fixed-route services (Routes A/B) and/or the Roseville Arrow on-demand service to complete a trip to the Civic Center. In the evening, fixed-route service provided by Roseville Transit's Route A travels between the Civic Center and Roseville Galleria at 5:10pm, arriving at the Roseville Galleria at 5:22pm where a transfer can be made to Placer County Transit's Route 20: Lincoln/Sierra College at 5:30pm to travel to the Quarry District from the Roseville Galleria. For more information about existing Roseville Transit and PCT fixed-route and on-demand services contact South Placer Transit Information at (916) 745-7560.	Rocklin, Roseville
29	Lincoln to Sutter Hospital in Roseville, anytime during the day approximately one time a week for doctor appointments. Also, from my home in Lincoln to the Galleria.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride that could connect with the Roseville Arrow or PCT's fixed Route 20: Lincoln/Sierra College service to access the Roseville Galleria and/or other local Roseville fixed-route transit service to connect with the Sutter Hospital complex in Roseville. PCT and Roseville Arrow on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560. For more transit information regarding PCT and Roseville Transit fixed-route transit services contact South Placer Transit Information.	Lincoln, Roseville
30	Colfax, Auburn, one time a week in the mid-morning and early afternoon for general errands.	This is an unmet transit need that is not reasonable to meet	Placer County Transit's (PCT's) Route 40 provides daily service from Colfax to Auburn at 8:20 a.m. and 4:35 p.m. The 2018 SRTP does recommend providing a mid-day Colfax/Alta service run one day per week. However, the service is not anticipated to achieve the necessary ridership to be feasibly sustained at this	Colfax, Auburn



Comment #	Comment	Finding	Explanation	Jurisdiction
			time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.	
31	Sun City Lincoln and Roseville Hospital or Galleria, once a week during the mornings, for convenience. Pick up services in Sun City Lincoln.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride that services the City of Lincoln and could connect with the Roseville Arrow and/or PCT's fixed Route 20: Lincoln/Sierra College to access the Roseville Galleria and/or other local Roseville fixed-routes to connect with the Sutter Hospital complex in Roseville. PCT and Roseville Arrow on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560. For more information about general PCT and Roseville Transit services contact South Placer Transit Information.	Lincoln, Roseville
32	Lincoln to anywhere in Roseville a couple times a week in the middle of the day, evenings on weekdays and weekends for doctors or entertainments. Roseville acts like it is not a part of Placer County. Why does Roseville get to reserve the right to act like they are not a part of Placer County?	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride that services the City of Lincoln and could connect with the Roseville Arrow and/or PCT's fixed Route 20: Lincoln/Sierra College to access the Roseville Galleria and/or other local Roseville fixed-routes to travel within the City of Roseville. PCT and Roseville Arrow on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560. For more information about general PCT and Roseville Transit services contact South Placer Transit Information.	Lincoln, Roseville
33	Lincoln to Roseville, several times a week during the day, evenings, and weekends to doctors for entertainment. Roseville doesn't act they are part of Placer County.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride that services the City of Lincoln and could connect with the Roseville Arrow and/or PCT's fixed Route 20: Lincoln/Sierra College to access the Roseville Galleria and/or other local Roseville fixed-routes to travel within the City of Roseville. PCT and Roseville Arrow on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560. For more information about general PCT	Lincoln, Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
			and Roseville Transit services contact South Placer Transit Information.	
34	Sunset Whitney Recreation Area to Galleria and the Fountains, twice per month during the mid-morning, for shopping and to reduce car usage.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides both general public on-demand service for Rocklin via the Rocklin-Loomis Dial-a-Ride, and fixed-route service along Pacific Street via Route 20: Lincoln/Sierra College, which could both provide connections from the Sunset Whitney Recreation Area in Rocklin to the Roseville Galleria during the mid-mornings. For more information about general PCT and Roseville Transit services contact South Placer Transit Information at (916) 745-7560.	Rocklin, Roseville
35	Saint Tropez Lane Lincoln to the Galleria in Roseville at 10am for shopping errands. Current schedule confusing.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides a general public on-demand service through the Lincoln Dial-a-Ride that services the City of Lincoln and could connect with the Roseville Arrow and/or PCT's fixed Route 20: Lincoln/Sierra College to access the Roseville Galleria at 10am during the weekdays, and/or other local Roseville fixed-routes to travel within the City of Roseville. PCT and Roseville Arrow on-demand services can be accessed through the GO South Placer mobile phone application or by scheduling a ride through South Placer Transit Information at (916) 745-7560. For more information about general PCT and Roseville Transit services contact South Placer Transit Information.	Lincoln, Roseville
36	Roseville to Lincoln, Twelve Bridges during the morning and afternoon for work.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides an hourly fixed-route weekday service between Twelve Bridges in Lincoln and the Roseville Galleria via Route 20: Lincoln/Sierra College, where a transfer to Roseville Transit's fixed-route and on-demand services can be made to travel within Roseville. For more information about general PCT and Roseville Transit services contact South Placer Transit Information at (916) 745-7560.	Lincoln, Roseville
37	Sierra College Rocklin Road to Sutter Roseville medical campus, once a week between 9am to 6pm. I have frequent healthcare appointments at this campus. Parking is very tight, so I would rather not bring my car. This trip is only several miles, yet it involves two separate agencies in order to book a ride through South Placer GO (GO South Placer). This	This is not an unmet transit need	While this trip does require a transfer, it can be completed using both the current Placer County Transit's (PCT's) general public on-demand transit service, Rocklin-Loomis Dial-a-Ride, and the Roseville Arrow general public on-demand transit services. In addition, PCT's fixed-route service, Route 10: Auburn to Watt/I-80 Light Rail provides hourly weekday transit service between	Rocklin, Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
	would be inconvenient and time consuming. I am able to walk but the route has a lot of steep hills, to and from. The Sierra College bus stop on Rocklin Road is convenient for me to walk to. Likewise, somewhere on the Sutter Roseville Campus would be convenient for catching the bus. I appreciate the attempt to reach the senior population with options to ride from home. This allows seniors who cannot walk far to use transit. The service also helps when carrying too many groceries or other that would make it hard to ride the bus. Though I do not necessarily need this now. I will likely in the near future.		Sierra College and the Roseville Galleria where a timed-transfer can be made to Roseville Transit's Routes A and B to connect with the Sutter Roseville medical campus. For more information about general PCT and Roseville Transit services, and to schedule a coordinated transfer between the PCT and Roseville Arrow on-demand transit services, contact South Placer Transit Information at (916) 745-7560.	

## INTRACOUNTY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
38	Auburn Elementary to Saddleback and Mikkelsen to Auburn Elementary, at 3:30pm and 8:20am during the weekdays for taking my son to and from school either to my house or his grandparents. Auburn bus route is limited access to Auburn, takes forever to loop around, ends early, and stops infrequently.	This is not an unmet transit need	Auburn Elementary School is located within the general public Auburn OnDemand transit service area, and can be accessed via the Auburn OnDemand service from Mikkelsen Rd. Parts of the Saddleback neighborhood fall within the Placer County Transit's (PCT's) Auburn/Hwy. 49 Dial-a-Ride service area, which provides general public on-demand transit services to the area and can provide service to Auburn Elementary School. For more transit service information contact South Placer Transit Information at (916) 745-7560.	Auburn, Placer County
39	Roundtrip between Roseville to Alta, once per month, between 10:00am and 4:00pm on Saturday or Sunday, to visit friends and family. Please consider 7 day a week service. The lack of Sunday services makes it impractical to use transit for a weekend trip within the region.	This is an unmet transit need that is not reasonable to meet	Placer County Transit's Short-Range Transit Plan does not recommend implementing weekend service for Route 40. The potential service is not anticipated to generate sufficient ridership to maintain its feasibility at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) /short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.	Roseville, Alta
40	Regional Drive or North National, Tahoe Vista, 2-4 times a month, between 7am and 5pm, for work. Would do this instead of driving. Bus stop is a long walk currently.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Currently the Brockway/Kings Beach/Tahoe Vista TART Connect general on-demand service operates between 8am and midnight daily during peak season (8am-10pm daily during non-peak season),	Tahoe, Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
			providing service to most areas within Tahoe Vista, including North National Avenue. TART Connect services can be accessed via a mobile phone application or by calling (530) 553-0653 for more information and to schedule a ride.	
41	Lincoln Center to Thunder Valley, once a week at night or during special events. Parking is a hassle, getting a Uber is difficult. I see the need for transit to shifting from local routines with large buses supplied by government to private, on-demand services like Uber. Better use of our tax dollars to supply discount to seniors and low income than have expense empty buses going on fixed routes.	This is an unmet transit need that is not reasonable to meet	While Placer County Transit's fixed-route service provides connections between Lincoln Center and Thunder Valley weekdays between 8am and 5pm, there is no evening or late	Lincoln, Placer County
42	Tahoe City to the post office, two times a week in the morning. Unreliable in snow and peak traffic times, buses should be smaller and more frequent.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Tahoe Truckee Area Regional Transit (TART) provides both local fixed-route service, via the Route ML during the week between 6am and 7:12pm, and the TART Connect general public on-demand service, in Tahoe City. For more information about TART's services contact (530) 550-1212.	Tahoe City, Placer County
43	From Granite Bay to Roseville, weekdays at 6:30am to go to work everyday, and on weekends to go shopping and go to church. Please provide public transportation from Granite Bay, and bring back service of the Dial-a-Ride from Granite Bay to the Galleria Mall.	This is an unmet transit need that is not reasonable to meet	Placer County Transit (PCT) provides general public on-demand transit service between Granite Bay and Roseville via the Granite Bay Dial-a-Ride, which operates during the weekdays between 9am and 11am and 2pm and 4pm. The PCT on-demand service does not currently operate on weekends as there is not sufficient ridership at this time to support the service. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.	Granite Bay, Roseville
44	Downtown Foresthill to an Auburn car rental plan, once a year during the daytime for if my vehicle breaks down and I can't get an appointment to fix it right away.	This is an unmet transit need that is not reasonable to meet	There are no public transit services 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 on a consistent basis at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible	Foresthill, Auburn, Placer County



Comment #	Comment	Finding	Explanation	Jurisdiction
			clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	
45	Rural Loomis to/from Sierra College, twice a week around noon for school transit. The northern bit, and southern half of the Town of Loomis is outside of any Dial-a-Ride services.	This is not an unmet transit need that is not reasonable to meet	This comment lacks sufficient information to determine a transit need. While Placer County Transit (PCT) provides both deviated fixed-route and general public transit services within and through the Town of Loomis, via the Taylor Rd. Shuttle and Deviation and Rocklin-Loomis Dial-a-Ride services, respectively, there are portions of Loomis and rural Placer County, adjacent to Loomis, that are not served by public transit. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. For more information regarding transit services currently provided in and around Loomis contact South Placer Transit Information at (916) 745-7560.	Loomis, Placer County, and Rocklin
46	Start in Foresthill and end in Roseville, at least 4 days a week between 7am and 7pm for places off the hill (Foresthill). We also need transportation for our local elementary and high schools up here in Foresthill.	This is an unmet transit need that is not reasonable to meet	There are no public transit services 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 on a consistent basis at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Foresthill, Roseville
47	Start at North Lake Blvd., Carnelian Bay and end at Carnelian Circle in Carnelian Bay, twice a month during the midday for work.	This is not an unmet transit need	Currently the West Shore/Tahoe City/Dollar Point/Carnelian Bay and Northstar/Brockway/Kings	Carnelian Bay (Placer County/Tahoe)

Comment #	Comment	Finding	Explanation	Jurisdiction
			Beach/Tahoe Vista TART Connect general on-demand services operate between 8am and midnight daily during peak season (8am-10pm daily during non-peak season), providing service to most areas within Carnelian Bay, including Carnelian Circle. TART Connect services can be accessed via a mobile phone application or by calling (530) 553-0653 for more information and to schedule a ride.	
48	Home to City of Roseville City Hall, Chamber of Commerce, Roseville Kaiser, or Placer County, between 8am and 7pm five times a month for medical and community appointments. Shuts down too early and makes too many stops.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Roseville Transit operates several fixed-route transit services and a general public on-demand service, Roseville Arrow, which provides service within the City of Roseville, with connections to Placer County Transit (PCT) fixed-route and on-demand services. For more transit service information regarding PCT and Roseville Transit contact South Placer Transit Information at (916) 745-7560.	Roseville, Placer County
49	Lincoln, five days a week for medical appointments. Would like to know all the bus or transportation routes to destinations like Lake Tahoe from Lincoln with return trip same day. We would like to travel by transit bus to different pleasure destinations for day trips.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides fixed-route and general public on-demand transit services within Lincoln with connections with the City of Roseville. For more information regarding PCT's transit services currently provided in and around Lincoln contact South Placer Transit Information at (916) 745-7560. The interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by Amtrak. The Short-Range Transit Plans do not recommend adding transit and/or train service between South Placer and Truckee at this time. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno.	Lincoln, Placer County, Tahoe
50	Weimar/Meadow Vista and downtown Roseville, three days a week between 8:30am and 6pm for work	This is an unmet transit need that is not reasonable to meet	Placer County Transit's (PCT's) Route 40 provides daily service from Colfax to Auburn at 8:20 a.m. and 4:35 p.m., with a service connection in Weimar and Meadow Vista. Connections from Auburn to Roseville can be made via PCT. The 2018 SRTP does recommend providing a mid-day Colfax/Alta	Weimar/Meadow Vista (Placer County) and Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
			service run one day per week. However, the service is not anticipated to achieve the necessary ridership to be feasibly sustained at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.	
51	Kings Beach to Tahoe City, 5 days a week between 1pm–10pm for work commute. I wish I could take TART on demand daily Kings Beach to Tahoe City.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Tahoe Truckee Area Regional Transit (TART) provides both local fixed-route service, via the Route ML during the week between 6am and 7:12pm, and the TART Connect general public on-demand service, connecting Tahoe City and Kings Beach. For more information about TART's service contact (530) 550-1212.	Tahoe, Placer County
52	Sheridan/Lincoln, once or twice a week in the morning, a local bus to and from Lincoln. Sometimes I ride by bike to Lincoln and I might be running late. It would be nice to know I could get a ride back home with the help of transit.	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. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Sheridan, Lincoln
53	Sheridan to Lincoln at least 2 or 3 times a week, early in the morning pick up and late in the evening return trip. No transportation from Sheridan to Lincoln. I need to get groceries, get errands done. I desperately need transportation into Sheridan to get into Lincoln. I am elderly, disabled and tired of hitch-hiking to get groceries. It is not safe and getting harder to do it. We should get them same services as others get in Placer County.	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. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders	Sheridan, Lincoln

Comment #	Comment	Finding	Explanation	Jurisdiction
			are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	
54	Sheridan to Roseville during the midday one time per month for doctor appointments. I don't use public transport because it is not convenient/available in my area. I would use it if it came 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, which could provide connections with Placer County Transit's (PCT)'s services to Roseville, there is not sufficient ridership at this time to support a service. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Sheridan, Roseville
55	Sheridan to Kaiser Permanente in Lincoln, or Lincoln library, or Roseville, to visit doctors, save on gas, I don't want to drive. Not sure of what time or how often I would need to take this trip. As I get older I worry that I will be trapped in my home when I'm unable to drive myself. There's no public transportation or affordable ways to get around without a car.	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. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Sheridan, Lincoln, Roseville
56	Ward Canyon (Courchevel Rd.), daily or sometimes more than once a day, varying from 8am to 8pm. To avoid needing a second car for various errands and appointments in Tahoe	This is an unmet transit need that is not	There currently are no public transit services provided in Ward Canyon. Additionally, the current Short-Range Transit Plans do not identify any proposed services to that area as	Tahoe, Placer County



Comment #	Comment	Finding	Explanation	Jurisdiction
	City or North Lake. I would desperately like to see the TART Connect service extended up into Ward Canyon, especially to the end of the road/bottom of the ski lift so other residents of the West Shore could also make use of it as a means to travel up the canyon, as well as down.	reasonable to meet	there is not sufficient ridership at this time to support a service.	
57	Public transit is needed in Sheridan, I see elderly hitchhiking, that is just sad! Also, my son would have some access to the world, without me having to take him where he needs to go.	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. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Sheridan
58	Alpine Meadows ideally further up than Deer Park to Tahoe City, between 7:20am and 5:15pm five times a week to commute to work. If I needed to go to the store after work I there are no buses running to allow this. My kids cannot get homemade sport by bus because they don't run late enough.	This is an unmet transit need that is not reasonable to meet	Mountaineer is a mobile phone application based, on-demand transit service available to residents and guests within the Olympic Valley and Alpine Meadows regions, and operates during the winter season, between December and April, with no services beyond the winter season period. This free service may be used to access other public transit services such as TART and TART Connect, which provides transit service connections to other locations within the North Tahoe and Truckee region. However, current Short-Range Transit Plans do not recommend any additional public transit services to this area as there is not sufficient ridership at this time to support a service.	Placer County, Tahoe
59	Tahoe Vista to Alpine Meadows – Squaw – Sunnyside – TFH – Incline Village, around 7am, 10am, 1pm, 4pm, 6pm, and 7:30pm, 2 to 5 times a week roundtrip for recreation, visiting friends, and work at the hospital. Amount of time necessary for a trip, time to switch at	This is not an unmet transit need	TART fixed-route bus service offers a Mainline (ML) route servicing Sunnyside and Incline Village. Connections to Alpine Meadows, Olympic Valley, and Tahoe Forest Hospital in Truckee can be made via the Hwy. 49 route. TART Connect also offers daily service within lakeside zones between 8am and	Placer County, Tahoe

Comment #	Comment	Finding	Explanation	Jurisdiction
	transit centers, not frequent enough, not convenient, better to take a car.		12am (midnight) during peak season, and 8am and 10pm in the non-peak season.	

## INTERREGIONAL COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
60	Davis to Lincoln, daily during the morning and evening, for work	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. There are existing transit services, with transfers available, that can provide connections between Placer County, downtown Sacramento, and Davis, with potential connections to the Capitol Corridor passenger rail service in Roseville, Sacramento, and Davis.	Lincoln, Davis (Yolo County)
61	Auburn to Truckee, monthly in the morning for leisure. Thank you for doing this survey.	This is not an unmet transit need	This interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by the Amtrak service operated between Roseville and Truckee (with varying supporting Placer County Transit bus connections between Auburn and Roseville), or daily rail service via the California Zephyr in Roseville. The Short-Range Transit Plans do not recommend adding transit and/or additional train service between South Placer and Truckee at this time. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, which could include additional connections to Truckee.	Auburn, Truckee
62	My wish list is to have Capital Corridor connection between Marysville, Lincoln, Roseville, and Sacramento	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Comments regarding interregional rail service can be provided to the Capitol Corridor Joint Powers Authority (CCJPA) for planning consideration.	Marysville, Lincoln, Roseville, and Sacramento
63	Olympic Valley or Truckee to Reno, once a month at varying times, for errands, airport, and appointments.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Tahoe Truckee Area Regional Transit (TART) fixed-route bus service provides, year-round, hourly service on Hwy. 89 between Olympic Valley and Truckee from 7am to 5pm.	Placer County, Tahoe, Truckee, and Reno
64	Roseville to Tahoe or Roseville to San Francisco, on weekends in the morning, for recreation.	This is not an unmet transit need	This interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by Amtrak. Short-Range Transit Plans do not currently recommend adding transit	Roseville, Tahoe, San Francisco

Comment #	Comment	Finding	Explanation	Jurisdiction
			and/or train service between South Placer and Tahoe at this time. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, with connections in the Tahoe area to local transit services.	
65	Roseville to Donner Pass, 4 to 5 times a year during the morning and late afternoon for recreation.	This is not an unmet transit need	This interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by Amtrak. Short-Range Transit Plans do not currently recommend adding transit and/or train service between South Placer and Tahoe at this time. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, with connections in the Tahoe area to local transit services.	Roseville, Placer County
66	Home to medical needs in Reno or South Lake Tahoe, 3 to 4 times per year during the mid-day, for medical tests/procedures not done in Truckee.	This is not an unmet transit need	This comment is outside PCTPA's jurisdiction. This comment will be shared with the Tahoe Regional Planning Agency (TRPA) for planning consideration.	South Lake Tahoe, and Reno
67	Lincoln or Roseville, California, ending near the Larkspur ferry terminal with a connection to the SMART train in San Rafael, daily during the early morning. I think many people could go to work this way cheaply. We must connect and make new rail lines asap.	This is not an unmet transit need	This interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by Amtrak and/or passenger rail services operated by the Capitol Corridor Joint Powers Authority (CCJPA) with required transferring connections to local and/or interregional public transit services provided in Placer County and the Bay Area regions.	Lincoln, Roseville, San Rafael (Bay Area)
68	Light rail from Rocklin to the Sacramento Amtrak Station for work commute, and light rail from Rocklin to Franchise Tax Offices on Butterfield Way to help my daughter get to her workplace, two or three times a week, before 9am and after 5pm.	This is not an unmet transit need	Placer County Transit (PCT) currently operates weekday fixed-route services, via Route 10: Auburn to Watt/I-80 Light Rail, from Rocklin at Sierra College to the Watt Avenue/I-80 Light Rail Station, which provides connections to Sacramento Regional Transit's light rail service that services downtown Sacramento and the Franchise Tax Offices on Butterfield Way, during the weekdays.	Rocklin, Sacramento, Rancho Cordova
69	Doolittle Drive in Roseville to end of Walerga Rd. in Antelope, CA, 3 times a month around 10am, for groceries. Please consider a bus route in Sabre City Estates for the disabled and the elderly who cannot make it to their doctor's appointments and get groceries.	This is an unmet transit need that is not reasonable to meet	This residential neighborhood is located within an unincorporated area of western Placer County that is not currently served by any public transit services and this request is for interregional transit services that connect into Sacramento County. While the current Short-Range Transit Plan for Placer County Transit does not identified this specific interregional service to be implemented as it is	Roseville, Antelope (Sacramento County)

Comment #	Comment	Finding	Explanation	Jurisdiction
			unknown at this time if there is sufficient ridership to warrant the services from this region into Sacramento County, transit service availability in the unincorporated western Placer County area will be examined further as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	
70	I live in a 55+ neighborhood, Lincoln Hills Sun City. It would be great to have public transit on-demand to allow me some independence. From my home to downtown Sacramento near my friend's and son's homes, twice per month to visit with my friend, son, and attend live theatre and Sacramento Kings games during the evenings. Also, to the Harris Center in Folsom once a month. Fairly dependent on husband for riders but he works during the day so I miss out on seeing family, friend, and live entertainment. Also rides to the airport at various times.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Connections between Lincoln and Sacramento can currently be made between Placer County Transit's (PCT's) fixed-route and general public on-demand services operating in Lincoln with downtown Sacramento via transfers at the Roseville Galleria and Watt/I-80 light rail station, which further provides connections with the Sacramento Regional Transit District's (SacRT) bus and light rail services connecting to the Sacramento region and Folsom. For more information about connecting transit services between Lincoln and the Watt/I-80 light rail station contact South Placer Transit Information at (916) 745-7560.	Lincoln, Sacramento, Folsom, and Sacramento County
71	Lincoln to Sacramento, once a month at 10am to visit and eat in Sacramento. Would like to see service to Sacramento from Lincoln or Roseville that is fast and safe.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Connections between Lincoln and Sacramento can currently be made between Placer County Transit's (PCT's) fixed-route and general public on-demand services operating in Lincoln with downtown Sacramento via transfers at the Roseville Galleria and Watt/I-80 light rail station, which further provides connections with the Sacramento Regional Transit District's (SacRT) bus and light rail services connecting to the Sacramento region. For more information about connecting transit services between Lincoln and the Watt/I-80 light rail station contact South Placer Transit Information at (916) 745-7560.	Lincoln, Roseville, and Sacramento
72	Rocklin, Roseville, either downtown Roseville or downtown Sacramento	This is not an unmet	This comment lacks sufficient information to determine a transit	Rocklin, Roseville,



Comment #	Comment	Finding	Explanation	Jurisdiction
	<p>in the region and Truckee at least twice a month for recreational purposes. Make it more convenient and better time than own car. Work with local companies to provide additional last mile to ski resort mountain bike park, etc. Make transportation a priority and fast and convenient. A real commitment rather than just aspirational talk. This is also to the region. We can't widen roads to solve traffic issues and then it takes away developable land and more roads costs more long term to maintain and replace.</p>	transit need	<p>need. Various local and commuter fixed-route transit services currently operated by both Roseville Transit and Placer County Transit provide connections either to downtown Sacramento directly or to the Watt/I-80 light rail station, which connects with Sacramento Regional Transit District's (SacRT's) bus and light rail services operated throughout the Sacramento region. The interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by Amtrak. The Short-Range Transit Plans do not recommend adding transit and/or train service between South Placer and Truckee at this time. However, PCTPA and the Caltrans Division of Mass Transit &amp; Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, which could include additional connections with Truckee.</p>	Sacramento, and Truckee
73	<p>North Auburn to Reno and/or Truckee, once per month at 7am, for recreation. Better and more readily available information on services. Nicer bus stops.</p>	This is not an unmet transit need	<p>The interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by Amtrak. The Short-Range Transit Plans do not recommend adding transit and/or train service between Auburn and Truckee at this time. However, PCTPA and the Caltrans Division of Mass Transit &amp; Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, which could include additional connections with Truckee.</p>	Placer County, Truckee, and Reno
74	<p>Truckee to Northstar on a snow day, for work. Service to my job is unreliable.</p>	This is not an unmet transit need	<p>This comment lacks sufficient information to determine a transit need. Tahoe Truckee Area Regional Transit (TART) provides hourly, fixed-route bus service on Hwy. 267 between Northstar and Truckee from 7am to 5pm, year-round. For more information about TART's fixed-route services contact (530) 550-1212.</p>	Truckee, Placer County
75	<p>Granite Bay and Sacramento, once a month during the midday to enjoy restaurants and museums and get easy connection with the airport.</p>	This is not an unmet transit need	<p>This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides general public on-demand transit service between Granite Bay and the Roseville Galleria via the Granite Bay Dial-a-Ride, which operates during the weekdays between 9am and 11am and 2pm and 4pm. Connections to Sacramento can be made via the Placer County's Route 10: Auburn to Watt/I-80 Light Rail fixed-route service connecting the Roseville Galleria to Sacramento Regional Transit District's (SacRT's)</p>	Granite Bay, Sacramento, and Sacramento County

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			bus and light rail services that provide transit services to the Sacramento region and Sacramento International Airport.	
76	Rocklin/Roseville to Truckee/Tahoe, 30 times per year during the morning and late afternoon for skiing and recreation. Weekend traffic on I-80 is horrible and bus service would be a great convenience all week.	This is not an unmet transit need	The interregional service request lacks specificity and could be accommodated with existing thruway bus services provided by Amtrak. The Short-Range Transit Plans do not recommend adding transit and/or train service between South Placer and Tahoe/Truckee at this time. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, which could include additional connections with Truckee and the Tahoe Basin's TART transit services.	Rocklin, Roseville, Truckee, and Tahoe (Placer County)
77	Daily from Truckee to Creekside Charter School, Olympic Valley at 7:30am and return from Creekside Charter School back to Truckee at 2:55pm. My two children go to Creekside Charter School and there are no bus options currently. A bus option from Truckee to Creekside would be life changing and it would be used by many families, reducing the number of cars on SR 89 daily.	This is not an unmet transit need	TART Connect currently provides general public on-demand transit services within Olympic Valley that can connect with other fixed-route and on-demand services provided by Tahoe Truckee Area Regional Transit (TART) and connect with Truckee via a transfer. TART Connect services can be accessed via a mobile phone application or by calling (530) 553-0653 for more information and to schedule a ride.	Truckee and Olympic Valley (Placer County)
78	Start in Rocklin Stanford Ranch area and end in East Sacramento – McKinley Park, weekly during the weekend in the mornings starting around 9am, to access weekend activities at the cultural center.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides hourly weekday and Saturday fixed-route transit services in the Stanford Ranch area, via transfer connections between Route 20: Lincoln/Sierra College and Route 10: Auburn to Watt/I-80 Light Rail, to the Sacramento Regional Transit District's (SacRT's) bus and light rail services accessible at the Watt/I-80 light rail station, to access East Sacramento's McKinley Park. For more information about weekday and Saturday PCT service connections to the SacRT Watt/I-80 light rail station, contact South Placer Transit Information at (916) 745-7560.	Rocklin, Sacramento
79	Sacramento to Los Angeles a few times a year at 8am. Would be more convenient than driving or cheaper than flying.	This is not an unmet transit need	This comment does not pertain to the Placer County region.	Sacramento, Los Angeles
80	Bayside church, downtown Folsom, 4 times a week at 8:30am. Better bike path connections.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Connections between Bayside Church via the Placer County Transit's (PCT's) Granite Bay Dial-a-Ride general public on-demand transit service could	Granite Bay, Folsom

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			provide connections to the Roseville Galleria, which affords potential connections, via the PCT Route 10: Auburn to Watt/I-80 Light Rail service, to Sacramento Regional Transit District's (SacRT's) bus and light rail services at the Watt/I-80 and Louis Orlando transfer stations, which could provide additional connections to Folsom. Bike path connections are not considered unmet transit needs.	
81	Lincoln to Sacramento airport, 4 times per year in the early mornings, to avoid traffic, save on parking fees, enjoy my coffee, and check email. I would enjoy taking the light rail from Lincoln to Roseville or Rocklin to shop.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Existing Placer County Transit (PCT) Route 10: Auburn to Watt/I-80-Light Rail, Roseville Transit commuter, and Capitol Corridor passenger rail to downtown Sacramento from Roseville services, with transfers to Sacramento Regional Transit District (SacRT) services, provide potential access to Sacramento International Airport in the morning. For more information about connecting transit services between Lincoln, Rocklin, Roseville, and the Watt/I-80 light rail station contact South Placer Transit Information at (916) 745-7560.	Lincoln, Sacramento County, Roseville, and Rocklin
82	Between Truckee and Olympic Valley, one time each way, every day, Monday - Thursday. 8am (PST) from Truckee to Olympic Valley and 3pm (PST) from Olympic Valley to Truckee. Creekside is a public charter school in Olympic Valley (at the base of Palisades ski resort), and has no school transportation. Right now, older kids ride TART in the afternoon, but they have to leave class 10 minutes early which is disruptive to the class and lost learning. Adjusting/having an increased schedule to allow those kids to go to after school at a normal pace would be vastly preferred. In addition, the morning bus option is not timed well to allow them to get to school at 8:20-8:25am, before an 8:30am start of school. Improving either of these options would result in higher ridership. Or providing some other mode of transit...whether free or paid. Realize it's a difficult problem, but a bus once per hour makes it very difficult to rely on (especially if the bus is late, or one missed it). More frequent bus options between Truckee and Olympic Valley also has the potential to capture a lot of ski traffic back and forth to the resort,	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) provides hourly, fixed-route bus service on Hwy. 89, between Olympic Valley and Truckee year-round, from 7am to 5pm.  Also, operational issues like minor schedule adjustments are not considered unmet transit needs.	Truckee, Olympic Valley (Placer County)

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	both during the week and weekends. If the bus went every 15 minutes for example, one wouldn't have to even look at the schedule and could rely on it.			
83	Start at the Unity/Cirby area (home) and end at UC Davis Health/Stockton Blvd., roundtrip 3 to 5 days per week to get to work with arrival around 7:30am and return home by 4:30pm. I need to commute to work. The current transportation option drops me off downtown/midtown Sacramento. But then I would need to walk and take light rail – which would add an addition 45 minutes to my commuter. I would love to take transit to work! I know there are some larger organizations that would like to partner with transit agencies to bring services closer to their work site, UC Davis Health included. They just partnered with SacRT to connect Elk Grove.	This is not an unmet transit need	Roseville Transit's Route R, with a transfer to Placer County Transit's (PCT's) Route 10: Auburn to Watt/I-80 Light Rail service at the Louis/Orlando station in Roseville, provides transit access from the Unity/Cirby residential neighborhood to the Sacramento Regional Transit District's bus and light rail services at the Watt/I-80 light rail station. From the Watt/I-80 light rail station access, via transfers at other SacRT services in downtown Sacramento, can be made to the UC Davis Health medical complex on Stockton Blvd. during the weekdays and Saturdays.	Roseville, Sacramento
84	Truckee Recreational Center to Creekside Charter School (in Olympic Valley) in the mornings (by 8:20am) and reverse in the afternoon (at 2:50pm), Mondays through Fridays, arriving at Creekside Charter School by 8:20am and leave at 2:50pm in the afternoon. There about 100 kids in school there commuting from Truckee and there is no public or school bus transportation that arrives close to the start of school hours. The bus that departs in the afternoons is before the end of the school day so kids have to leave school early to catch the bus, which results in lost learning time for students. I would love for the Creekside Charter School kids to be able to use TART bus or TART Connect to reduce the number of cars traveling to/from Truckee every day to school in Olympic Valley. The congestion and environmental impact is outstanding and I'd like to see a public transportation system that can provide a more sustainable solution to this situation.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) provides hourly, fixed-route bus service on Hwy. 89 between Olympic Valley and Truckee from 7am to 5pm, year-round.	Truckee, Olympic Valley (Placer County)
85	Start in Colfax and end in San Francisco, Sacramento, Auburn, Rocklin, and Roseville, 4 times a week, arriving by 6am or 7am. Unless you are a white-collar State employee, the transit system sucks. Tradesmen need to be on the job	This is an unmet transit need that is not reasonable to meet	There are no direct, public transit services provided between Colfax and Sacramento, or to the San Francisco Bay Area, which would arrive in the early morning based on the times noted. However, there are existing Placer County Transit (PCT) fixed-route	Colfax, Auburn, Rocklin, Roseville, Sacramento, and San Francisco



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	<p>site between 6-7am. Most businesses in San Francisco and Sacramento are 8am-5pm. There are not public solutions that can get you to San Francisco before 9am. Most flights for businesses leave SMF (Sacramento International Airport) between 5am and 9am. Public transportation is not an option. All public employees should be forced to use public transportation for at least one month or 30 consecutive days each year. Public transportation boards should also be forced to have to use public transportation for each board meeting. These two simple rules would engage enough people and stakeholders to effectively address system inefficiencies.</p>		<p>transit services currently provided between Colfax and Auburn, via Route 40: Alta/Colfax, and Auburn and Sacramento, via Route 10: Auburn to Watt/I-80 Light Rail, which affords a transfer to Sacramento Regional Transit District's (SacRT's) bus and light rail services that connect with either the Sacramento International Airport or the Capitol Corridor passenger rail service to the Bay Area provided from downtown Sacramento. There is currently not sufficient ridership demand to sustain a direct, early morning transit service from Colfax to Sacramento to access the airport or San Francisco Bay Area by 5am or 6am.</p>	
86	<p>Auburn to downtown Sacramento during the day between 8:30am and 12pm or 4pm, 1-2 times a month to take kids to the city for museums and fun.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient information to determine a transit need. Currently Placer County Transit's fixed-route service provides connections with the Watt/I-80</p>	<p>Auburn, Sacramento</p>
87	<p>Rocklin train station to downtown Sacramento, once to twice per month in the evenings. I would love to go to downtown Sacramento at night and get the train back to Rocklin late like they do in San Francisco and New York City. I am alone and don't want to pay for Lyft in evenings, so I never go to Sacramento for events.</p>	<p>This is not an unmet transit need</p>	<p>This is an interregional passenger service request that is not within PCTPA's jurisdiction to address. Comments regarding interregional rail service can be provided to the Capitol Corridor Joint Powers Authority (CCJPA) for planning consideration. While there currently is only one, daily roundtrip trip provided by the Capital Corridor Joint Powers Authority (CCJPA) between Rocklin and downtown Sacramento, there are no evening interregional passenger rail services provided between Rocklin and Sacramento. Required transfer connections between Placer County Transit's fixed-route and/or general public on-demand services and the Sacramento Regional Transit District's (SacRT's) bus and light rail services at the Roseville Galleria and Watt/I-80 light rail station may provide some opportunities for bus travel between Rocklin and Sacramento in the early evening.</p>	<p>Rocklin, Sacramento</p>
88	<p>Near my home in west Roseville to the downtown area of Sacramento, twice weekly at flexible times in the day for work commitments. Transfers would be no problem if they were coordinated to be somewhat efficient. I think for the location where I live it would be a convenient connection with transit. It's now about two miles to the nearest fixed bus route.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient information to determine a transit need. Transit connections to downtown Sacramento can currently be made from west Roseville via transfers on Roseville Transit's, Placer County Transit's (PCT's), and Sacramento Regional Transit District's (SacRT's) various services with transfers between services occurring at key locations</p>	<p>Roseville, Sacramento</p>

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			such as the Roseville Galleria and Watt/I-80 light rail station.	
89	Tahoe City to Reno, only 4 to 5 times a year early in the morning for transportation to the Reno Airport. While I am not the best candidate for public transit I can see how valuable it is to many people.	This is not an unmet transit need	This potential trip is outside of PCTPA's planning boundary. This comment will be forwarded to the Tahoe Regional Planning Agency (TRPA) and Washoe Regional Transportation Commission for further consideration.	Tahoe City (Placer County), Reno
90	Roseville to the Arena (Golden One), for games and concerts as needed	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Currently, Roseville Transit provides a Game Day Express service that operates roundtrip between downtown Roseville and the Golden One Arena in downtown Sacramento during home basketball games. There is not sufficient ridership demand data and/or a recommendation in the 2018 Roseville Short-Range Transit Plan to provide public transit services currently to downtown Sacramento from Roseville for concerts that vary by date and time in downtown Sacramento. Some existing transit services provided by both Placer County Transit (PCT) and Sacramento Regional Transit District (SacRT), requiring transfers between these services, could provide transit access between Roseville and downtown Sacramento currently during the weekday and on Saturdays.	Roseville, Sacramento
91	Roseville to Sacramento Convention Center, during the evenings (7pm) in theater season. As a senior, it is getting harder to drive at night but yet I feel very uncomfortable on public transit. I've only used public transit twice in Sacramento on their light rail. Both times I was bothered by other passengers. I don't feel safe as a single woman on public transit.	This is an unmet transit need that is not reasonable to meet	There is no direct, evening transit service provided between Roseville and the Sacramento Convention Center at or after 7pm. There is not sufficient ridership demand data and/or a recommendation in the 2018 Roseville Short-Range Transit Plan to currently provide public transit services directly to downtown Sacramento events at the theater and/or convention center in the evenings. Safety concerns regarding transit operations are provided to the transit operators for consideration and service planning efforts.	Roseville, Sacramento
92	Colfax to Grass Valley, around noon for shopping and doctor appointment. Please have more options.	This is not an unmet transit need	This is an interregional service that could potentially be accommodated by using PCT services from Colfax to Auburn, which connect with Nevada County Connects for service to Grass Valley and Nevada City. It is unknown what specific service is needed and/or how feasible and sustainable a direct service between Colfax, Grass Valley, and Nevada City would be based on unknown ridership/demand for the interregional service. This issue may be re-examined as part of the comprehensive operational analysis	Colfax, Grass Valley

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			(COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.	
93	Lincoln to Rancho Cordova or downtown Sacramento, daily depending on how long the trip would take or at 6:30am for work. Wish there was a more direct route from US 50 to I-80 from Rocklin to Rancho Cordova, no real direct route.	This is not an unmet transit need	Placer County Transit's (PCT's) current fixed-route transit services connect Lincoln to the Watt/I-80 light rail station during the weekdays, via the Route 20: Lincoln/Sierra College service with a transfer connection to the PCT Route 10: Auburn to Watt/I-80 Light Rail service at the Roseville Galleria, which connects to the Sacramento Regional Transit District's (SacRT's) bus and light rail services at the Watt/I-80 light rail station. This multi-transfer connection provides transit services between Lincoln and downtown Sacramento during the weekday, and further provides access to SacRT bus and light rail services that connect downtown Sacramento to Rancho Cordova.	Lincoln, Rocklin, Sacramento, and Rancho Cordova
94	Colfax to Grass Valley/Nevada City or to Truckee, 5 days a week in the morning and evening for work.	This is not an unmet transit need	This is an interregional service that could potentially be accommodated by using PCT services from Colfax to Auburn, which connect with Nevada County Connects for service to Grass Valley and Nevada City. Service from Colfax to Truckee is also currently provided via limited Amtrak thruway bus services. It is unknown what specific service is needed and/or how feasible and sustainable a direct service between Colfax, Grass Valley, Nevada City, and Truckee would be based on unknown ridership/demand for the interregional service. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.	Colfax, Grass Valley, Nevada City, and Truckee
95	Sun City Lincoln to/from downtown Sacramento and a bus to Roseville train station to access downtown Sacramento at least once a week, at 6pm for evening events and 11pm for return, use depending on cost to take advantage of theater and show/sports events.	This is an unmet transit need that is not reasonable to meet	There currently are no evening public transit services that directly connect Sun City Lincoln to downtown Sacramento, or services after 6pm connecting Lincoln with Roseville. Placer County Transit's 2018 Short-Range Transit Plan does not specifically recommend providing regular public transit service to downtown Sacramento's theater and/or Golden One Center in the evenings for events that vary by date and time.	Lincoln, Roseville, and Sacramento
96	Colfax to Bell Road on weekdays around noon and early evenings for medical facilities, and Colfax to Nevada City on weekends for education and entertainment	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit's (PCT's) Route 40 provides daily service from Colfax to Auburn's Nevada Station at	Colfax, Placer County, Grass Valley, and Nevada City

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	events. Commuter between Colfax and Grass Valley or Nevada City medical centers?		8:20 a.m. and 4:35 p.m., with a return from Auburn at 3:15pm to Colfax. Connections to parts of Bell Road can be made with either Auburn Transit's OnDemand service, or Placer County Transit's fixed-route or on-demand services provided along the Highway 49 corridor. At the Auburn Nevada Station, a transfer to the Nevada County Connects transit service can be made to connect to medical centers in Grass Valley and Nevada City. The 2018 SRTP does recommend providing a mid-day Colfax/Alta service run one day per week. However, the service is not anticipated to achieve the necessary ridership to be feasibly sustained at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.	
97	From Sheridan to Lincoln, Auburn, and Sacramento, weekly in the morning, afternoon, and evening for life. I would like to see some sort of transit in our area. We have nothing and there are more than a few that could benefit from having transit.	This is an unmet transit need that is not reasonable to meet	There is currently no transit service to Sheridan with connections to Lincoln, Auburn, or Sacramento. While the Short-Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Sheridan, Placer County, Lincoln, Auburn, and Sacramento
98	Lincoln to San Francisco, monthly in the morning. An easy way to get to San Francisco.	This is not an unmet transit need	This interregional service request lacks specificity to determine a transit need. Short-Range Transit Plans do not currently recommend adding transit and/or train service directly between Lincoln and San Francisco at this time. Possible transit service is available to complete this trip during the day, with multiple connections, between Placer County Transit's fixed-route services, Sacramento Regional Transit District's bus and/or light rail services, and the Capitol Corridor passenger rail services at various transfer locations at the Roseville Galleria, Watt/I-80 light rail station, and downtown Sacramento.	Lincoln, San Francisco



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99	From Truckee or North Tahoe to Palisades at least once or twice a weekend at the start of the day (8am) to get to ski slopes		Tahoe Truckee Area Regional Transit (TART) provides hourly, fixed-route bus service on Hwy. 89 between Olympic Valley and Truckee from 7am to 5pm, year-round.	Truckee, Tahoe, Placer County
100	Most of my trips would begin in Dry Creek area of Placer County. These trips would generally end in Sacramento County, in places like Carmichael, downtown Sacramento, Rancho Cordova or as far as Elk Grove, and would be made daily, often times multiple times a day during the morning from 7am through 10am and in the afternoon from 2pm to 6pm. I would need to make this trip for any number of reasons: education in Rocklin, work in Sacramento, or leisure in Carmichael or Auburn. These are all trips that are either impossible (no scheduled bus service in Dry Creek Area despite rapid development) or extremely unfeasible due to the number of transfers necessary and/or inconvenient hours of operation. More importantly, these are trips that I would not need a car to complete. The only reason why I must use a car on these trips, is because there is literally no other feasible alternative. I am sick of it. I hate it. The county has allowed extensive development in this area knowing full well the traffic patterns that may result, and yet there is no meaningful public transit connection from this community to the greater Sacramento area.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) currently provides the Auburn/Hwy 49 Dial-a-Ride general public on-demand service, which connects the Dry Creek area in North Auburn with Auburn's Nevada Station. From Nevada Station, a transfer made to PCT's Route 10: Auburn to Watt/I-80 Light Rail can be made to travel between Auburn and Sacramento County. At the Watt/I/80 light rail station, connection to various locations within Sacramento, including downtown Sacramento, Rancho Cordova, and Elk Grove can be made via Sacramento Regional Transit District's (SacRT's) bus and light rail transit services.	North Auburn (Placer County), Sacramento, and various cities and unincorporated areas within Sacramento County
101	Colfax to Sacramento once per month, arriving in Sacramento by 7:30am and departing Sacramento in the afternoon or early evening for work meetings.	This is an unmet transit need that is not reasonable to meet	There are no direct, public transit services provided between Colfax and Sacramento, which would arrive by 7:30am. However, there are existing Placer County Transit (PCT) fixed-route transit services currently provided between Colfax and Auburn, via Route 40: Alta/Colfax, and Auburn and Sacramento, via Route 10: Auburn to Watt/I-80 Light Rail, which affords a transfer to Sacramento Regional Transit District's (SacRT's) bus and light rail services that connect with downtown Sacramento. There is currently not sufficient ridership demand to sustain a direct, early morning transit service from Colfax to Sacramento.	Colfax, Sacramento
102	At light rail station in Rocklin or Roseville going to downtown Sacramento or the airport, between 7am and 8am, 4 days a week for	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. This comment lacks sufficient information to determine a transit	Rocklin, Roseville, Sacramento, and

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	work and travel. Extend light rail to Roseville/Rocklin. Adding light rail would be like adding four freeway lanes during commute.		need. Current fixed-route and general public on-demand services provided by Placer County Transit (PCT), with transfers, connect Rocklin and Roseville to SacRT's bus and light rail services at the Watt/I-80 light rail station, which provides further connections to downtown Sacramento and the Sacramento International Airport.	Sacramento County
103	Rocklin to San Francisco, infrequently for pleasure only, during the morning and evenings.	This is not an unmet transit need	This interregional service request lacks specificity to determine a transit need. Short-Range Transit Plans do not currently recommend adding transit and/or train service directly between Rocklin and San Francisco at this time. Possible transit service is available to complete this trip during the day, via the Capitol Corridor's daily morning/evening roundtrip provided to/from the Rocklin train station. Travel from Rocklin to San Francisco is also available throughout the day with multiple connections, between Placer County Transit's fixed-route services, Sacramento Regional Transit District's bus and/or light rail services, and the Capitol Corridor daily passenger rail services at various transfer locations at the Roseville Galleria, Watt/I-80 light rail station, and downtown Sacramento.	Rocklin, San Francisco
104	Rocklin to San Francisco, during the morning and evenings, once a month to see friends and family.	This is not an unmet transit need	This interregional service request lacks specificity to determine a transit need. Short-Range Transit Plans do not currently recommend adding transit and/or train service directly between Rocklin and San Francisco at this time. Possible transit service is available to complete this trip during the day, via the Capitol Corridor's daily morning/evening roundtrip provided to/from the Rocklin train station. Travel from Rocklin to San Francisco is also available throughout the day with multiple connections, between Placer County Transit's fixed-route services, Sacramento Regional Transit District's bus and/or light rail services, and the Capitol Corridor daily passenger rail services at various transfer locations at the Roseville Galleria, Watt/I-80 light rail station, and downtown Sacramento.	Rocklin, San Francisco
105	Three blocks from my house to SMUD HQ where I work, 7am most days to get to work, any time I have to go into the office, which can be anywhere from 0-4 times a week.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Sacramento

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106	Rocklin to South Sacramento, between 8am and 7pm, three times per week.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides hourly weekday and Saturday fixed-route transit services in the Stanford Ranch area, via transfer connections between Route 20: Lincoln/Sierra College and Route 10: Auburn to Watt/I-80 Light Rail, to the Sacramento Regional Transit District's (SacRT's) bus and light rail services accessible at the Watt/I-80 light rail station, to access South Sacramento. For more information about weekday and Saturday PCT service connections to the SacRT Watt/I-80 light rail station, contact South Placer Transit Information at (916) 745-7560.	Rocklin, Sacramento
107	Close to my house and go to the mall or link up nearby cities as Roseville or Folsom, maybe once or twice every few months at varying times for shipping and/or entertainment. It's not convenient. I would like to take the bus home when my car has work done, or to go to a matinee, or shipping but it doesn't pick up anywhere near my house.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Various current transit services operated by Placer County Transit (PCT), Roseville Transit, and/or the Sacramento Regional Transit District (SacRT) may be able to accommodate this trip. For more information regarding Roseville Transit and PCT services, with connections to SacRT's services, contact South Placer Transit Information at (916) 745-7560.	Roseville, Folsom
108	Downtown to the ski resorts, early in the morning and late afternoon on weekends for recreation, don't want to deal with traffic.	This is not an unmet transit need	This interregional service request lacks sufficient information to determine a transit need. However, PCTPA and the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, which could accommodate transit services to the ski resorts with connections to local transit services provided by Tahoe Truckee Area Regional Transit (TART).	Sacramento, Tahoe, Placer County
109	Auburn to SMF (Sacramento International Airport), four times a year.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) currently provides the Route 10: Auburn to Watt/I-80 Light Rail station fixed-route transit services that connects Auburn to the Sacramento Regional Transit District's (SacRT's) bus and light rail services at the Watt/I-80 light rail station weekdays, which provides further connections to downtown Sacramento and the Sacramento International Airport.	Auburn, Sacramento County
110	Sutter medical facilities in Roseville, Folsom, Sacramento from Rocklin, at varying times at least monthly for doctor appointments, based on a doctor's availability for appointment due to several health issues. It is	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit, Roseville Transit, and Sacramento Regional Transit District (SacRT) all provide transit services, with transfers	Roseville, Folsom, Sacramento, and Rocklin

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	really necessary for transit companies to be able to cross city boundaries.		available, that can provide connections between Roseville, Folsom, and Sacramento from Rocklin to medical facilities in those respective regions. For more information regarding Roseville Transit and PCT services, with connections to SacRT's services, contact South Placer Transit Information at (916) 745-7560.	
111	Starts at Sunsplash Roseville and ends at corner of Richards Blvd. and N 7 <sup>th</sup> Street (Sacramento), twice a week between 5:30am and 4pm. My work is moving buildings in the spring of next year (2024).	This is not an unmet transit need	Currently, Roseville Transit provides Commuter service, via Commuter Route 2, at 6am from the Sunsplash Roseville transfer location (Taylor & I-80 Park & Ride) to downtown Sacramento (9 <sup>th</sup> and I Street) by approximately 6:27am. A transfer can be made to the Sacramento Regional Transit District's (SacRT's) Green Line light rail station for service to Richards Blvd. and N 7 <sup>th</sup> Street. The same trip can be made in reverse from Richards Blvd. via the Green Line light rail service to downtown to catch the Roseville Transit's PM Commuter services back to the Taylor Rd. & I-80 Park & Ride in Roseville.	Roseville, Sacramento
112	Rocklin to Sacramento Airport (SMF), at least 3 times a year, between 2am-6am, for business and leisure. I know that Rocklin only has a daytime local bus route.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Current fixed-route and general public on-demand services provided by Placer County Transit (PCT), with transfers, connect Rocklin to SacRT's bus and light rail services at the Watt/I-80 light rail station, which provides further connections to downtown Sacramento and the Sacramento International Airport.	Rocklin, Sacramento County
113	Lincoln end Rocklin, Roseville and Sacramento, 2 or 3 times a month from 7am to 3pm for appointments and store.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Current transit services provided by Placer County Transit (PCT) connect Lincoln with Rocklin and Roseville via Route 20: Lincoln/Sierra College fixed-route service or Lincoln and Rocklin/Loomis on-demand services. Connections to Sacramento are available through PCT's Route 10: Auburn to Watt/I-80 Light Rail fixed-route transit service between the Roseville Galleria and Sacramento Regional Transit District's (SacRT's) bus and light rail services connecting at the Watt/I-80 light rail station. For more information regarding PCT's transit services, with connections to SacRT's services, contact South Placer Transit Information at (916) 745-7560.	Lincoln, Rocklin, Roseville, and Sacramento
114	Rocklin to Sacramento, once or twice in the morning, for grocery shipping and going to doctor	This is not an unmet	This comment lacks sufficient information to determine a transit need. Current transit services provided	Rocklin, Sacramento



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	appointments. There isn't a place to sit while waiting for the bus to arrive.	transit need	by Placer County Transit (PCT) connect Rocklin and Sacramento via Route 20: Lincoln/Sierra College and/or the Route 10: Auburn to Watt/I-80 Light Rail fixed-route transit services. These provide connections, with transfers required at the Roseville Galleria and/or the Watt/I-80 light rail station, to Sacramento Regional Transit District's (SacRT's) bus and light rail services connecting at the Watt/I-80 light rail station. For more information regarding PCT's transit services, with connections to SacRT's services, contact South Placer Transit Information at (916) 745-7560.	
115	The route exists but the time is not available. Rocklin to Oakland, departing Rocklin at 6am-ish. This route existed during COVID-19, but is no longer available. Twice a week, there were others that also liked this time slot. Commuter to work. Currently there is a 5:15am from Roseville or a 6:50am-ish from Rocklin and I would like to have one in between. Also it would be great to have more return options. Also the bus transfers are not as desirable as the train trip. Train travel is great!	This is not an unmet transit need	This is an interregional passenger service request that is not within PCTPA's jurisdiction to address. Comments regarding interregional rail service can be provided to the Capitol Corridor Joint Powers Authority (CCJPA) for planning consideration.	Rocklin, Bay Area
116	Roseville to Yuba City, once a week on Friday early in the morning (7am). My morning class begins at 9am and sometimes it is difficult to find an Uber, Lyft, taxi, or bus that go to Lincoln, much less Yuba City.	This is an unmet transit need that is not reasonable to meet	There currently are no direct transit services provided between Roseville and Yuba City. While current ridership demand for services operated between Placer County to Marysville and/or Yuba City is not presently anticipated to be sustainable by Placer County Transit, as a result of its recently adopted comprehensive service and short-range transit plan, Yuba-Sutter Transit anticipates implementing one, weekday roundtrip, fixed-route commuter transit service between Marysville and Roseville, daily, starting in 2024. The trip will start in Marysville and travel to Roseville in the morning, with a return service from Roseville to Marysville in the afternoon. This service will be used to evaluate potential ridership demand to determine potential service sustainability and/or future expansion. PCTPA will continue to evaluate this service in coordination with Yuba-Sutter and consider expanding the service opportunities between Yuba/Sutter counties and Placer County should ridership demand warrant it.	Roseville, Yuba City
117	Yuba City y Lincoln (Yuba City to Lincoln), como dos veces a la semana (like twice a week), como	This is an unmet transit	There currently are no direct transit services provided between Roseville and Yuba City. While current ridership	Yuba City, Lincoln

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	<p>una hora y media (like an hour and a half, porque voy a clases de hisunteria (because I am taking classes to be a jeweler). Si me gustaria q pasaran mas autobuses o com mas frecuencia (I'd like for buses to pass more frequently).</p>	<p>need that is not reasonable to meet</p>	<p>demand for services operated between Placer County to Marysville and/or Yuba City is not presently anticipated to be sustainable by Placer County Transit, as a result of its recently adopted comprehensive service and short-range transit plan, Yuba-Sutter Transit anticipates implementing one, weekday roundtrip, fixed-route commuter transit service between Marysville and Roseville, daily, starting in 2024. The trip will start in Marysville and travel to Roseville in the morning, with a return service from Roseville to Marysville in the afternoon. This service will be used to evaluate potential ridership demand to determine potential service sustainability and/or future expansion. PCTPA will continue to evaluate this service in coordination with Yuba-Sutter and consider expanding the service opportunities between Yuba/Sutter counties and Placer County should ridership demand warrant it.</p>	
<p>118</p>	<p>West Placer to the airport, 4 times a day at 7am</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient information to determine a transit need. Connections between Lincoln, Roseville, and Rocklin can currently be made by Placer County Transit's (PCT's) and Roseville Transit's fixed-route and on-demand services connecting at the Roseville Galleria. Further connections to downtown Sacramento can be made via transfers to the PCT Route 10: Auburn to Watt/I-80 hourly service that connects the Roseville Galleria with the Watt/I-80 light rail station, which further provides connections with the Sacramento Regional Transit District's (SacRT) bus and light rail services connecting to the Sacramento region and Sacramento International Airport. For more information about connecting transit services between Lincoln, Rocklin, Roseville, and the Watt/I-80 light rail station contact South Placer Transit Information at (916) 745-7560.</p>	<p>Placer County, Sacramento County</p>
<p>119</p>	<p>Comments submitted by Mr. Barnbaum: Route PCT-10: This route takes riders from the Watt/I-80 light rail station to the Auburn/Conheim Amtrak Station in Auburn, with limited stops at the Louis/Orlando Transfer Point, Westfield Galleria at Roseville, and Sierra College in Rocklin. To resolve unmet transit needs, it is being proposed here to provide 30-minute weekday peak period frequencies from 5am to</p>	<p>This is an unmet transit need that is not reasonable to meet</p>	<p>Frequency adjustments to Placer County Transit's (PCT's) current Route 10: Auburn to Watt/I-80 Light Rail fixed-route transit service are an operational matter and not considered an unmet transit need. In addition, the temporarily reduced transit service hours and frequency, currently being operated by PCT for Route 10, are anticipated to resume back to Route 10's original operating weekday</p>	<p>Auburn, Roseville, and Sacramento</p>

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	<p>9am and 3pm to 7pm, while maintaining existing hourly frequency throughout the remaining service hours, while expanding hourly frequency from 7pm to 11pm from the Watt/I-80 light rail station. Weekend/Holiday service hours on an hourly frequency is also being proposed here to match the operating hours of light rail to improve weekend/holiday connections into Downtown Sacramento and South Sacramento. Coordination between bus route and light rail would be essential so that bus passengers transferring to the last existing light rail trip at Watt/I-80 would be able to make their bus-to-rail connections. As of Fall 2023, the last trip from Watt/I-80 to Cosumnes River College departs at 2248 (10:48pm) six days a week, and 2048 (8:48pm) on Sundays/Holidays. A separate unmet transit need listed in this report discusses how to resolve unmet transit needs for light rail frequency and span of service hours on weekends and holidays, and how to equalize them to eliminating any future passenger confusion. Of more immediate importance for this route in particular is to immediately restore pre-pandemic weekday early morning and late evening span of service hours. This route is currently not reliable for folks needing to use for work and/or school purposes based solely based on operating on an emergency Saturday only schedule on all existing operating days.</p>		<p>service hours and frequency by the end of 2023.</p> <p>Regarding the later evening service to 11pm and weekend service hour adjustments to PCT's Route 10, current ridership estimates do not warrant a sustainable fixed-route service in the evening between Auburn and Sacramento. However, this issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025.</p>	
120	<p>Comments submitted by Mr. Barnbaum: Route 9: New route, either operated by Sacramento Regional Transit District and/or Placer County Transit, or both, would operate every hour from the Hazel Light Rail Station in Sacramento County to Sierra College main campus in the Placer County City of Rocklin. From the Hazel Station cutaway bus yard, route would operate via Aerojet Road, Folsom Boulevard, Hazel Avenue/Sierra College Boulevard, and Rocklin Road to the existing Sierra College Transit Center. Connections to Placer County Transit Route 10 and Route 20, along with Roseville Transit Route E can be made at the</p>	<p>This is not an unmet transit need</p>	<p>This is a request for a new interregional service that would have to be operated across multiple operators' existing jurisdictional boundaries. Current fixed-route services operated by Placer County Transit (PCT) and Sacramento Regional Transit District (SacRT), through various required transferring connections, can provide service connections between Rocklin and the Hazel light rail station, via SacRT's bus and light rail services operated from the Louis/Orlando transfer station and Watt/I-80 light rail station. While this proposed service would provide a better, direct service between Placer County and the Hazel light rail station, existing public transit services currently allow for travel on</p>	<p>Rocklin, Sacramento County</p>

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	Sierra College Transit Center. This potential route could operate under an operating partnership between Sacramento Regional Transit District and Placer County Transit, similar to how the already existing Route 138 "Causeway Connection" does today, in which service operates every hour, but trips alternate as to the transit agency responsible for specific trips in both directions of travel.		various interconnected transit services operated with Placer and Sacramento counties.  Additionally, long-range service planning has been conducted for this corridor, but has not yielded a potential, productive service solution given existing low levels of transit service along Hazel Avenue in Sacramento County.	
121	South Lake Tahoe to Palisades and Northstar, during the winter, 2-3 times per week to ski.	This is an unmet transit need that is not reasonable to meet	This is a request for a new interregional service that would have to be operated across multiple operators' existing jurisdictional boundaries, including outside of PCTPA's jurisdiction planning area. Tahoe Truckee Area Regional Transit (TART) currently provides both fixed-route and on-demand general public transit services to the Palisades and Northstar areas from the north shore of the Tahoe Basin. However, no public transit connections currently exist between Tahoe's north and south shores. Connections between the north shore and south shores of Lake Tahoe are within the Tahoe Regional Planning Agency's (TRPA's) jurisdictional planning authority. This comment will be provided to TRPA for planning considerations. PCTPA will further continue coordinating with TRPA and local regional transit partners and agencies to support interregional transit service connectivity between Placer County and the entire Tahoe basin.	South Lake Tahoe, Placer County
122	Truckee to Palisades, early in the morning, 8am, and back home from work later in the evening with a 5:30pm/6pm return, daily, to get to work.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) provides hourly, fixed-route bus service on Hwy. 89 between Olympic Valley and Truckee from 7am to 5pm, year-round.	Truckee, Placer County
123	Tahoe Donner or Truckee to Palisades, between 8-10am and return in the evening between 5-8pm twice per week, for work. I don't even bother. I don't know where it goes, when it goes, and it always takes too long or is inconsistent.	This is not an unmet transit need	TART Connect can be used between Tahoe Donner and downtown Truckee, where riders can connect to TART fixed-route bus services that provide hourly service along the Hwy. 89 corridor between Olympic Valley and Truckee from 7am to 5pm, year-round. TART Connect services can be accessed via a mobile phone application or by calling (530) 553-0653 for more information and to schedule a ride.	Truckee, Tahoe, Placer County
124	Truckee to Tahoe City, twice per week for work.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) provides hourly, fixed-route bus service on Hwy. 89 between Olympic Valley and Truckee from 7am to 5pm, year-round.	Truckee, Tahoe, and Placer County

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125	From October 5 <sup>th</sup> Truckee North Tahoe Transportation Management Agency meeting (summarized comments): Need ADA transportation from North Shore Kings Beach and Tahoe City to hospital in Truckee. Most doctor appointments are in Truckee, even though urgent care exists in Incline and Tahoe City. Dispatch planning is difficult. Lives in Tahoe Vista, getting to the Route 267 service is difficult, as I have to go to Kings Beach then Truckee and then take another bus. TART Connect is great in the local area, connections good with Tahoe City and Kings Beach. Not comfortable riding in passenger van for TART Connect. No longer can drive, difficult to walk to bus stop.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) currently provides both fixed-route and on-demand services, including American with Disabilities Act (ADA) paratransit services, between Truckee and the north shore of the Tahoe basin, including Tahoe City, Tahoe Vista, and Kings Beach, daily. For more information about TART's service contact (530) 550-1212.	Truckee, Placer County, and Tahoe
126	From October 5 <sup>th</sup> Truckee North Tahoe Transportation Management Agency meeting (summarized comments): lives in Tahoe Vista. Truckee is the primary medical center. Wants to see something similar to Truckee Dial a Ride that will take passengers from the Tahoe Basin to the Truckee medical center for appointments. Long commutes to get to doctor appointments. Transit should partner with Sierra Senior Services in Truckee. Wants a service that is not on a schedule, but at a specific time for a specific need.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) currently provides both fixed-route and on-demand services, including American with Disabilities Act (ADA) paratransit services, between Truckee and the north shore of the Tahoe basin, including within the Town of Truckee and Tahoe Vista, daily. For more information about TART's service contact (530) 550-1212.	Truckee, Placer County, and Tahoe
127	From October 5 <sup>th</sup> Truckee North Tahoe Transportation Management Agency meeting (summarized comments): most frequent need is middle of day, which there is a 2-3 hour lunch break with no buses for TART Mainline during that time. A lot of passengers live in Kings Beach or Tahoe Vista communities and work in Tahoe City and must work around changing schedule of TART Mainline. In Incline the peak is between 3-5pm. Also need increased transit service frequency in the winter. Truckee to Palisades needs increased frequency in winter for those that work at Palisades or Alpine ski resorts. Bus tracking on TART doesn't work. A lot of people expressed interest in later bus times past 6:30pm. TART Connect going all through to the west shore is a plus.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) currently provides both fixed-route and on-demand services between Truckee, the Palisades resorts area, and the north shore of the Tahoe basin, including within the Town of Truckee Tahoe Vista, Tahoe City, and Incline Village, daily. Comments such as service frequency and lunch breaks, are operational in nature, and are not considered unmet transit needs. For more information about TART's service contact (530) 550-1212. This comment will also be provided to TART staff for future planning efforts and/or service improvement considerations.	Placer County, Tahoe, and Incline Village (Nevada)
128	From October 5 <sup>th</sup> Truckee North Tahoe Transportation Management Agency meeting (summarized	This is not an unmet	Tahoe Truckee Area Regional Transit (TART) currently provides both fixed-route and on-demand services between	Placer County, Tahoe, and



Comment #	Comment	Finding	Explanation	Jurisdiction
	comments): Wants services connecting from Incline to other west shore communities at night and more service on weekdays with expanded geographical boundaries. Express routes on SR 89 and SR 267 that don't include resorts is an issue.	transit need	Truckee and the north shore of the Tahoe basin, including locations along the SR 89 and SR 267 highway corridors, and to Incline Village, daily. It is unclear from these comments what specific resorts may have a transit need. For more information about TART's service contact (530) 550-1212. This comment will also be provided to TART staff for future planning efforts and/or service improvement considerations.	Incline Village (Nevada)
129	From October 5 <sup>th</sup> Truckee North Tahoe Transportation Management Agency meeting (summarized comments): Wants an express bus from Truckee to the Tahoe basin so that people would see where mainline buses travel so that users could compare their fixed-route travel with TART Connect. Nighttime service needed between resorts and Truckee similar to Northstar service, which is being funded by Truckee.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) currently provides both fixed-route and on-demand services between Truckee and the north shore of the Tahoe basin, including locations along the SR 89 and SR 267 highway corridors, and to Incline Village, daily and into the evening hours. It is unclear from these comments what specific resorts may have a transit need. Express services could only be considered if there is sufficient demand and infrastructure capacity to support the service. For more information about TART's service contact (530) 550-1212. This comment will also be provided to TART staff for future planning efforts and/or service improvement considerations.	Truckee, Placer County, and Tahoe
130	Nevada County to and from Auburn is a very long trip with many stops, looking for an "express" trip at convenient times. Add another route besides just commuter that is fully train from Auburn.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Existing transit services between Nevada County and Auburn are provided by the Nevada County Connects (NCC) transit service, which connects to Auburn Transit's services at the Auburn Nevada Station.	Nevada County, Auburn
131	Ideally, from house to Sierra View Country Club and back. But more realistically from Meadow Vista to Roseville near (within a ½ mile of) Sierra View Country Club, around 7am westbound and 4pm eastbound on Wednesdays, Fridays, and Saturdays, to play golf. I honestly think this is an unreasonable request, and frankly I doubt I'd really use it. But I'm trying to help you with the survey. The country is generally sprawled out all over the place. I'm not sure transit is appropriate for my needs. I'm retired and well enough off that I really don't use public transit much at all. Occasionally, if we go to Sacramento or San Francisco, we use light rail or the Capitol Corridor. But otherwise, my transportation	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more of a general evaluation of current transit services and not a specified need. Placer County Transit's (PCT's) Route 40 provides daily service from Colfax to Auburn's Nevada Station at 8:20am, with reserved service stops in Applegate and Meadow Vista upon request, and return trips from Auburn to Colfax at 3:15pm. Connections to Roseville Transit fixed-route and on-demand services can be made from Auburn's Nevada Station via PCT's Route 10: Auburn to Watt/I-80 Light Rail fixed-route service, with further required transfer connections to Roseville's fixed-route transit services at the Roseville Galleria to access Sierra View Country Club from PCT's Route 10 service.	Placer County, Roseville

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	needs are covered well by my own vehicle.			
132	I would also like to see the Capitol Corridor trains come to Rocklin more often instead of the bus link.	This is not an unmet transit need	This is a general comment regarding interregional passenger rail service, which is operated by the Capitol Corridor Joint Powers Authority (CCJPA). This comment lacks sufficient information to determine a transit need. However, it may be provided to the CCJPA for further consideration and future planning efforts.	Rocklin, Sacramento, Bay Area
133	Start close to home and easily connect to safe location in downtown Sacramento and run day and evenings with reasonable pricing. Same with going into San Francisco once every 2 to 3 months at various times. Some morning to go in and mi late afternoon to come back and some evening to go in and return after an event for pleasure. Right now, it works for me to take my car most of the time. I am aware of many people in my community who can no longer drive and services that are available are not convenient. I imagine as I age, this could be true for me as well.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit operational matters, which are not considered an unmet transit need.	San Francisco, Sacramento

## MISC COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
134	From October 5 <sup>th</sup> Truckee North Tahoe Transportation Management Agency meeting (summarized comments): Northstar and Palisades are putting in parking reservation systems at their ski resorts. Commented that transit is not as reliable and frequent as other ski towns nationwide. Wants to see more service frequency. Guests want to park and take TART to ski resorts. TART Connect at Ward Canyon would be helpful.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, and is more operational in nature regarding service frequency, which is not an unmet transit need. This comment will be provided to TART staff for future planning efforts and/or service improvement considerations.	Placer County, Tahoe
135	From October 5 <sup>th</sup> Truckee North Tahoe Transportation Management Agency meeting (summarized comments): buses are busy early in the morning and late at night, and staff should look at which buses are most frequented. More frequent bus services should be provided during peak times. In summer the peak times are 7am-8am and 5pm-6pm between Kings Beach and Tahoe City.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, and is more operational in nature regarding service frequency, which is not an unmet transit need. This comment will be provided to TART staff for future planning efforts and/or service improvement considerations.	Placer County, Tahoe

Comment #	Comment	Finding	Explanation	Jurisdiction
136	From October 5 <sup>th</sup> Truckee North Tahoe Transportation Management Agency meeting (summarized comments): public transit here is great!	This is not an unmet transit need	This comment is operational in nature and will be provided to TART staff for consideration.	Placer County, Tahoe
137	Home to work, daily or several times per week in the early morning in order to work early morning shifts without a car. Our public transit often seems like an afterthought. I wish we were prioritizing infrastructure for better public transit ahead of trying to accommodate an ever-growing number of ever-larger personal vehicles. Also, do the people who make decisions about public transit actually use public transit to accomplish most of their daily tasks? If they tried, and then acted on their discoveries, it might improve.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more operational in nature regarding transit service performance, which is not an unmet transit need. PCTPA, in coordination with Placer region's public transit providers: Auburn Transit, Roseville Transit, and Placer County Transit (PCT) is conducting a comprehensive operational analysis (COA) and short-range transit plan (SRTP) to create better transit service coordination and performance within the South Placer region, which is anticipated to be completed in 2025.	Unknown
138	My home and my doctor's office, 4 times a year during mid-morning through mid-afternoon. I would only use this when I was unable to drive.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
139	Communications for/with passengers of dynamic situation/route changes is pathetic. Sometimes the Commuter Bus doesn't even show up, and when Dispatch is made aware, they don't even know the driver missed a major stop! Digital signage for up-to-minute information at major stops would be quite helpful. And, get Wi-Fi on all our buses.	This is not an unmet transit need	This comment is vague regarding the specific transit operator that this applies to, overall operational in nature, and is not considered an unmet transit need. However, this matter is something that can be considered as a complementary planning and marketing effort to occur either concurrently with or immediately after the COA/SRTP planning efforts conclude.	Unknown
140	Bikes, bikes, bikes, more infrastructure for bikes	This is not an unmet transit need	This comment does not pertain to a transit service need.	Unknown
141	More shade and benches at bus stops would really make such a difference, in the summer or when it's raining it gets so hard to stand out in the weather. Longer hours would also help a lot since I know a lot of people's workdays end around 5pm, and if transit (PCT) stops at 5pm a lot of people (including me) don't have a way of getting home.	This is not an unmet transit need	This comment is more operational in nature and pertains to transit passenger amenities and/or general service frequency improvements. These are not considered unmet transit needs,	Unknown
142	We need for all youth 25 and under to ride for free! It will help with education, jobs, access to health car and mental services, engagement in healthy after school activities.	This is not an unmet transit need	This comment pertains to operational matters and is not considered an unmet transit need.	Unknown
143	The ones offered already but can't use because they only run every 2 hours. Just does not work. Need 3 days a week, the earliest one that goes to the Galleria by 5:30am for work. Need more drivers.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is vague regarding operational matters that are not considered unmet transit needs.	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
144	The TART on command only goes to certain zones and won't go out of the zones whenever I ride randomly when I don't want to use my car because there is no parking. I had to wait an hour for the bus several times.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more of a general evaluation of current transit services and not a specified need.	Tahoe, Placer County
145	Easy and fast to SFO or LA, twice a year, at various times some in the morning to go in and mid to late afternoon to come back, and some evenings to go in and return after an event, for airport or travel. Connection needed to light rail for downtown Sacramento.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
146	I would love to expand rail transit in South Placer somehow. Trams are not unreasonable and serve many cities in the world that are smaller than our areas. We should think outside the box!	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more of a general evaluation of current transit services and not a specified need.	Unknown
147	I am retired and do not commute except several times a week. Mostly trips are to WinCo/Costco/Walmart shopping twice a week and too much stuff to take on a bus. Need to fix SR 65 with an added acceleration late from Pleasant Grove heading south to start.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is additionally a general evaluation of highway infrastructure that is not related to a transit need.	Unknown
148	From my house, once a month. Make it simple to use. Better housekeeping on the transit bus very filthy very respectable. He/they should have a service that come and clean his buses are very nasty and filthy and stinky and get rid of management too.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and includes general transit operational comments that are not considered unmet transit needs.	Unknown
149	It will start from California to Oregon, daily, next week for a business trip.	This is not an unmet transit need	This request is for a general, interstate transportation service and lacks sufficient information to determine a transit need.	California, Oregon
150	It will start from California and ends in Texas, 2 or 3 vacations a year at 7am. The reason I need to make this trip is to force to explore new surroundings, but also to engage with different people, to embrace adventures as they come and to share new and meaningful experiences with friends and loved ones.	This is not an unmet transit need	This request is for a general, interstate transportation service and lacks sufficient information to determine a transit need.	California, Texas
151	Seattle to California, twice a week at 8pm. It is an official business trip.	This is not an unmet transit need	This request is for a general, interstate transportation service and lacks sufficient information to determine a transit need.	Seattle, Washington, California
152	Thankful for the bus system but wish that Auburn bus operated earlier. Bus often runs late and students are late to class. I wish the bus was cleaned more too and seats were less slippery.	This is not an unmet transit need	This comment pertains to general operational matters and/or lacks sufficient information to determine a transit need. Transit performance comments will be provided to Auburn	Auburn

Comment #	Comment	Finding	Explanation	Jurisdiction
			Transit staff for review and consideration.	
153	California, three times a month, to travel to meet different cultures.	This is not an unmet transit need	This request is for a general, state transportation service and lacks sufficient information to determine a transit need.	California
154	<p>I am sensitive to the fact that this area of Placer County is considered suburban. However, it is completely unconscionable that the county's planning and transit commission do not seem to have anticipated that each of these single-family homes requires many connections to the greater area, for school, work, pleasure, or maybe even shopping. The current transit plan for this area of the County is myopic and shortchanges the buyers of the many homes, planned and newly-built, who may expect to spend not only more on infrastructure maintenance as they transition to heavier battery-electric vehicles, but also an eternity behind the wheel once the demand induced by street widening in Dry Creek drives this area to perpetual gridlock.</p> <p>Investing in a transit system that is attractive to use, i.e. frequent, modern, extensive, etc., may prevent these and many other symptoms, that affect other suburbs of the Sacramento metropolitan area, such as Rancho Cordova or North Highlands. There is no reason why a strong transit system — one with connections to not only the rest of Placer County, but also Roseville and the Sacramento metro area — cannot be integrated seamlessly with the existing plans for Dry Creek or SW Placer. In fact, this cannot be anything but an essential asset for the development of as a whole. Buses, trains and trams take single occupancy vehicles off the road, make traffic more convenient and commercial areas, and quite importantly, for the state of the world today, decrease the environmental impact of our community.</p>	This is not an unmet transit need	<p>This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit planning and/or financial investment matters, which are not considered an unmet transit need. PCTPA, in coordination with Placer region's public transit providers: Auburn Transit, Roseville Transit, and Placer County Transit (PCT) is conducting a comprehensive operational analysis (COA) and short-range transit plan (S RTP) to create better transit service coordination and performance within the South Placer region, which is anticipated to be completed in 2025. These efforts will specifically be looking at providing a comprehensive regional transit network that addresses existing and near-term travel demand patterns, land use development, and other trip generators that support transit demand.</p>	Placer County
155	Apps are the least important. Quit spending there. More routes, more short runs, better connections – an actual transit system. Your ridership is worse than previous years. Let your staff actually design a real system. They know more than all those consultants you hire to cya your	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit operational matters, which are not considered an unmet transit need.	Unknown



Comment #	Comment	Finding	Explanation	Jurisdiction
	“decisions”. And purchase the small buses to do lots of dependable short runs/shuttles.			
156	Would love to see upgraded, electric buses that are safe, more frequent service, and actual bus stops with shelter, a bench, information and arriving bus times. Currently it’s just a sign on the road.	This is not an unmet transit need	This comment pertains to an evaluation of general transit infrastructure and/or passenger amenities and is not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward.	Unknown
157	Local to England, once a year in July to relax. Increase charging posts and reduce traffic lights.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and pertains to infrastructure/amenities that are not considered unmet transit needs.	Unknown
158	Close to my house and end at a shopping center, once a month at 10am to save gas. More comfortable buses	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
159	My home in town and back at least once a week, between 9am and 4pm. Cannot drive. Senior transportation services available in a timely manner.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
160	Train travel is wonderful, but not marketed well and not marketed to our youth. Also, commuter buses from Roseville to downtown Sacramento need to have times reexamined. There are three all around the same time... spacing the times would be more logical. Teach our kids about transit-this is a big, missed opportunity!	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit operational matters, which are not considered an unmet transit need.	Unknown
161	Public transportation needs more seats available for disabled passengers or passengers with small children. And perhaps stops being closer to residential areas.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit operational matters, which are not considered an unmet transit need.	Unknown
162	With all the housing being built, Placer County should be planning for mass transit with Roseville as a hub. I think the transit authority is really short-sighted and is doing nothing to get people out of their cars.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit planning efforts, which is not considered an unmet transit need.	Unknown
163	Providing more bilingual speaking drivers, better hours of start, and having maps at the bus stops also with times to show people at what time it starts.	This is not an unmet transit need	This comment pertains to general operational and/or passenger amenity matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward.	Unknown
164	Areas in Foscett Ranch that transit services are available.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
165	Me gustaria que ubiera más paradas y con más frecuencia (I'd like more frequent stops).	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and service frequency is a general	Unknown

Comment #	Comment	Finding	Explanation	Jurisdiction
			operational matter that is not considered an unmet transit need.	
166	More buses near residential areas.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
167	I don't live in Placer County but I have two staff members that do. They stopped riding transit when we moved our office out of downtown. We are still near a light rail station but not easily accessible from where Roseville Transit drops off.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more an evaluation of general transit service coverage, which is not considered an unmet transit need.	Placer County
168	More Amtrak stops in Auburn.	This is not an unmet transit need	This is a general comment regarding interregional passenger rail service, which is operated by the Capitol Corridor Joint Powers Authority (CCJPA). This comment lacks sufficient information to determine a transit need. However, it may be provided to the CCJPA for further consideration and future planning efforts.	Auburn
169	What we really need is much better bicycle lanes!	This is not an unmet transit need	This comment pertains to bicycle infrastructure that is not considered an unmet transit need.	Unknown
170	Absolutely love that I can pick up Capitol Corridor in Rocklin. Makes my visits to the Bay Area infinitely easier. More time options for trains up here would be great.	This is not an unmet transit need	This is a general comment regarding interregional passenger rail service, which is operated by the Capitol Corridor Joint Powers Authority (CCJPA). This comment lacks sufficient information to determine a transit need. However, it may be provided to the CCJPA for further consideration and future planning efforts.	Rocklin
171	Transit to the airport just like RTD in Denver.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
172	My teenager finds the on-demand services great but sometimes runs into the problem of the bus stopping service before she gets off from work. She would love extended hours for the on-demand service. The price is great as well. The app works fantastic. Please expand the on-demand service. So much safer than Lyft or Uber.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is generally more operational in nature, which is not considered an unmet transit need.	Unknown
173	Widen Highway 65 for all travel, rideshare or otherwise.	This is not an unmet transit need	This comment pertains to highway infrastructure that is not considered an unmet transit need.	Unknown
174	I'm glad Placer provides such excellent services; however, I am not in need of them yet. Maybe in a couple of years.	This is not an unmet transit need	This comment pertains to a general evaluation of transit service operations provided in Placer County and is not considered an unmet transit need.	Placer County
175	Public transportation availability in Lincoln is a joke!	This is not an unmet	This comment pertains to a general evaluation of transit service operations	Lincoln

Comment #	Comment	Finding	Explanation	Jurisdiction
		transit need	provided in Lincoln and is not considered an unmet transit need.	
176	I do not need the services at this time. However, if I or my husband can no longer drive, I would like to have a service so that we may continue to live in our home.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
177	Your transit drivers are terrible. Unsafe.	This is not an unmet transit need	This comment is vague regarding the specific transit operator that this applies to, overall operational in nature, and is not considered an unmet transit need.	Unknown
178	In my case, the service provided allows me to come and go to dialysis, reducing demands on my caregiver.	This is not an unmet transit need	This comment pertains to a general evaluation of transit service operations and is not considered an unmet transit need.	Unknown
179	Not sure, I believe is much needed for teens/high school students than other needs.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
180	I have missed several appointments because my bus was late in picking me up and therefore caused me to miss my connecting bus (which runs every hour). If you want people to use public transportation, buses need to be on time. I also need to walk 1 mile to the nearest bus stop from my house. There was a bus stop closer, but the stop was removed when routes were changed. Sadly, the sign still sits there misleading people.	This is not an unmet transit need	This comment pertains to a general evaluation of transit service operations and performance and is not considered an unmet transit need. However, these comments will still be reviewed by all the Placer region's transit operators for consideration in their respective service performance improvements efforts.	Unknown
181	I would not use transit. I prefer to use my personal vehicle or carpool. Zero interest in adding public transit.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
182	I would like to see better advertising of what's available. Living in Colfax, public transportation does seem easily accessible, or efficient. I don't use it now, but would definitely use it as a resource as I age and need more options. It needs to be accessible and affordable. Perhaps target seniors with more information about what is available in their area.	This is not an unmet transit need	This comment pertains to a general evaluation of transit service awareness and/or potential access issues and lacks sufficient information to determine a transit need. However, these comments will still be reviewed by Placer County Transit (PCT) staff for consideration in their respective service performance improvements efforts.	Colfax
183	I was recently a visitor to the Tahoe area and relied on the TART Hwy 89 route to get between Tahoe City and Olympic Valley. While I was grateful to have bus service available for my trip—which I ended up using on several days—I was disappointed to find that frequencies on this bus route were generally poor and my memories of taking the bus involved lots of waiting at stops and worrying about timing my departures correctly. I would happily pay a small fare (<\$5) in exchange for more frequent and reliable service, and I have no doubt	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, and is more operational in nature regarding service frequency, information, and parking fees, which is not an unmet transit need. This comment will be provided to TART staff for future planning efforts and/or service improvement considerations.	Placer County, Tahoe

Comment #	Comment	Finding	Explanation	Jurisdiction
	that other seasonal visitors to the area as well would consider switching to TART if the buses ran more frequently. This is especially true with the new parking fees announced by Palisades-Tahoe which will encourage visitors to seek alternative transportation. I hope to see TART frequencies expanded on my next visit so that I do not contribute to automobile congestion and greenhouse/pollutant emissions in the area.			
184	New to area, hope to use TART, but concerned about depending on bus given that it only comes hourly, even during high traffic times.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
185	I have no idea how to take public transit. Where, when and how.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
186	I presently am able to meet my transportation needs by driving. But I expect that to change as I age (I'm 80). Recent car trouble showed me that I would be stranded without a car. Please improve the transit situation for me and my peers.	This is not an unmet transit need	This comment is vague regarding the specific transit operator that this applies to, overall operational in nature, and is not considered an unmet transit need.	Unknown
187	Took survey to see what is available. May have to quit driving and then would need public transportation.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
188	More convenient	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
189	I wish we had a proper train service. I have zero interest in taking buses anywhere.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
190	Hope they restore regular weekday service soon, instead of just having Saturday schedule the whole week.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, is overall operational in nature, and is not considered an unmet transit need.	Unknown
191	For someone who transports (often 30+ pounds of stuff) whenever I go, transit is not the answer. I believe it is best for job commuters. Dial a ride is good for medical appointments when the patient "has all day" flexibility.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, is overall operational in nature, and is not considered an unmet transit need.	Unknown
192	A few days ago I needed to get to a meeting in Roseville from my home in Sacramento. I used Google Maps and Placer Transit's website, and planned to take a local Sacramento Regional Transit bus to Watt/I-80 station and transfer to the Placer Transit #10 bus. I missed the #10 by minutes because I couldn't find the	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, is more operational in nature regarding service performance and transit information available to riders and is not considered an unmet transit need. However, this comment will be provided to Placer County Transit (PCT) staff for	Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
	bus stop. A security guard told me people frequently miss the #10 because the stop is so hard to find. I've used Watt/I-80 station many times to take light rail on the lower level and buses on the upper level. Placer Transit's website gave no indication that the #10 bus stop is on the LOWER level. I now understand the reason for its location (next to the freeway) but I cannot understand why Placer Transit doesn't have this information on its website plus a clearly readable sign at the stop.		future planning efforts and/or service improvement considerations.	
193	I don't like being just outside Roseville city limits just to the southwest. no PCT service or Roseville Transit service.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
194	Expand safe bike routes (beyond painted stripes) throughout the county.	This is not an unmet transit need	This comment pertains to bicycle infrastructure that is not considered an unmet transit need.	Unknown
195	Please re-instate the Roseville Commuter #3 or #4 PM. If not those, at least bring back the #5 and don't combine it with the #6. The mid-afternoon commuter from Sacramento back to Roseville has been gutted.	This is not an unmet transit need	Re-instating Roseville Transit's Commuter service routes is an operational matter that is continuing to be evaluated in the post COVID-19 pandemic conditions that exist today for supporting those services. This is not considered any unmet transit need as there still are multiple transit service connections between Roseville and Sacramento available through Roseville Transit and/or required transfers with Placer County Transit (PCT) and Sacramento Regional Transit District's (SacRT's) transit services provided within the Placer and Sacramento regions.	Roseville
196	Need more bike lanes and better road shoulders for bicycle commuting.	This is not an unmet transit need	This comment pertains to bicycle infrastructure that is not considered an unmet transit need.	Unknown
197	Rural areas don't need transit. There are places for transit- and infrastructure- small towns of 800 don't need transit.	This is not an unmet transit need	This is a general comment pertaining to transit coverage and applicability and is not considered an unmet transit need.	Unknown
198	I do not ride transit because it is not as convenient, comfortable, and safe as driving myself. It would be nice if we had more light rail through Roseville.	This is not an unmet transit need	This comment pertains to a general evaluation of transit service operations and performance and is not considered an unmet transit need. However, these comments will still be reviewed by all the Placer region's transit operators for consideration in their respective service performance improvements efforts	Unknown
199	Living in West, Roseville is pretty much drive by your own car transportation	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
200	Traffic in South Placer (Loomis / Granite Bay) is becoming unbearable.	This is not an unmet	This comment lacks sufficient information to determine a transit need.	Unknown



Comment #	Comment	Finding	Explanation	Jurisdiction
		transit need		
201	I expect it will eventually become unsafe.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, is overall operational in nature, and is not considered an unmet transit need.	Unknown
202	Better shelters needed, safe passage on all lines, direct lines from Placer County directly to RT or close to downtown Sac for working people	This is not an unmet transit need	This comment pertains to an evaluation of general transit infrastructure and passenger amenities, safety, and other operational matters, and is not considered an unmet transit need.	Unknown
203	I was in DC and the metro was so quick and easy to use. Light rail is too slow and doesn't go anywhere important.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, is overall operational in nature, and is not considered an unmet transit need.	Unknown
204	Public transit is too complicated and inconvenient to make it a true public benefit that most people would consider using. Those who are forced to use it have a very hard time getting where they need to go in the region in a reasonable amount of time.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, is overall operational in nature, and is not considered an unmet transit need.	Unknown
205	The service I use occasionally is very good and economical. I like to avoid driving when it works.	This is not an unmet transit need	This comment is overall operational in nature and is not considered an unmet transit need.	Unknown
206	The one hour Tahoe bus system schedule is not that convenient.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, is overall operational in nature, and is not considered an unmet transit need.	Tahoe, Placer County
207	I don't use public transportation only because there are so few options in the far west area of Westpark.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
208	Needs direct access to downtown and Amtrak via rail.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
209	Wonderful service for special needs. Delays are easy to track through the phone.	This is not an unmet transit need	This comment is overall operational in nature and is not considered an unmet transit need.	Unknown
210	I take boxes of books & bags of items with me, or my dog. If I buy groceries. I don't just go to places with my purse or gym bag. Because I am retired, I don't have regular "commute hours".	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need, is overall operational in nature, and is not considered an unmet transit need.	Unknown
211	I see the buses when I walk (which husband and I do a lot of) around our area of Roseville. I have an older, but efficient car that I use so don't have a need to use the buses. I've only used Amtrak to travel to the Bay Area on occasion.	This is not an unmet transit need	This comment pertains to a general evaluation of transit service operations and lacks sufficient information to determine a transit need.	Roseville
212	I want public transit to be available if I lost the ability to drive or ride my bike. Currently I don't need it.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown

Comment #	Comment	Finding	Explanation	Jurisdiction
213	Stop increasing speed limits- this creates a safety issue around the schools - cars travel so fast down Rocky Ridge since Placer County increased the speed limit I have seen numerous accidents!	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
214	Thank you for reaching out to the community to assess the needs of our families.	This is not an unmet transit need	This comment is a general evaluation of PCTPA's unmet transit needs assessment efforts and is appreciated.	Unknown
215	The commuter buses are so uncomfortable. The foot rests are useless because they don't lock into place. It would be nice to have tray tables as well so you don't have to have everything on your lap. I don't care about WiFi. I never used Amtrak's because it was so terrible.	This is not an unmet transit need	This comment is vague regarding the specific transit operator that this applies to, overall operational in nature regarding passenger amenities, and is not considered an unmet transit need. However, these comments will still be reviewed by all the Placer region's transit operators for consideration in their respective service performance improvements efforts.	Unknown
216	Would request dispatcher's telephone number for Placer County Transit for information on location of late bus overdue at Watt/I-80 Light Rail Station at 6pm or later.	This is not an unmet transit need	This comment is overall operational in nature and is not considered an unmet transit need. For Placer County Transit's (PCT's) bus service tracking, contact South Placer Transit Information at (916) 745-7560.	Unknown
217	Please ensure the Roseville Commuter PM #5 runs regularly - otherwise you have gutted the mid-afternoon window for picking up commuter riders in Sacramento since the PM #3 and#4 have been officially cancelled by our own Transportation Committee.	This is not an unmet transit need	This comment pertains to a general operational and performance matter and is not considered an unmet transit need. However, these comments will still be shared with Roseville Transit's staff for consideration in their respective service planning and operational performance improvements efforts.	Roseville
218	Transit to be successful needs to be clean, safe, and be competitive to driving times.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and is not considered an unmet transit need.	Unknown
219	Public transit does not work. It has never been financially a viable public service ever in America. It is unsafe in most all Metro markets, equipment is not kept up and the wrong element hang out on the train/buses and stations further discouraging others to ride it. AC Transit, BART....and so many have gone downhill and simply do not provide the service it should to the taxpayers. Not a good system in the USA. Want to learn about public transit? Go to Sweden or the Netherlands as they have it mastered and the facilities are clean/safe, the system is efficient and they do not put up with lazy workers or run down operations as we do in the States. No, I am not a fan of it.	This is not an unmet transit need	This comment pertains to a general evaluation of overall transit services and systemwide performance of transit operators within the United States and is not considered an unmet transit need.	United States, California
220	In an aging population with pricing on gas and electricity dominating inflation one can either go to a place	This is not an unmet	This comment lacks sufficient information to determine a transit need.	Unknown

Comment #	Comment	Finding	Explanation	Jurisdiction
	to shop or be served, or stay home and telecom next with delivery services proving any tangible asset.	transit need		
221	The bus transit options are not on my radar; in the past I have looked there are so few routes and such limited options that it is not a viable option.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need.	Unknown
222	Provided by Placer County Transit on behalf of Mr. Lawyer: requests make a bus stop at 8 <sup>th</sup> and Q St. in Lincoln, also wants service returned to full schedule.	This is not an unmet transit need	Placer County Transit (PCT) provides both fixed-route and general public on-demand services within the City of Lincoln. Additional stops along existing service routes and/or within general public on-demand service areas are not considered unmet transit needs.	Lincoln
223	Provided by Placer County Transit on behalf of Mr. Thomas: wants transit service for Foresthill.	This is an unmet transit need that is not reasonable to meet	There are no public transit services 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 on a consistent basis at this time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Foresthill
224	Provided by Placer County Transit on behalf of Ms. West: wants service in Sheridan and would also like to be able to transport oversized baggage with driver assistance.	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. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort currently underway, which will be completed in 2025. In the meantime, the Placer Rides program serves eligible clients, including seniors and persons with disabilities, who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500. Policies regarding transportation of oversized baggage and driver assistance are operational in nature and not considered unmet transit needs.	Sheridan

Comment #	Comment	Finding	Explanation	Jurisdiction
225	Provided by Placer County Transit on behalf of Mr. Hayes: wants direct service to and from AIFC (Auburn Interfaith Food Closet) within the Auburn area, and bus passes subsidized.	This is not an unmet transit need	Auburn Transit currently provides transit service to the Auburn Interfaith Food Closet via their on-demand service, with connections to Placer County Transit's fixed-route and on-demand services provided along the SR 49 highway corridor in North Auburn.	Auburn, Placer County
226	Provided by Placer County Transit on behalf of Ms. Dedeaux: wants to be able to travel with her pet on fixed route and DAR, she would also like to see more service added during the school year system wide but lived in Rocklin.	This is not an unmet transit need	Policies regarding pet transportation on fixed-route and on-demand services are operational in nature and subject to the respective transit operator, Placer County Transit (PCT). Comments pertaining to increasing service during the school year is also more operational in nature and lacks sufficient information to determine a transit need.	Placer County, Auburn
227	Letter from Mr. Lawyer: I filled out the survey. But that half sales tax. For the service of the buses and other services that are needed. All the project that the Placer County wants to put in place. That of the road expansion. 65/80 corridor. Because of the amount of traffic that flows through. It will not improve any quality condition of the traffic flow. The state has put in a boatload of monies. Over the years it's the same problem that has not changed. It will never improve. I'm tired of feeling these surveys are the neat. Meats transit surveys for over the years. Nothing has ever been fixed, or repairs the services that one depends on that they pay their taxes on. It's the same story all the time. I have been going to a lot of these transit meetings for many numbers of years and here is the same recording, same stories and the extremely old. The only way things would change is at this top billing house. Maybe that would improve the quality control on the freeways and byways. Because. Maybe the management of the Plaza transit needs to be replaced with somebody new, with open minds on transportation and transit needs that one depends upon. Do their shopping needs, doctor's appointments and many other appointments that is needed. Especially the ones that are disabled. They have to get to their destination points. Are saying gas the wear and tear on their own vehicle. But it is just ideas that other management have just a dream, but nothing will ever get fixed. Last time with the plastic cannon transportation, they put on a big show over the hometown buffet with	This is not an unmet transit need	These comments lack sufficient information to determine a transit need and generally pertain more to broad opinions about infrastructure planning and funding priorities within Placer County. However, these comments are appreciated and noted for the record.	Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
	all their greasy pizza they serve and that's all it is. So just saying front line stage. Make everyone believe what they want to see and what they want to do. Except you and a half cell sales tax. Once you all go all the way and do once in sales tax, that should be enough money. Why? Why do the short route? Of the Haps in the sales tax. That's all I have to say for now. Let me know.			
228	From the October 18 <sup>th</sup> PCTPA Board public hearing for unmet transit needs (comments summarized): In addition to the previous comments already evaluated, above, regarding the Placer County Transit's Route 10 service improvements and a new, interregional Route 9 service between Placer County and the Hazel light rail station, Mr. Barnbaum requested a restoration of pre-pandemic weekday early morning and evening service levels for PCT's existing routes that are currently operation on a weekend schedule.	This is not an unmet transit need	Re-instating Placer County Transit's (PCT's) fixed-route services is an operational matter that is continuing to be evaluated in the post COVID-19 pandemic conditions that exist today for supporting those services. It is anticipated that PCT's temporary service reductions may end in late 2023, which could then accommodate the trip need. This is an operational matter that will continue to be monitored and addressed by PCT. For more information about existing PCT fixed-route services contact South Placer Transit Information at (916) 745-7560.	Placer County
229	From the October 18 <sup>th</sup> PCTPA Board public hearing for unmet transit needs (comments summarized): Mr. Eakland commented that the unmet transit needs assessment is a restrictive planning exercise that is not a solution to addressing actual transit needs and has no relationship with the short-range transit planning process. In 2009, the Bus Rapid Transit Study, incorrectly applied the unmet transit needs process by identifying BRT could use LTF that has not been claimed by jurisdictions for other transit purposes to support its operations.	This is not an unmet transit need	These comments are a general evaluation of planning efforts and/or procedural matters that are not considered unmet transit needs. However, these comments are appreciated and noted for the record.	Placer County
230	From the October 18 <sup>th</sup> PCTPA Board public hearing for unmet transit needs (general comments summarized): Mr. Garabedian commented on the unmet transit needs process being useless. There are no meaningful solutions identified to address congestion on Highway 65, and adding capacity to the highways does not alleviate congestion. The current roadway projects are not solutions to addressing traffic or transportation issues in Placer County, and PCTPA is not making the right solutions happen.	This is not an unmet transit need	These comments are a general evaluation of planning efforts, infrastructure project prioritization, and/or procedural matters that are not considered unmet transit needs. However, these comments are appreciated and noted for the record.	Placer County



# APPENDIX B: ADOPTED DEFINITIONS

This appendix contains the latest adopted definitions and criteria established for “unmet transit needs” and “reasonable to meet”, which were established by PCTPA’s Board of Directors in February 2022. These definitions and criteria were formulated through extensive collaboration and input with PCTPA’s transit operators and the Social Services Transportation Advisory Council (SSTAC).

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Amended 2/23/22

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

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

### Unmet Transit Need

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

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

### Reasonable To Meet

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

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

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<sup>1</sup> 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.

<sup>2</sup> Fare revenues and local support are defined in California Administrative Code Sections 6611.2 and 6611.3

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

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

Common examples of unmet transit needs could include:

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

### **Operational Comments**

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

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

# APPENDIX C: TDA FARE REVENUE RATIOS

This appendix contains the latest adopted farebox recovery ratios for each transit operator, which were last adopted PCTPA's Board of Directors in September 2016. Farebox recovery is used as part of evaluating unmet transit needs and whether or not requested services to address these needs are reasonable to meet (i.e., can achieve farebox recovery among other service efficiency standards).

## 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
<del>Lincoln Transit</del>	<del>10% until July 2016 - 15% post July 2016</del>	<del>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.</del>	<del>99268.2, 99268.12 &amp; 99270.2</del>
Placer County Transit (PCT)	<del>13.2%</del> <b>12.94%</b>	Serves both the Sacramento urbanized area ( <del>64%</del> ) <b>(58.8%)</b> and the non-urbanized area ( <del>36%</del> ) <b>(41.2%)</b> 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, <b>Lincoln</b> 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

Pursuant to the TDA regulations, PCTPA must conduct at least one public hearing during the annual UTN Assessment process, which must be noticed at least 30 days prior to the hearing date in a publication of general circulation. PCTPA noticed its October 18, 2023 public hearing date in the Auburn Journal, which was published on September 13, 2023.

LEGAL NOTICE

106200

NOTICE OF PUBLIC HEARING  
UNMET TRANSIT NEEDS

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 further be determined as "reasonable to meet," pursuant to the definitions enacted by PCTPA in accordance with the Transportation Development Act (TDA) regulations. When assessing any unmet transit needs, PCTPA must consider the adequacy of existing transportation for groups such as the elderly, persons with disabilities, and low-income populations. Both public and private transportation services will be evaluated. Prior to allocating TDA funds for purposes other than transit, such as street and road repair/maintenance projects, PCTPA must make a finding that there are either "no unmet transit needs" or there are "no unmet transit needs that are reasonable to meet", per PCTPA's adopted definitions. The public hearing will be held on: WEDNESDAY, OCTOBER 18, 2023, at 9:00 AM.

(or as close to this time as possible)  
Placer County Board of Supervisors Chambers (The Domes)  
175 Fulweiler Avenue, Auburn, CA 95603

The public may participate in the PCTPA Board of Directors Meeting, including this public hearing, by accessing the following web link: <https://placer-ca-gov.zoom.us/j/97268179095> or by calling +1 888 788 0099 US Toll Free or 877 853 5247 US Toll Free, and entering Webinar ID: 972 6817 9095

All members of the public shall be allowed to address the Board on any item that is regarded as a public hearing item on the agenda. The Board may limit any person's input to not more than three 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 [ssabol@pctpa.net](mailto:ssabol@pctpa.net). For more information about PCTPA's unmet transit needs process, visit <https://www.pctpa.net/unmet-transit-needs>.

PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 13, 2023.

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

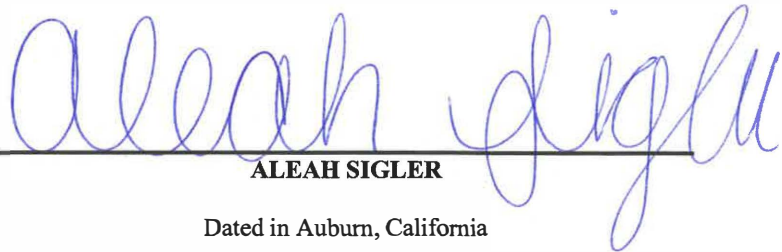
PROOF OF PUBLICATION  
(2015.5 C.C.P.)

STATE OF CALIFORNIA  
County of Placer

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

SEPTEMBER 13

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



ALEAH SIGLER

Dated in Auburn, California

SEPTEMBER 13, 2023

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

# **APPENDIX E: UTN FINDINGS FOR FY 2024/25**

On February 28, 2024, the PCTPA Board of Directors adopted the UTN Assessment finding that there are no unmet transit needs that are reasonable to meet in FY 2024/25, which is contained in this appendix.

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## IN THE MATTER OF: A RESOLUTION MAKING FINDINGS REGARDING THE ANNUAL UNMET TRANSIT NEEDS ASSESSMENT IN PLACER COUNTY

RESOLUTION NO. 24-07

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 28, 2024, by the following vote on roll call:

AYES: Broadway, Burruss, Cortez, Dowdin Calvillo, Holmes, Joiner, Jones, Wilkins

NOES: None

ABSENT: None

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

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

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

**WHEREAS**, PCTPA has solicited testimony regarding unmet transit needs from social service agencies, transit users, and the general public via a public hearing and a survey promoted at local governing body meetings and various pop-up events held throughout the Placer County region, distributed through PCTPA's e-mail contact list, and through various newsletters, online websites and other social media platforms;

**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 Board of Directors on February 23, 2022, and is documented in the *Annual Unmet Transit Needs Assessment Report for Fiscal Year 2024/25*; and

**WHEREAS**, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 30, 2024, regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

**NOW, THEREFORE, BE IT RESOLVED** that the Placer County Transportation Planning Agency Board of Directors, upon completion of this year's Unmet Transit Needs Assessment, makes the following findings:

1. There are no unmet transit needs in Fiscal Year (FY) 2023/24 that are reasonable to meet for implementation in FY 2024/25.
2. The *Annual Unmet Transit Needs Assessment Report for FY 2024/25* is accepted as complete.

Signed and approved by me after its passage:



Ken Broadway, Chair  
Placer County Transportation Planning Agency



Matt Click, AICP  
Executive Director



# APPENDIX F: 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, which helped establish an appropriate service plan.

Per TDA requirements, the Unmet Transit Needs Assessment process must identify and analyze the size and location of groups that may be transit dependent and the general services provided to them. 2022 American Community Survey (ACS) data for each of the following groups, with the exception of low-income that uses 2021 ACS data, is summarized on the subsequent pages of this appendix:

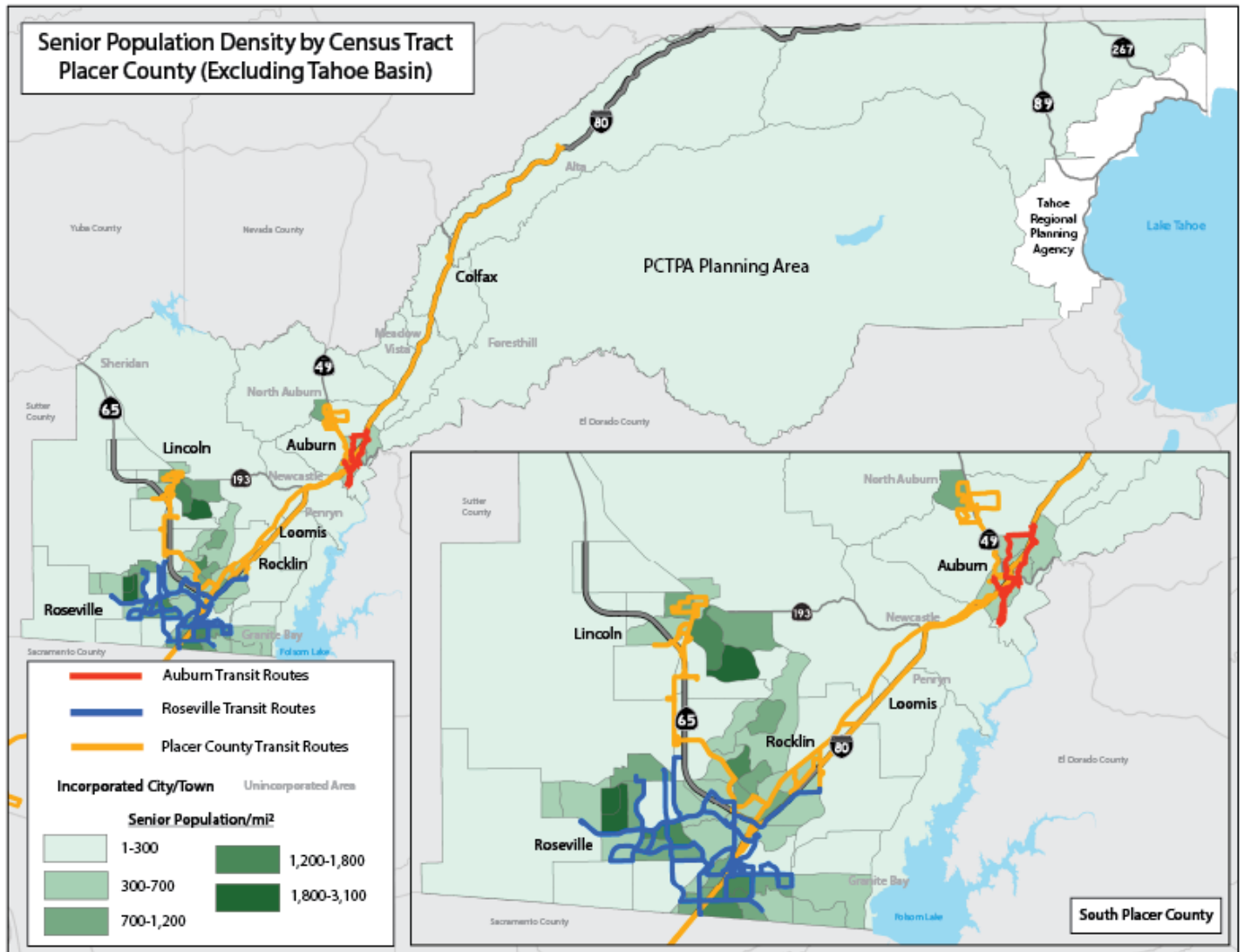
- **Senior Population (60+):** As residents age, they may become more likely to depend on public transit for shopping trips, medical appointments, and other activities.
- **Low-Income Residents:** Individuals with limited means may have a higher reliance on biking, walking, and transit for daily activities due to the maintenance and operating costs of personal 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 public or other specialized transit services.
- **Zero Vehicle Households:** Zero vehicle households may be the greatest indicator of transit dependency in suburban communities due to their lack of a personal vehicle.

# Senior Population Location and Density

Seniors, 60 years or older, total 79,530 individuals in the South Placer region, representing approximately 20% of the region’s population as of 2022. For PCT’s service area, the largest concentrations of seniors are in the unincorporated North Auburn area adjacent to the Highway 49 corridor (700 - 1,200 seniors per square mile), in the residential tracts of the City of Lincoln along Sun City and Del Webb boulevards (1,200 – 3,100 seniors per square mile), and in the northwestern portion of the City of Rocklin (700 – 1,800 seniors per square mile). Some of these senior populations in Lincoln and Rocklin are located close to existing PCT fixed-route services, but some are over a one-mile walking distance away. General public, on-demand and paratransit microtransit services are provided in many of these areas by PCT where fixed-route services are not available

Central Auburn has between 300 to 700 seniors per square mile (most of which is within the ¾ mile deviation boundary for the Auburn OnDemand microtransit service).

In Roseville the greatest number of seniors per square mile are found in western and southern regions of the City, adjacent to the unincorporated south Placer County and Granite Bay areas (1,200 to 3,100 seniors per square mile). Except for some unincorporated areas along Placer and Sacramento counties’ shared boundary, Roseville Transit’s fixed-route and Arrow, general public, on-demand microtransit services provide coverage for this area.



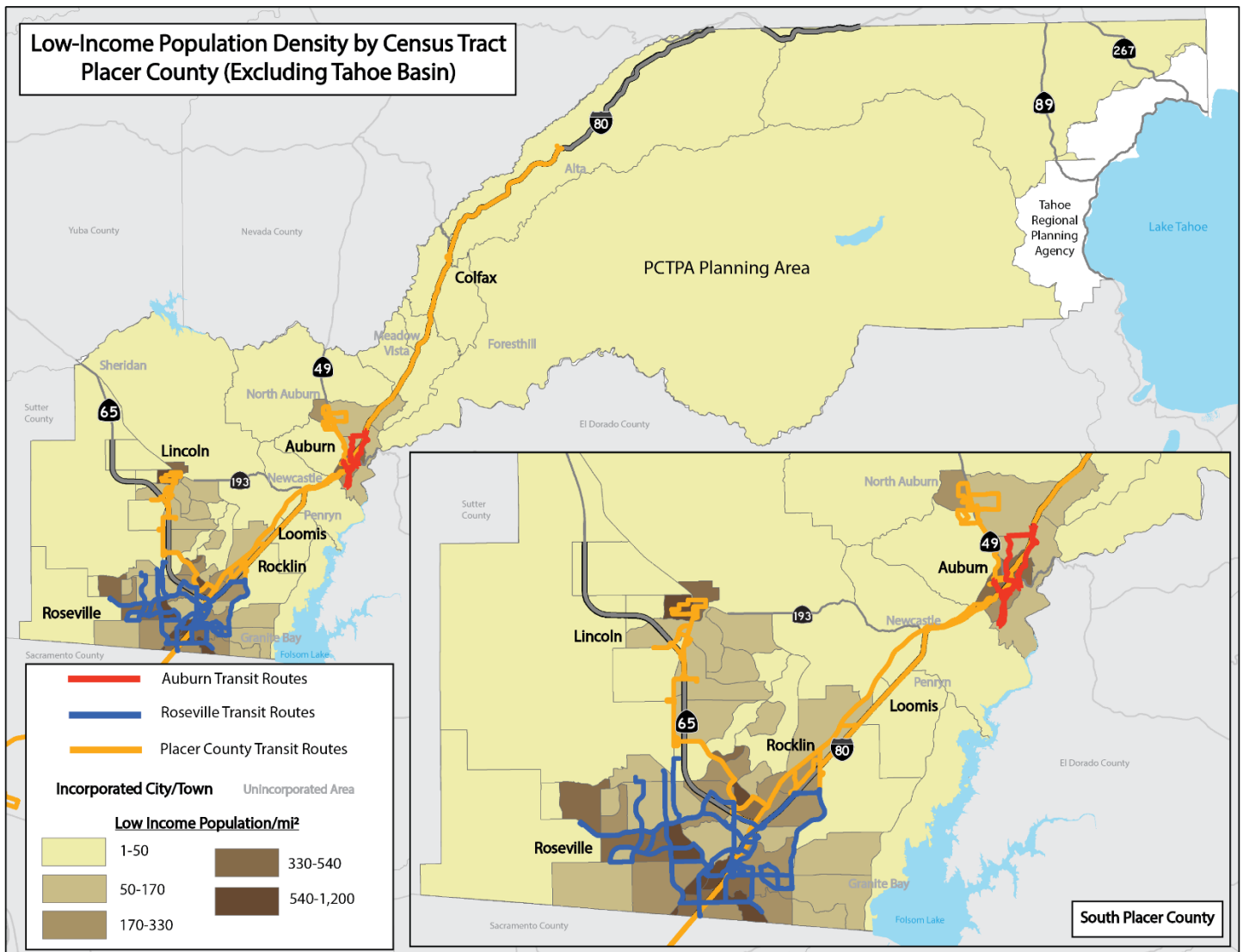
# Low-Income Population Location and Density

Approximately 26,800 households, or 7%, of the population in the South Placer County region area are living below the poverty line as of 2021. There is likely a significant overlap between low-income households and zero vehicle households.

For PCT's service area, Central Lincoln has the greatest concentration of low-income individuals (540 - 1,200 low-income persons per square mile) followed by an area in central Rocklin north of Sunset Boulevard. These areas are served by both local fixed-route and general public, on-demand microtransit and paratransit services.

Central Auburn has the largest concentration of low-income individuals (330 - 540 persons per square mile) living in the Auburn Transit area, followed by areas in North Auburn, adjacent to the Highway 49 corridor. These areas are served by both Auburn OnDemand and PCT's adjacent fixed-route and on-demand microtransit services.

Within the Roseville Transit service area there are multiple concentrations of low-income populations (330 - 1,200 persons per square mile) within the central, southern and western areas of the City: between Dry Creek and Cirby Way, near the Eastwood Park area south of Atlantic Avenue. If not served by fixed-route services, these areas within Roseville are served by the Arrow, the City's general public, on-demand microtransit and paratransit service.



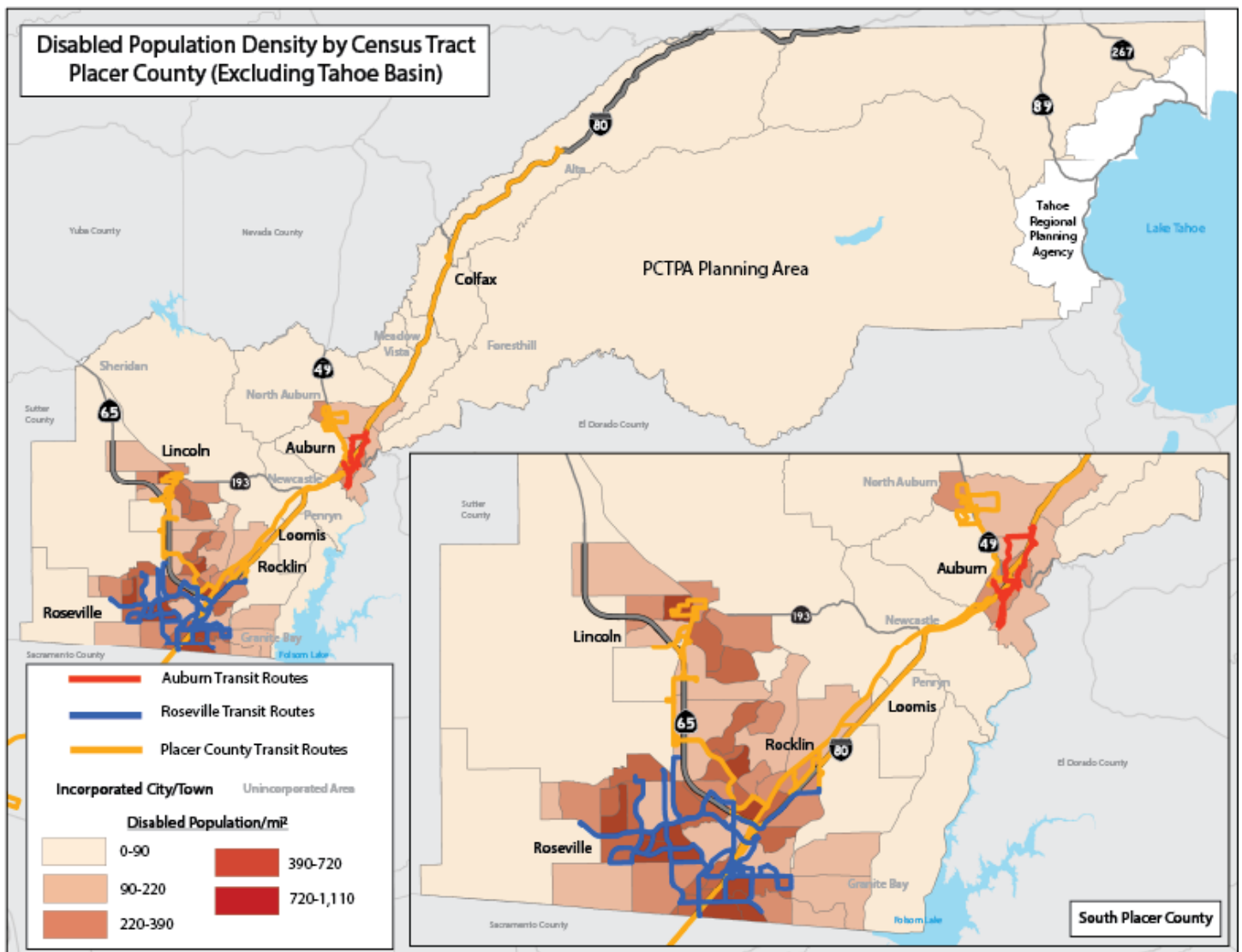
## Persons with a Disability Location and Density

Persons with a disability make up 44,721, or approximately 11%, of the South Placer region’s population as of 2022.

For PCT’s service area, the census tracts with the greatest concentration of disabled residents (390 - 1,100 disabled residents per square mile) are in the City of Rocklin (central area north of Sunset Boulevard and west of I-80 and south of Rocklin Road) and the City of Lincoln (both central and eastern areas). Some PCT fixed-routes provide service to these areas, while all these areas are served by PCT’s general public, on-demand microtransit and paratransit services provided in Rocklin and Lincoln.

Central Auburn, near Lincoln Way, has the largest concentration of disabled residents with respect to the Auburn Transit service area (220 - 390 disabled residents per square mile). Areas in North Auburn, along the Highway 49 corridor, also have some concentration of disabled resident similar to central Auburn. Both these areas are served by either Auburn OnDemand or PCT’s fixed-route and/or microtransit and paratransit services.

In the Roseville Transit service area, a large concentration of disabled population resides in the western, central, and southern portions of the City (720 - 1,100 residents per mile). These areas are served by both the City’s fixed-route and Arrow services.



# Zero Vehicle Households Location and Density

Perhaps the greatest indicator of transit dependency is households with no vehicle available. The south Placer region has 5,662 zero vehicle households, or approximately 4% of the region’s total households as of 2022. The census tracts with the largest concentration of zero vehicle households (225 - 400 zero vehicle households per square mile) in the region are found in Roseville and Rocklin.

With respect to the PCT service area, central and eastern Lincoln and the commercial core area of Rocklin north of Sunset Boulevard have the highest concentrations of zero vehicle households. These areas are served by either PCT’s fixed-route or general public, on-demand microtransit and paratransit services.

For the Auburn Transit service area, central and North Auburn have the greatest concentration of zero-vehicle households (70-140 households per square mile).

In the Roseville Transit area, concentrations of zero vehicle households can be found near the Terraces of Roseville retirement community, Eastwood Park, and in other areas in the western and southern portions of the city. Most of these areas are well served by the City’s fixed-route and/or general public, on-demand transit services making it possible for residents to live in these areas without having a vehicle.

