



Placer County
Transportation
Planning Agency

Annual Unmet Transit Needs Report

For Fiscal Year 2019-2020

Adopted: February 27, 2019



EXECUTIVE SUMMARY

This year Placer County Transportation Planning Agency (PCTPA) received a record 244 Unmet Transit Needs comments through three workshops, a hearing, and extensive online engagement. The comments represent nearly every part of Placer County and reflect the diversity of needs for transit across its communities.

There were four dominant trends in comments. First, as in previous years, there were many comments requesting a service that already exists, reflecting a need for more public education around transit. Second, there were many requests for additional service in Rocklin and West Roseville, where there has been a lot of growth in recent years. Third, there were dozens of requests to improve the two commuter bus services, including comments on how crowded the service has gotten. Fourth, as in previous years, rural communities like Foresthill, Alta, and Sheridan requested new or more frequent service to reach nearby cities.

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

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

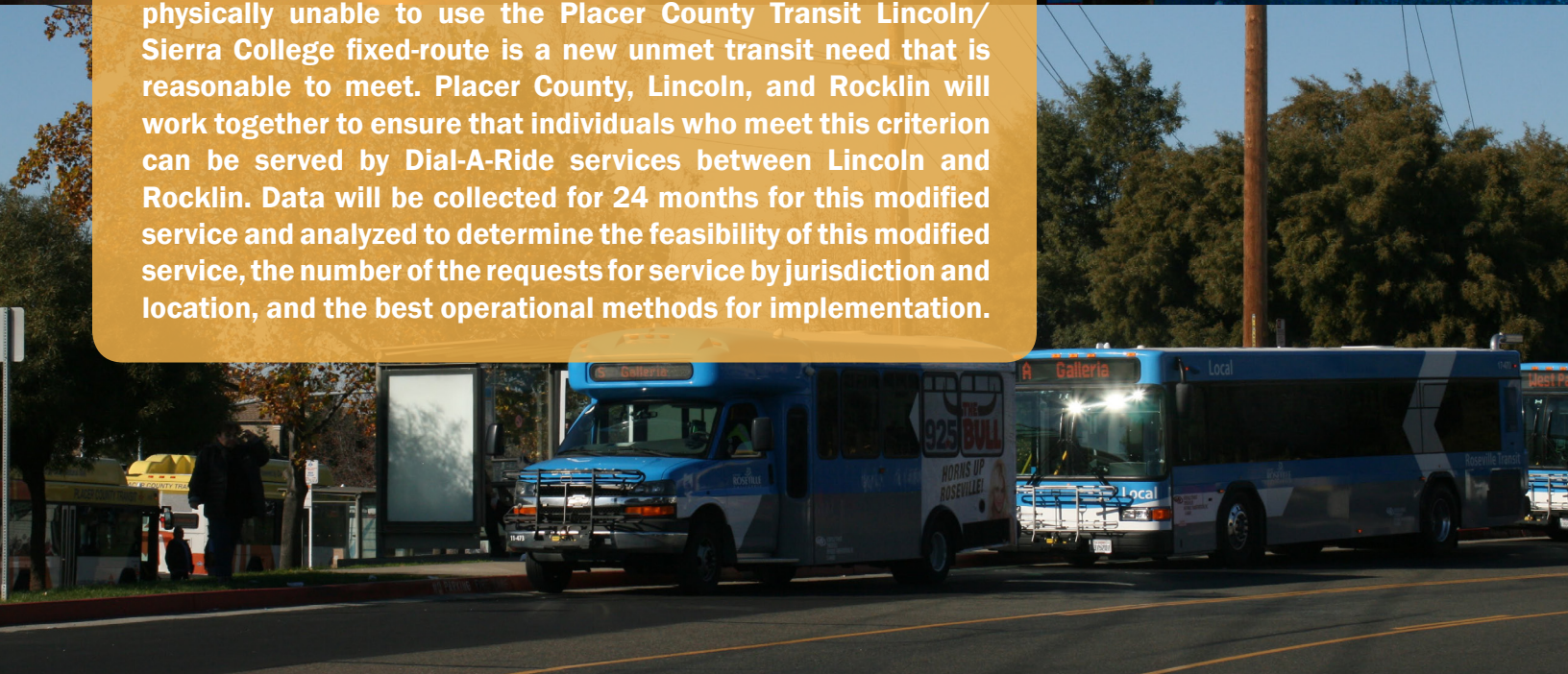


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ABOUT UNMET TRANSIT NEEDS

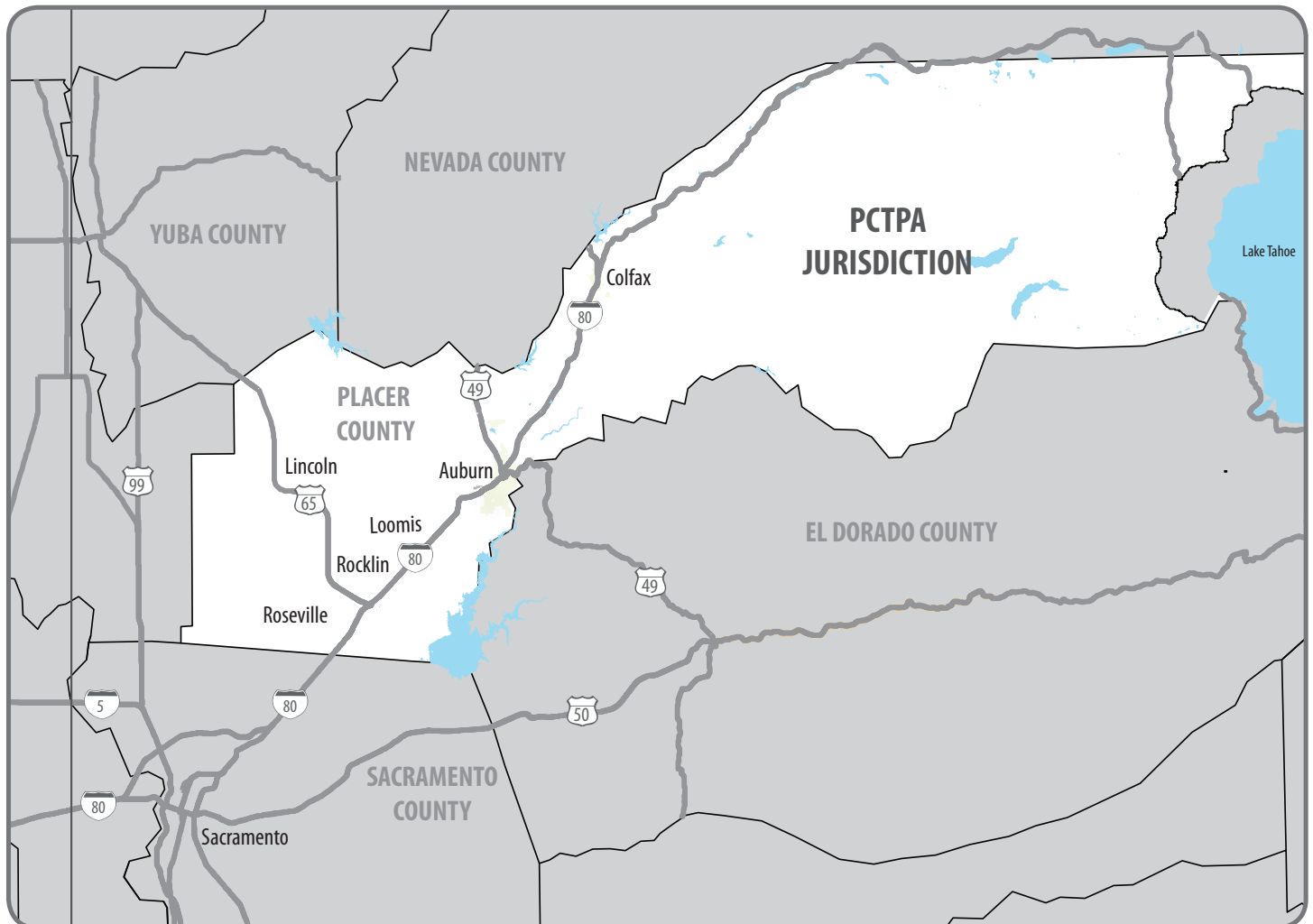
About PCTPA

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

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



PCTPA Jurisdiction Map



PCTPA UTN Definition

“Unmet transit needs may include establishing, contracting for, or expanding public transportation, in addition to services or measures required to comply with the Americans with Disabilities Act. If, based on the adopted definition and criteria, any unmet transit needs are determined to be reasonable to meet by the PCTPA Board of Directors; they must be funded in the next fiscal year prior to any TDA funds being allocated for non-transit purposes.”

Ammended in 2014

TDA and ADA Requirements

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

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

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

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

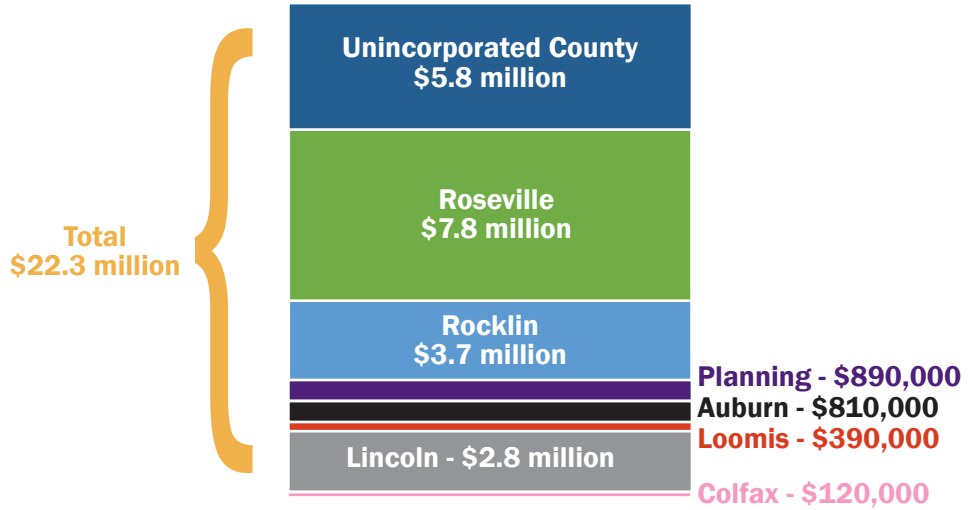


ABOUT UNMET TRANSIT NEEDS

Transit Funding

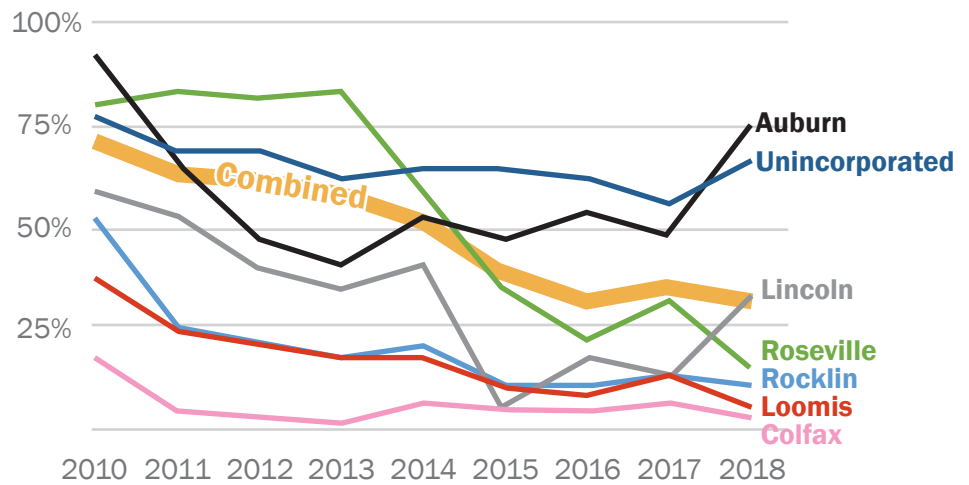
While the primary source of funds for public transit is the Transportation Development Act (TDA), transit operators in Placer County use a variety of federal, state and local funding sources. The TDA provides funding under two separate statewide programs: sales-tax-funded Local Transportation Fund (LTF)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

2018 LTF Allocation by Jurisdiction

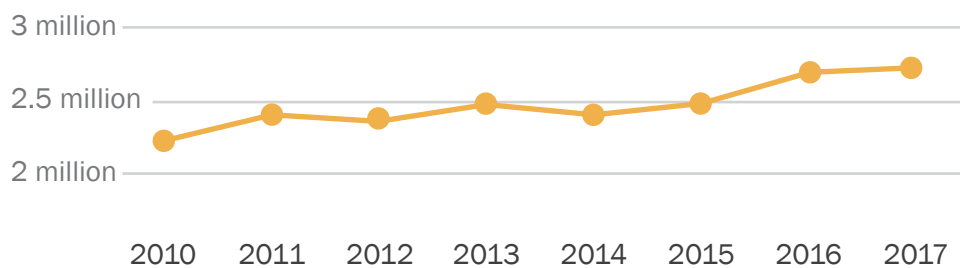


As shown in the stacked bar chart on the top left, Placer County received more than \$22 million dollars in LTF in fiscal year 2018. PCTPA uses a portion of the LTF to fund planning efforts, and the remainder is split among the jurisdictions according to population. Each jurisdiction may then choose to spend a portion of their LTF on non-transit projects, so long as there are no unmet transit needs that are reasonable to meet. Exactly how much is spent on streets and roads rather than transit is up to the jurisdictions, and the proportions vary year-to-year depending on estimated costs, availability of other funding sources, and local spending priorities. The line graph on the middle right shows that over the past several years, jurisdictions have tended to spend less of these transit funds on transit purposes. Countywide, just 33% of LTF funds were spent on transit in fiscal year 2018. Despite this decrease in LTF spent on transit, the amount of service provided has increased, as seen in the line graph on the bottom right.

% of LTF Spent on Transit Annually



Annual Miles of Transit Service in Placer County



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

Outreach and Analysis Process

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

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

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

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



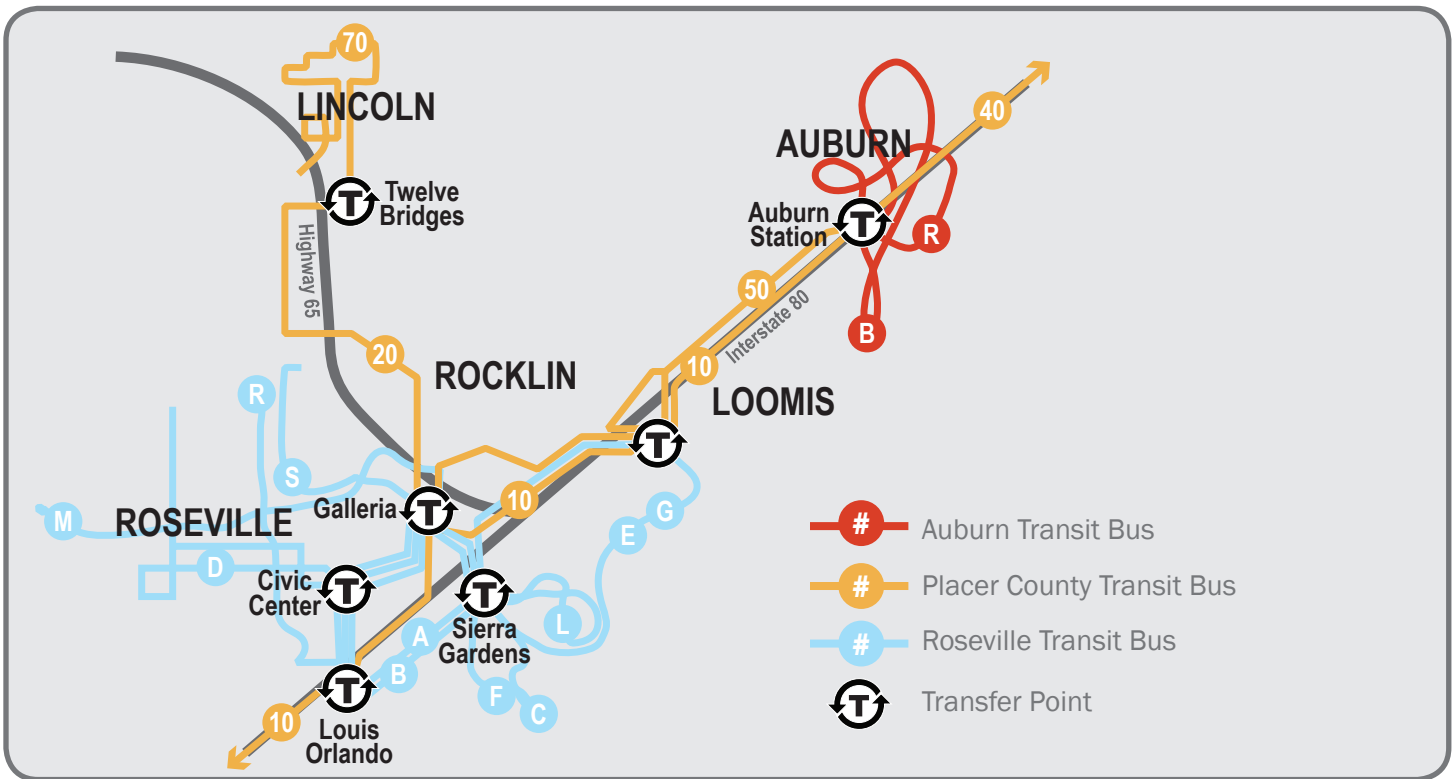
Status of Last Year's Recommendations

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



EXISTING TRANSIT SERVICE

Fixed Route Service in South Placer County



Operator Websites

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

Transit Operators

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

Transit Planning

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

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

Interregional, Intercity, and Commuter Service

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



Local Service

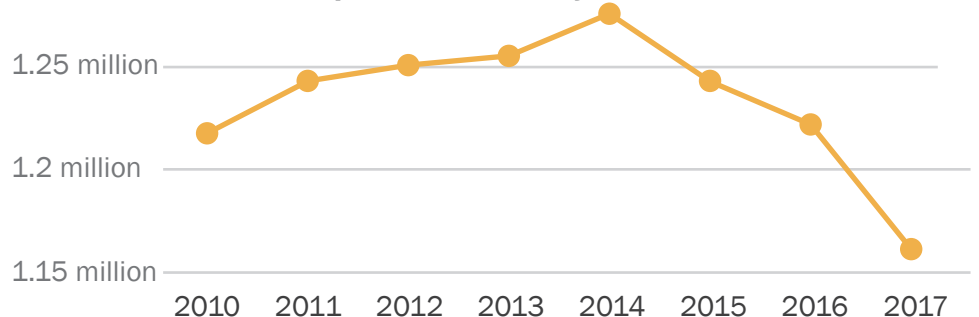
Local bus service is available within Roseville, Lincoln, Auburn, and in the Tahoe Truckee area. Roseville Transit provides 11 different bus routes across the city. PCT’s Lincoln Circulator (70) provides local service to Lincoln while the Highway 49 Bus (30) provides service to Auburn. Auburn Transit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

Demand-Response and Paratransit Service

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

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

Annual Transit Ridership in Placer County



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

Note: Does not include Capitol Corridor ridership

Source: State Controller’s Office Transit Operator Data

ANALYSIS AND RECOMMENDATIONS

Adopted Finding

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

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

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

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

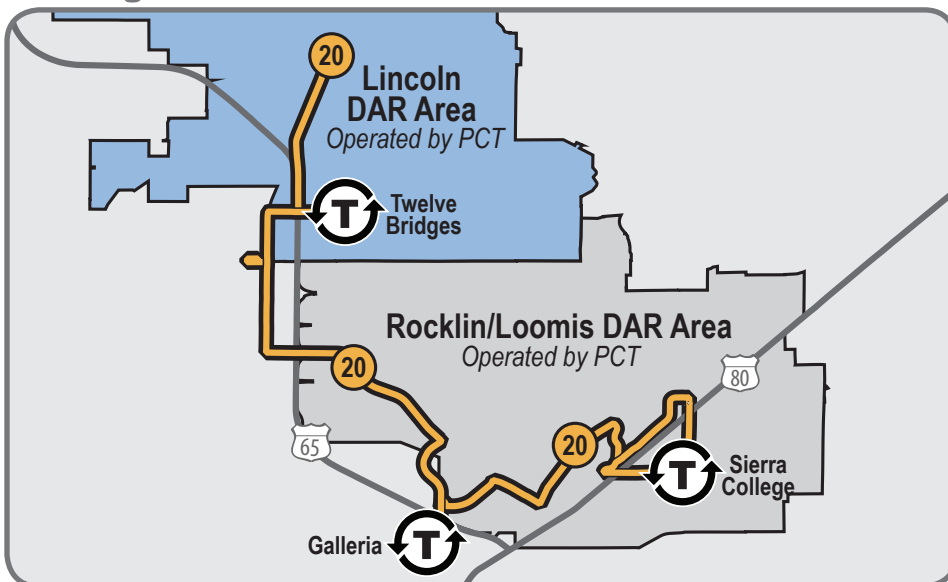
SSTAC and TAC concurred with the recommended findings, and the PCTPA Board of Directors adopted the findings at its February 27th 2019 meeting. A copy of that resolution can be found in Appendix E.

Service Between Rocklin and Lincoln

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

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

Existing Service Between Lincoln and Rocklin



Analysis of Comments

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

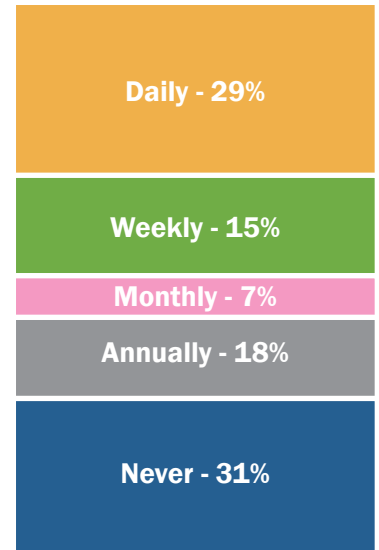
As in most years, PCTPA received many comments requesting service that already exists. This reflects both a need for more public education around transit and the fact that many commenters are not transit riders. The responses to these comments include brief descriptions of how to make these requested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

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

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

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

How Often Do You Ride Transit?



APPENDIX A: PUBLIC COMMENTS & RESPONSES

The table below includes every comment received as part of the Unmet Transit Needs outreach for fiscal year 2019-2020. The first column from the table includes the comment received from the public. In most cases the comment is printed exactly as received, but in rare cases it was summarized to save space or remove personal information. The second column includes one of four findings: this is not an unmet transit need, this unmet transit need is not reasonable to meet, or this unmet transit need is reasonable to meet. The third column includes an explanation for how PCTPA staff and the SSTAC determined whether a request was an unmet transit need that was reasonable to meet. In many cases the explanations refer to various transit plans, all of which are available on the PCTPA website pctpa.net. The fourth column lists the jurisdictions relevant to each comment ('County' refers to the unincorporated areas of Placer County).

The comments are listed in the table according to six categories: Operational Comments about buses, stops and fares; Scheduling Comments about delays and service frequency; New Service Comments with requests for service between two locations; Service Area Comments with requests to alter existing routes; and Miscellaneous Comments. Within each category, the comments are sorted by finding with "this is not an unmet need" first and "this unmet need is reasonable to meet" last.

Operational Comments

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

Operational Comments (cont.)

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

Operational Comments (cont.)

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

Operational Comments (cont.)

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

Scheduling Comments

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

Scheduling Comments (cont.)

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

Scheduling Comments (cont.)

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

Scheduling Comments (cont.)

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

Scheduling Comments (cont.)

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

Scheduling Comments (cont.)

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

Scheduling Comments (cont.)

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

New Service Comments

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

New Service Comments (cont.)

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

Service Area Comments

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

Service Area Comments (cont.)

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

Service Area Comments (cont.)

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

Service Area Comments (cont.)

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

Service Area Comments (cont.)

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

Miscellaneous Comments

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

Miscellaneous Comments (cont.)

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

APPENDIX B: ADOPTED UTN DEFINITIONS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Unmet Transit Need

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

Reasonable To Meet

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

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

APPENDIX C: TDA FARE REVENUE RATIOS

APPENDIX B

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

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

Amended and Effective September 28, 2016

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

Notes:

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

APPENDIX D: PUBLIC HEARING NOTICE

33475

PUBLIC HEARING ON UNMET TRANSIT NEEDS

33475
LEGAL NOTICE

Public Hearing on Unmet Transit Needs

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

October 24, 2018
9:00 a.m. (or as close to this time as possible)
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, CA

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

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

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

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

PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 23, 2018

The above space is reserved for the County Clerk's filing stamp.

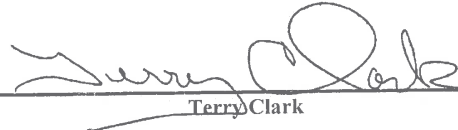
PROOF OF PUBLICATION (2015.5 C.C.P.)

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 23

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



Terry Clark

Dated in Auburn, California

SEPTEMBER 23, 2018

PROOF OF PUBLICATION
THE AUBURN JOURNAL
1030 High Street
Auburn, CA 95603

APPENDIX E: ADOPTED 2019/20 UTM FINDINGS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 19-01

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

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler

NOES: None

ABSENT: None

Signed and approved by me after its passage



Executive Director



Vice Chair Burruss Chair Holmes
Placer County Transportation Planning Agency

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

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

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

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

WHEREAS, each item of testimony received was analyzed and compared with the definitions of “unmet transit need” and “reasonable to meet” as adopted by the PCTPA in May 2014, and is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2019/2020*; and

WHEREAS, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 31, 2019 regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

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

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

