



Annual Unmet Transit Needs and Ridership Report

For Fiscal Year 2022



EXECUTIVE SUMMARY

This year Placer County Transportation Planning Agency (PCTPA) received 267 Unmet Transit Needs comments through a virtual workshops, a public hearing, and online engagement. This year's process was significantly affected by the ongoing COVID-19 pandemic and subsequent stay-at-home orders.

There were two 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 request for non-work transit service, including service from South Placer to the Tahoe Basin for recreation, service to the airport, and service to downtown Sacramento for evening and weekend events.

This year's report also includes an annual ridership report for Fiscal Year 2020. Ridership has continued to decline since its peak during the Great Recession, with steeper declines in the last quarter of FY 2020 when the COVID-19 pandemic began.

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

The SSTAC's recommended finding is that there are no new unmet transit needs that are reasonable to meet, but that the adopted unmet transit needs definition should be evaluated over the coming year to determine if any changes or additions need to be made.

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ABOUT UNMET TRANSIT NEEDS

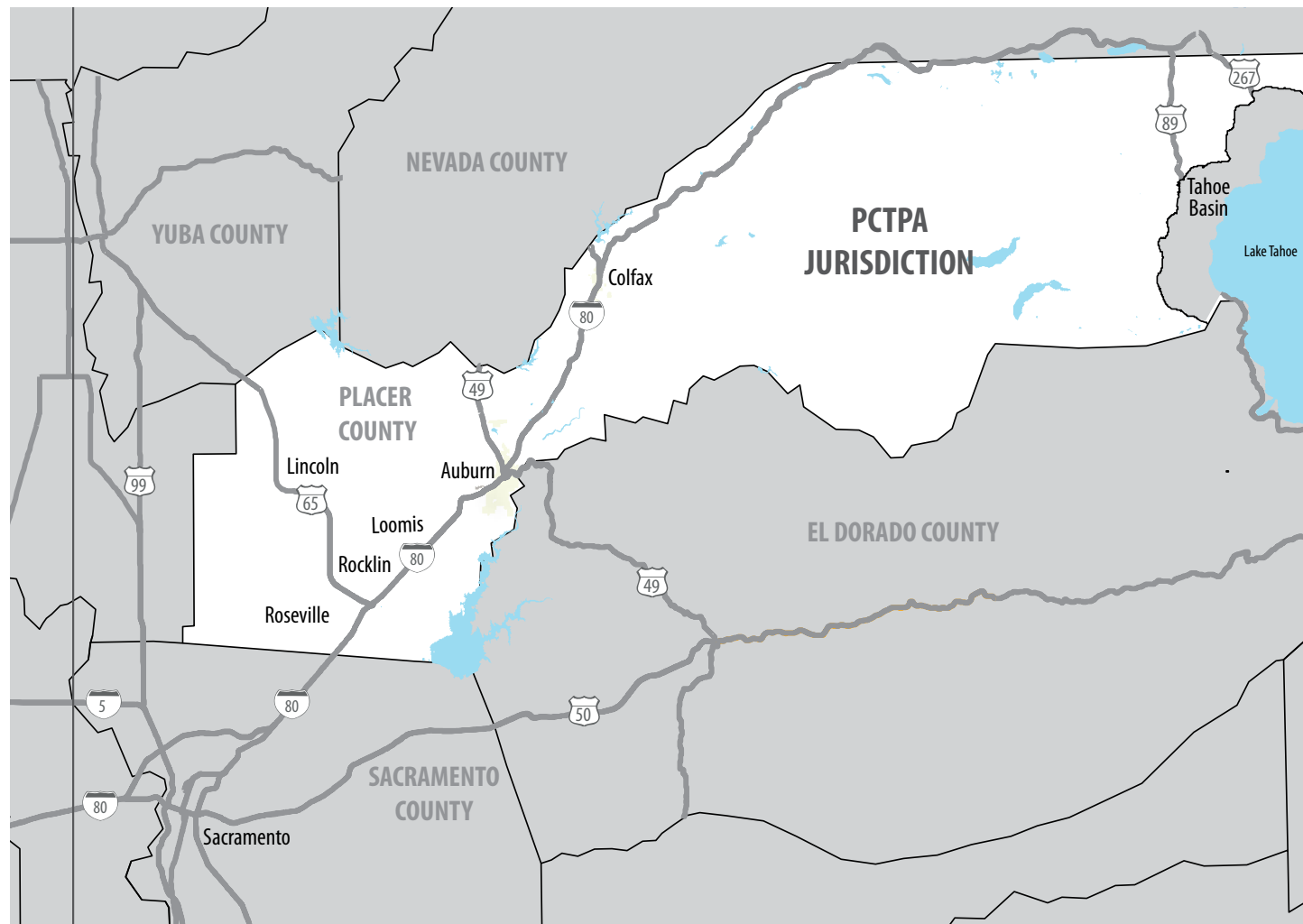
About PCTPA

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

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



PCTPA Jurisdiction Map



PCTPA UTN Definition

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

Amended in 2014

TDA and ADA Requirements

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

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

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

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



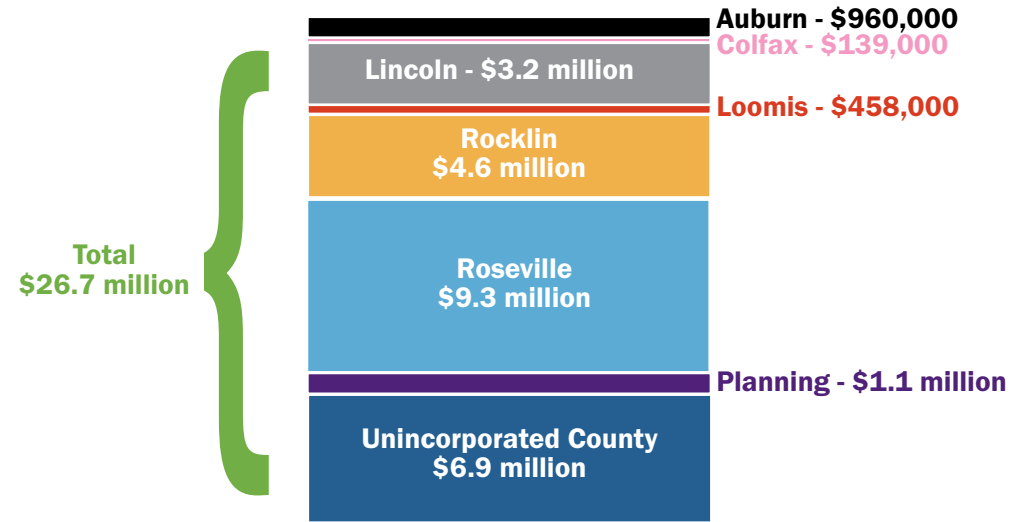
ABOUT UNMET TRANSIT NEEDS

Transit Funding

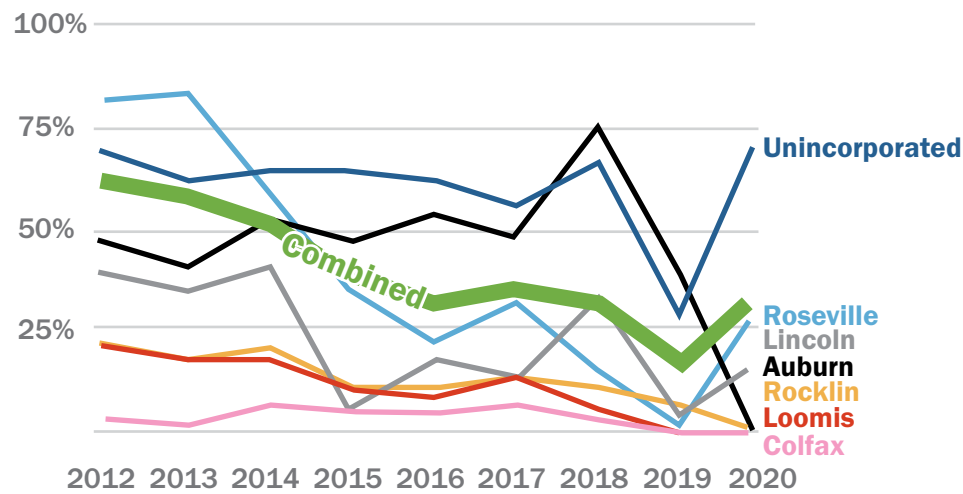
While the primary source of funds for public transit is the Transportation Development Act (TDA), transit operators in Placer County use a variety of federal, state and local funding sources. The TDA provides funding under two separate statewide programs: sales-tax-funded Local Transportation Fund (LTF)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

As shown in the stacked bar chart on the top left, Placer County received \$26.7 million dollars in LTF in fiscal year 2020. PCTPA uses a portion of the LTF to fund planning efforts, and the remainder is split among the jurisdictions according to population. Each jurisdiction may then choose to spend a portion of their LTF on non-transit projects, so long as there are no unmet transit needs that are reasonable to meet. Exactly how much is spent on streets and roads rather than transit is up to the jurisdictions, and the proportions vary year-to-year depending on estimated costs, availability of other funding sources, and local spending priorities. As shown in the line graph on the middle right, half of Placer's jurisdictions increased LTF spending on transit this year while the remaining jurisdictions continued the general trend of spending less LTF for transit purposes. Countywide, just 33% of LTF funds were spent on transit in fiscal year 2020. Federal COVID-19 pandemic stimulus funding may have offset the need for LTF. Despite changing amounts of LTF spent on transit, the amount of service miles has remained relatively steady over the past several years, as seen in the line graph on the bottom right.

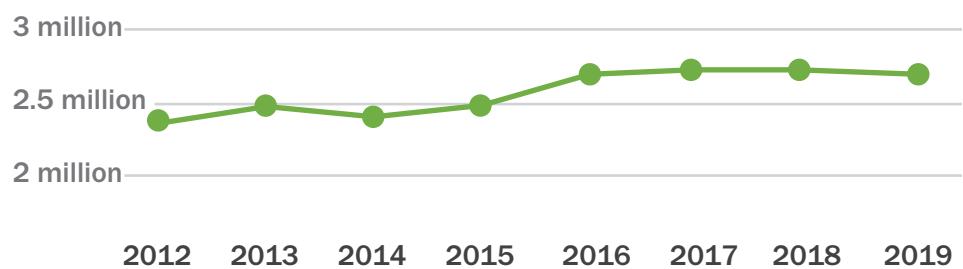
FY 2020 LTF Allocation by Jurisdiction



% of LTF Spent on Transit Annually



Annual Miles of Transit Service in Placer County



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

Outreach Process

Following the success of online surveys in last few years and the social distancing guidelines for the COVID-19 pandemic, all Unmet Transit Needs comments were collected online this year. Working with Nevada County Transportation Commission and Tahoe Regional Planning Agency, PCTPA held two virtual workshops to address transit needs in the Truckee/Tahoe region. A public hearing was also held at the virtual PCTPA Board meeting in October 2020. However, the majority of comments were received through the online survey. As a result of this outreach, PCTPA received 267 comments. Of those, 86 comments did not include any kind of transit request and 17 comments involved transit service outside of PCTPA's jurisdiction.

These comments were analyzed by PCTPA staff and reviewed by the Social Services Transportation Advisory Council (SSTAC), as required by the TDA. At their January 6th meeting, the SSTAC added the recommendation that the UTN definitions be updated.

Status of Previous Years' Recommendations

2019's Unmet Transit Needs finding determined that providing Dial-A-Ride service between Lincoln and Rocklin for those who cannot ride fixed-route service was an unmet transit need that was reasonable to meet. The Cities of Lincoln and Rocklin and Placer County Transit implemented this service change in February 2020. ADA-eligible riders are now able to take Dial-A-Ride trips between the two cities. Last year's recommendation on microtransit service continues in the Reinventing Transit planning process, discussed in further detail on page 13.



Unmet Transit Needs Survey

Required Question(s) Progress:

Please provide your contact information so we can respond to your comments

First Name:

Last Name:

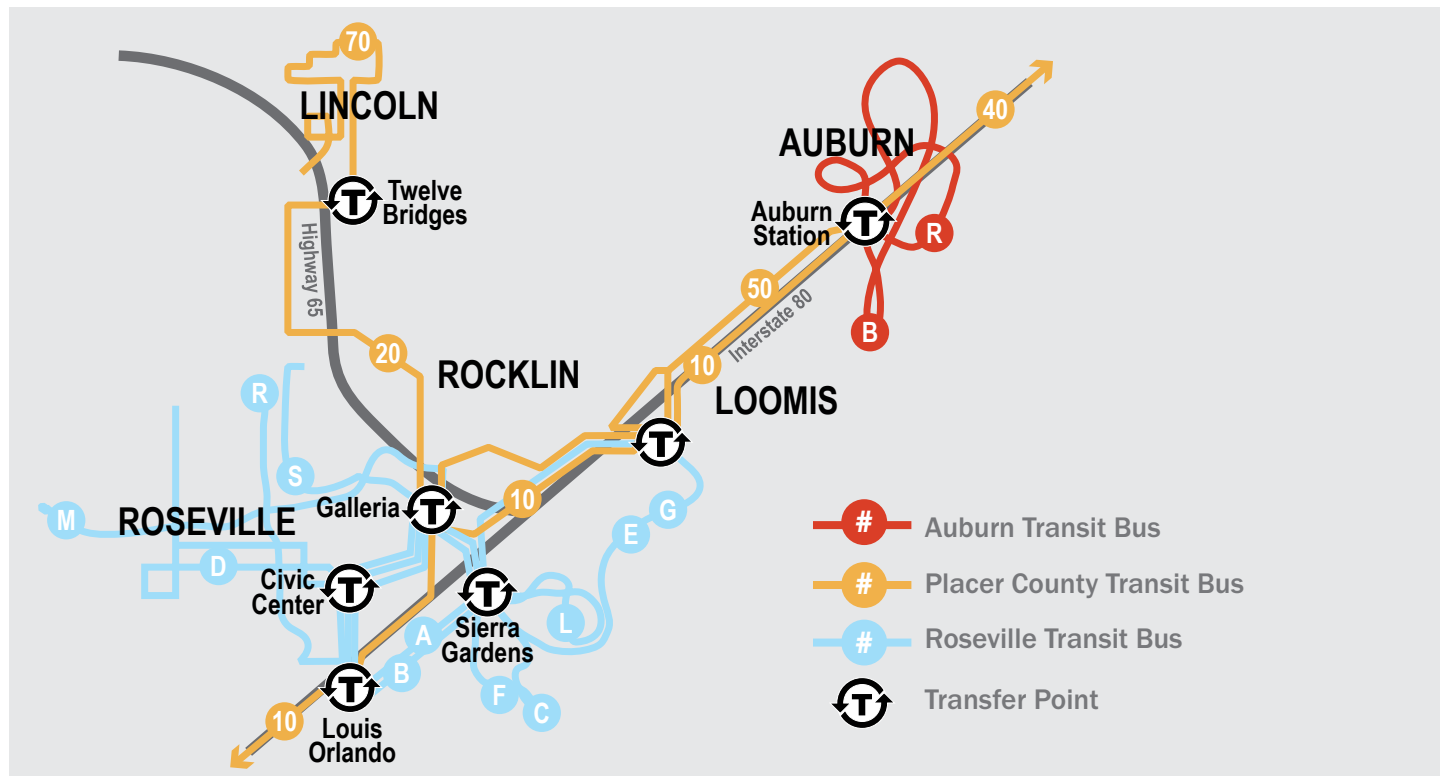
Email Address:

emailaddress@xyz.com



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 services, more detailed route and service information can be found on the operators websites which are listed to the left.

Transit Planning

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

The SRTPs were updated in 2018 and 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

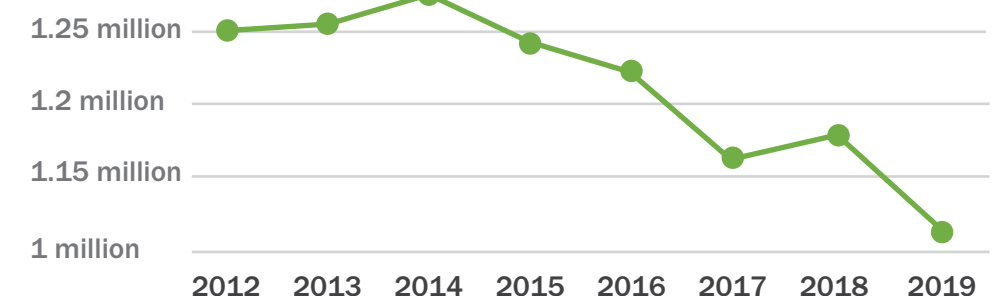
Local bus service is available within Roseville, Lincoln, Auburn, and in the Tahoe Truckee area. Roseville Transit provides 11 different bus routes across the city. PCT's Lincoln Circulator (70) provides local service to Lincoln while the Highway 49 Bus (30) provides service to Auburn. Auburn Transit 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 continues to fall from its peak in the recession. The affordability of car ownership, as well as increasing availability of transportation network companies like Uber and Lyft have exacerbated this trend.

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

ANNUAL RIDERSHIP REPORT - FY 2020

Placer County Transit

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

Operating Subsidy per Trip

Operating Cost: \$8,004,203
 Fare Revenue: \$510,094
 Operating Subsidy: \$7,494,109
 Total Trips: 303,275
 Subsidy per Trip: \$24.71

Annual Trips per Hour

Total Trips: 303,275
 Vehicle Revenue Hours: 52,302
 Trips per VH: 5.79

Roseville Transit

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

Operating Subsidy per Trip

Operating Cost: \$6,147,220
 Fare Revenue: \$750,072
 Operating Subsidy: \$5,397,148
 Total Trips: 259,766
 Subsidy per Trip: \$20.78

Annual Trips per Hour

Total Trips: 259,766
 Vehicle Revenue Hours: 49,165
 Trips per VRH: 5.28

Auburn Transit

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

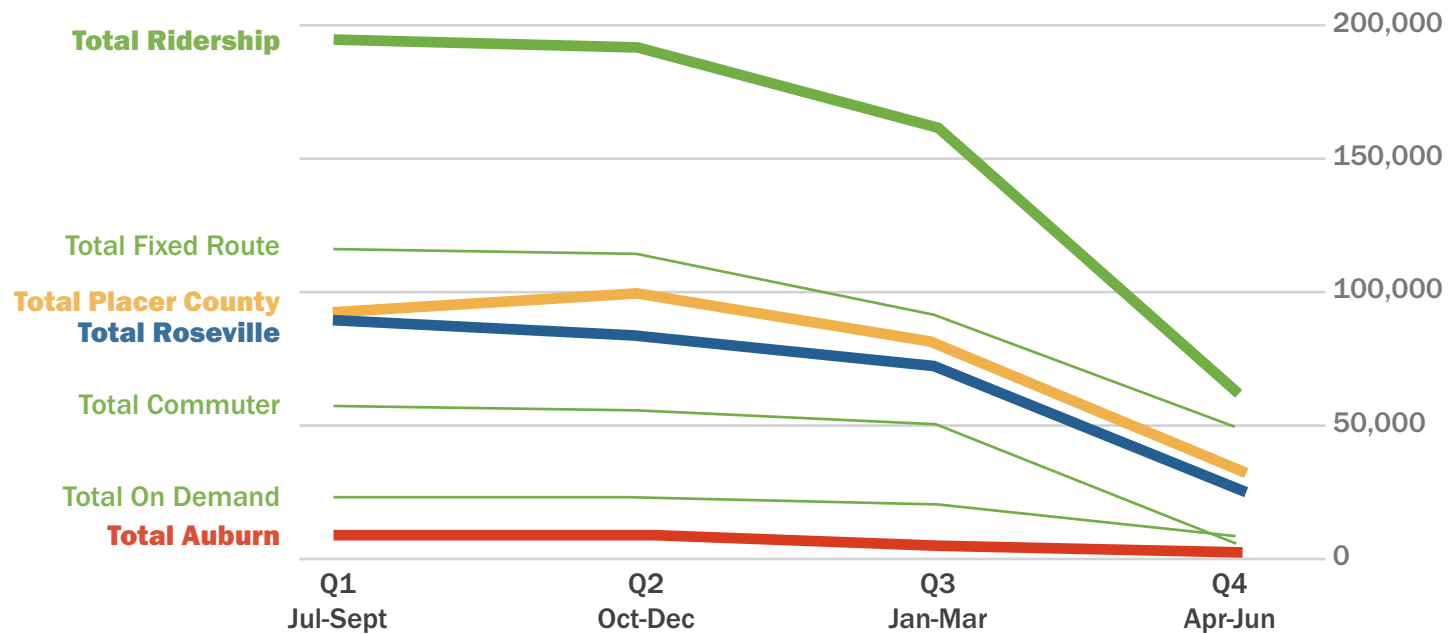
Operating Subsidy per Trip

Operating Cost: \$653,321
 Fare Revenue: \$18,835
 Operating Subsidy: \$634,486
 Total Trips: 26,688
 Subsidy per Trip: \$23.77

Annual Trips per Hour

Total Trips: 26,688
 Vehicle Revenue Hours: 4,439
 Trips per VH: 6.01

Fiscal Year 2020 Ridership

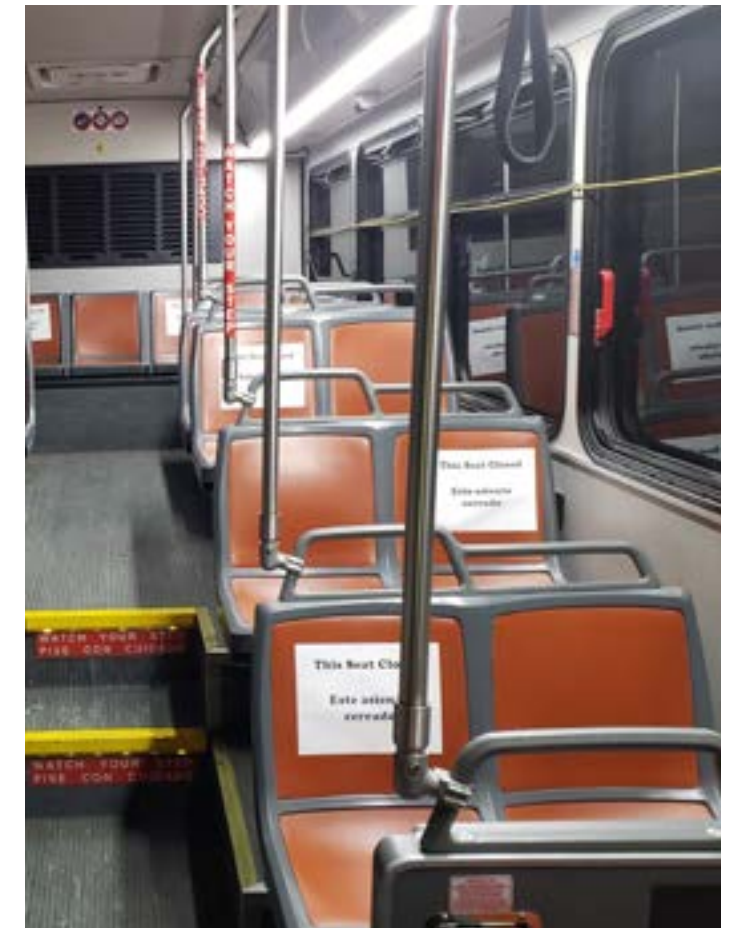


COVID-19 Pandemic

Like most counties across the country, Placer County's ridership in the fourth quarter of fiscal year 2020 was significantly impacted by the COVID-19 pandemic. Shelter-in-place restrictions and the subsequent increase in work-from-home and telecommuting resulted in a sharp decrease in transit ridership, as seen in the chart at the bottom of the previous page. At the time this report was released, ridership had recovered slightly but remains well below pre-COVID levels.

Placer County Transit and Roseville Transit both implemented free fares for all of the fourth quarter of FY 2020 and continued until October. Free fares allowed for rear door boarding, limiting the interaction between passengers and drivers. Free fares continued until plexiglass barriers were installed around the driver's seat. While this was south Placer transit agencies' first pilot of free fares, the shelter-in-place orders prevented the free fares from driving any noticeable changes in ridership. All three transit agencies implemented a mask mandate, which continues as of the release of this report.

There continues to be a great deal of speculation on what lasting impacts the COVID-19 pandemic will have on ridership. This is one of the main considerations for SACOG's Next Generation Transit Study (see page 13) and staff will continue to monitor national trends in service changes.



ANALYSIS AND RECOMMENDATIONS

Staff Recommendation Finding

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

1. There are no new unmet transit needs in FY 2021 that are reasonable to meet for implementation in FY 2022
2. The Annual Unmet Transit Needs Report for Fiscal Year 2022 is accepted as complete.
3. PCTPA staff, in partnership with the TOWG and SSTAC should evaluate the adopted Unmet Transit Needs definition to determine if any changes or additions are appropriate.

The SSTAC concurred with the staff recommended finding at their meeting on January 4, 2021. The PCTPA TAC and Board adopted these findings at their February 9th and 24th meetings, respectively.

Analysis of Comments

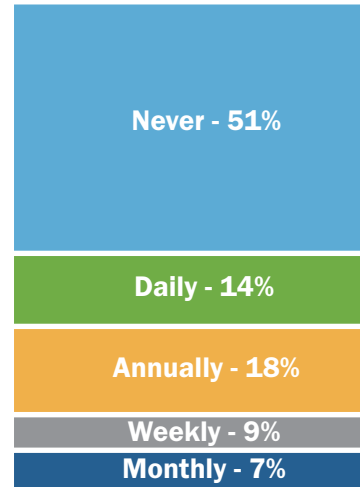
In addition to asking about unmet transit needs, the survey gathers basic ridership information. The stacked bar chart to the right shows how often commenters ride transit. Compared to previous years, there were more infrequent and non-transit riders who responded to the survey. Of those that did ride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

Compared to previous years, this year's Unmet Transit Needs Outreach included more requests for intercity and intercounty service, 24% and 30% respectively. Many of these comments were for recreational and leisure trips, including evening trips to downtown Sacramento, shuttles to Auburn State Recreation Area and Hidden Falls Regional Park, and seasonal service between south Placer and the Tahoe Basin. Requests for non-work trips like these have increased over the past few years and will be an important consideration as increased working from home may make work trips over transit less common.

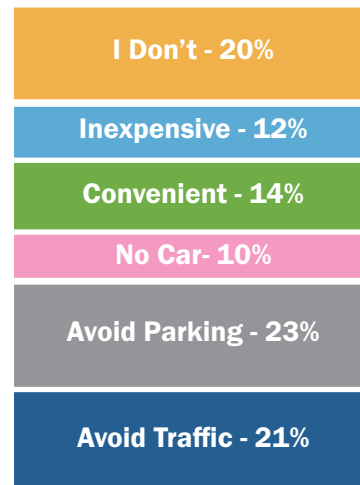
Similar to last year, there were multiple requests for service to the newly developed and growing areas of Placer County, including north Rocklin, West Roseville/Westpark, and Lincoln. All of these areas are served by citywide Dial-A-Ride and local staff continue to monitor the need for increased service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

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

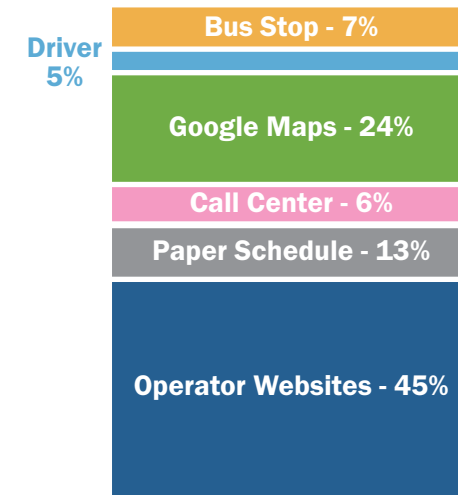
How Often Do You Ride Transit?



Why Do You Ride Transit?



How Do You Get Information?



Current Transit Planning

Reinventing Transit

At their February 2020 meeting, the SSTAC recommended that PCTPA staff, in collaboration with local agencies and the Transit Operators Working Group, evaluate the potential for microtransit service in Placer County. In particular, the group was interested in the success of pilot microtransit projects in neighboring jurisdictions in the region. Beginning in July 2020, PCTPA staff and representatives from each transit operator began meeting monthly to further evaluate microtransit service.

The group received guest presentations from the City of West Sacramento, Yolo County Transportation District, and Washoe County Transportation Commission, all of which have implemented innovative transit services in recent years. These guest presentation gave staff the opportunity to understand the process of implementing these services. At this point, potential pilot services have not been identified, but staff will continue to analyze microtransit opportunities and reevaluate routes through fiscal year 2021-2022.

SACOG Next Generation Transit Study

SACOG staff kicked off the Next Generation Transit Study to shape a vision of transit for the Sacramento region that includes strategies to integrate traditional transit services with new mobility options. The project will analyze six key issue areas: Transit Service, Interagency Collaboration, User Experience, Travelers, Land Use, and Emerging Mobility. The project work will be guided by a Policy Advisory Committee (PAC) of business and economic development leaders as well as regional advocates, and a Technical Advisory Committee (TAC) with a broader range of stakeholders, including transit service providers and experts for specific topic areas. PCTPA and local agency staff serve on both the PAC and TAC for this planning effort, which will conclude in spring 2021.

Placer-Sacramento Action Plan

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



APPENDIX A: PUBLIC COMMENTS & RESPONSES

The table below includes every comment received as part of the Unmet Transit Needs outreach for fiscal year 2022. The first column from the table includes the comment received from the public. In most cases the comment is printed exactly as received, but in rare cases it was summarized to save space or remove personal information. The second column includes one of four findings: this is not an unmet transit need, this unmet transit need is not reasonable to meet, or this unmet transit need is reasonable to meet. The third column includes an explanation for how PCTPA staff and the SSTAC determined whether a request was an unmet transit need that was reasonable to meet. In many cases the explanations refer to various transit plans, all of which are available on the PCTPA website pctpa.net. The fourth column lists the jurisdictions relevant to each comment ('County' refers to the unincorporated areas of Placer County).

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

Intracity Comments

1	From a secure location in Auburn to Auburn State Recreation Area roundtrip for health	This unmet transit need is not reasonable to meet	There is currently no transit service to Auburn State Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn
2	From China Bar to the Auburn State Recreation Area.	This unmet transit need is not reasonable to meet	There is currently no transit service to Auburn State Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn
3	From Sacramento, Auburn, or someplace in between to the Auburn State Recreation Area.	This unmet transit need is not reasonable to meet	There is currently no transit service to Auburn State Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn
4	From Southridge and Auburn-Folsom to Sutter Auburn Faith Hospital	This is not an unmet transit need	This trip can be made by taking the Auburn Transit South Route from McAuley Meadows to Nevada Station, then taking the Placer County 30 bus to Sutter Auburn Faith Hospital.	Auburn Placer County
5	Just wondering how individuals living on rural roads in Colfax can access transportation, especially if they are low income.	This is not an unmet transit need	This comment does not contain a transit service request. Rural areas around Colfax do not have transit service and the Short Range Transit Plans do not recommend adding such a service.	Placer County

Intracity Comments (cont.)

6	Sun City Lincoln Hills has need of daily shuttle service	This is not an unmet transit need	Sun City Lincoln Hills is served by Lincoln Dial-A-Ride	Lincoln
7	Why don't you come up to SCLH? It is a long walk to the Library. At least to the road into Del Webb.	This is not an unmet transit need	Sun City Lincoln Hills is served by Lincoln Dial-A-Ride	Lincoln
8	I have had several of my library patrons reach out to me over the last few years wishing there was a public transit connection between Lincoln High School/Downtown Lincoln and the Twelve Bridges Library. This would enable students and downtown residents to be able to access the Lincoln Public Library more easily than they are currently able to.	This is not an unmet transit need	This trip can currently be made on Lincoln Dial-A-Ride	Lincoln
9	At 8th street and Q street dial ride need more buses just one bus that operate in Lincoln. I do like the bus where when pick right front of the door at your home. go to 12 Bridges the transfer point Lincoln. The rain days.	This is not an unmet transit need	Operational issues, like fleet size, are not considered unmet transit needs.	Lincoln Placer County
10	From Sun City Blvd to the Del Webb Boulevard/Orchard Creek Lodge Sport Complex for exercise and activities.	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride between the two locations.	Lincoln Placer County
11	From Granite Bay to down to services on Sierra College or Eureka for shopping, medical, and eating out.	This is not an unmet transit need	These trips can be made by taking Granite Bay Dial-A-Ride.	Placer County
12	I live in Granite Bay, an unincorporated region of Placer County and the nearest public transit is available from Roseville Transportation, and only if I drive or get a ride to a bus stop in the city of Roseville. I was a regular Roseville and Placer Transit commuter for ten years, and am now retired. I believe that public transit availability for Granite Bay is essential, as many residents are seniors, who may need a public alternative to Uber or Lyft, if and when they are no longer able to drive independently. I recommend the addition of a route that includes Granite Bay.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding transit service in Granite Bay. General Public Dial-A-Ride is currently available between any two locations within Granite Bay.	Placer County

Intracity Comments (cont.)

13	I can only speak to my 13 years living here in GB. There is no public transportation available starting in our community and that means you have to drive, or hire UBER or LYFT. It would be a nice service/option for the residents of this area to have public transportation.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding transit service in Granite Bay. General Public Dial-A-Ride is currently available between any two locations within Granite Bay.	Placer County
14	The Dial A Ride in Granite Bay operates on a very limited schedule so it is not convenient for commuters or residents.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding Dial-A-Ride service in Granite Bay.	Placer County
15	I would like to open an Adult Day Program in the Granite Bay area, but lack of public transportation is limiting the viability of this area. A large portion of our program would be teaching our clients how to access & navigate public transportation.	This unmet transit need is not reasonable to meet	Granite Bay is served by Dial-A-Ride. The Short Range Transit Plans do not recommend adding additional service.	Placer County
16	From Park at sunset to Fairway-LoneTree commercial corridor for shopping	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from Park and Sunset to anywhere else in Rocklin	Rocklin Placer County
17	From Sunset/Park to Lonetree/Blue Oaks for shopping, restaurants, and movies	This is not an unmet transit need	This trip can be made by taking Placer County 20 bus from Sunset and Park to Lonetree and Blue Oaks.	Rocklin Placer County
18	First Whitney High School, Rocklin High School, five major senior living facilities, and commercial development within one-half mile east and west of the Blue Oaks intersection at Lonetree Boulevard are major activity centers without fixed-route service	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin	Rocklin Placer County

Intracity Comments (cont.)

19	Second, the limited stops in east Rocklin for Routes 10, 20, and the Placer Commuter Express reduce potential ridership. Route 10, which directly serves the I-80 light rail station, has only one stop, Rocklin at Sierra College. It passes by but does not stop at Rocklin Commons, which has a 35-space park-and-ride lot required by the City. Likewise, the Commuter Express only stops at the train station but passes by the Sierra College intersection with Pacific Street, which is only 700 ft. from the nearest parking area in the approved Costco facility. Route 20 has a four-mile, one-way loop in east Rocklin that limits service where both an origin and destination exist on the loop.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin	Rocklin Placer County
20	From Pleasant Grove and Kennerleigh to Roseville Kaiser	This is not an unmet transit need	This trip can be made by taking the Roseville M bus to Pleasant Grove and Foothill, then taking Roseville D bus to Vernon Street and Grant, then taking Roseville L Bus to Kaiser Roseville.	Roseville
21	From Grape Street in Roseville to Gibson drive in Roseville without using Dial-A-Ride	This unmet transit need is not reasonable to meet	This trip can be made on Roseville Dial-A-Ride. The Short Range Transit Plans do not recommend adding a more direct fixed route between these two locations.	Roseville
22	Douglas Boulevard and East Roseville Parkway to Washingtwn Boulevard and East Roseville Parkway for work. .	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride between both locations.	Roseville
23	From Maidu to Roseville Amtrak	This is not an unmet transit need	This trip can be made by taking Roseville F bus from Maidu to the Sierra Gardens Transfer Point, then taking Roseville B bus to Roseville Station.	Roseville
24	From secret Ravine Parkway to Fairway Avenue for shopping, and medical appointments.	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Secret Ravine to the Galleria, then taking the Roseville M bus to Fairway Drive.	Roseville

Intracity Comments (cont.)

25	I am a Senior and cannot drive, so the most important need I have is Sunday service and later Saturday service with Roseville Transit.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending Saturday Service or adding Sunday Service.	Roseville
26	From Opal and Crocker Ranch Road or Opal and Parkside to Galleria, Downtown Roseville, and Sacramento Light Rail	This is not an unmet transit need	The trip to the Galleria can be made by taking Roseville Dial-A-Ride. Once at the Galleria, the trip to downtown Roseville can be made by taking the Roseville B bus and the trip to Sacramento Light Rail can be made by taking Placer County 10 bus to Watt I-80 Light Rail station.	Roseville Placer County

Intercity Comments

27	From Colfax to Auburn for shopping on the weekends	This unmet transit need is not reasonable to meet	There is currently no weekend service between Colfax and Auburn and the Short Range Transit Plans do not recommend adding such a service.	Auburn Colfax Placer County
28	From Colfax to Auburn for work shopping and medical appointments. I would need flexible options for days and times of days that do not currently exist - I would be open to shifting my commute to public transit if I knew I could get home if/when I needed to. For example, if my daughter got sick while at school I couldn't wait hours for the next bus.	This unmet transit need is not reasonable to meet	There is currently once daily service between Auburn and Colfax. The Short Range Transit Plans do not recommend increasing the frequency of this service.	Auburn Colfax Placer County
29	From Auburn to the American River confluence near the Highway 49 bridge.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

30	From Auburn Area to the American River Confluence on busy summer weekends when there is no parking . Buses should have bike racks and if possible an onboard area for temporary river gear storage.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
31	From Auburn Transit Center to the Green Bridge on Highway 49 and 193 for Hiking	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
32	From the fair ground or somewhere with free parking to the American River Confluence or Hidden Falls.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
33	From downtown auburn to the american river confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
34	From Auburn to the Confluence Area Auburn State Recreation Area.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
35	From Auburn to the confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
36	From Auburn to the Confluence, Tahoe, and Cool	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
37	From Auburn to the American River Confluence near the Highway 49 bridge.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
38	From the old Heart Federal Building to the American River Confluence.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

39	From Overlook Park to the North Form Middle Form of the American River Confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
40	From Auburn to the American River Confluence, and the China Bar Area	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
41	From the American River Overlook to the American River Confluence and China Bar	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
42	From Railhead Park to the Confluence Area	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
43	From Auburn to the Confluence of the American River	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
44	From Auburn to the American River Confluence, and the China Bar Area	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
45	From Auburn to the Confluence of the American River, and Foresthill	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
46	From somewhere around downtown Auburn to the American River Confluence at Old Foresthill Road	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
47	From Central Square Auburn to the American River Confluence for recreation and exercise	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

48	From Downtown Auburn to the Confluence for recreation	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
49	From Auburn to the American River Confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
50	From Downtown Auburn to the Confluence of the American River, Oregon Bar, and RuckAChucky.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
51	please provide more shuttles to alleviate parking and crowding at Auburn's access points to the American River.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
52	I would like to see service from Auburn to the American River Confluence in the Auburn State Recreation Area for recreational opportunities.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
53	Parking in recreational areas during the summer, and weekends is insufficient for the numbers trying to use those areas. Illegal parking and traffic, makes it dangerous for First Responders and pedestrians. A seasonal shuttle to different parts within the Auburn State Recreation Area, would make it safer for all	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

54	If a shuttle were available to the confluence area, I'd certainly use that rather than park at the confluence. Otherwise, I don't really need public transportation. (I work from home as a software engineer. I re-located to Lincoln from Sunnyvale, looking to get out of the congestion of Silicon Valley. Hiking the trails in the Auburn SRA and the Hidden Falls local park is the only reason I drive more than 10 miles. But I am planning to hike on other trails in Placer County.)	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
55	A public transit sure would help relieve the congestion around the confluence on weekends, when right now people are parking all over the place, even where it's dangerous, such as on Hwy. 49 on the right just across the bridge – the road's too narrow for parking and for people getting in and out of their cars right on the roadway.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
56	Bus service from Auburn to the Confluence and the China Bar Area would greatly improve the overcrowded parking situation in the Auburn State Recreation Area, increasing the use and accessibility of this important recreational and tourist resource of Placer County.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
57	Bus access to the river confluence would help make the river area safer, friendlier, and more accessible.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
58	Request bus service from Auburn to the Confluence and the China Bar Area.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County

Intercity Comments (cont.)

59	I would consider taking the bus to the confluence of the American River if it could keep congestion of the area down.	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
60	Bus transit from Auburn to the Confluence	This unmet transit need is not reasonable to meet	There is currently no service to the Confluence of American River or Recreation Area and the Short Range Transit Plans do not recommend adding such a service.	Auburn Placer County
61	From Roseville to Auburn for shopping and attending events.	This is not an unmet transit need	This trip can be made by taking Placer County 10 bus from the Galleria to Auburn Station.	Auburn Roseville Placer County
62	I believe that there are people in Auburn who would ride to Roseville and Roseville to Auburn. I could take Uber after I got to Auburn to go to the places I wanted, then ride the bus back to Roseville and drive my vehicle home or call Uber.	This is not an unmet transit need	This comment lacks sufficient detail to identify a transit request, however it is possible to travel between Auburn and Roseville on Placer County Transit's 10 bus	Auburn Roseville Placer County
63	From 1st street and Fuller to the Roseville Mall for shopping	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride from 1st and Fuller to Twelve Bridges Library, then taking the Placer County 20 bus to the Roseville Galleria.	Lincoln Placer County
64	From Sun City Lincoln Hills to Lincoln, Rocklin, and Roseville.	This is not an unmet transit need	Trips to other locations in Lincoln can be made by using Lincoln Dial-A-Ride. Trips to Rocklin and Roseville can be made by taking the Placer County 20 bus from Twelve Bridges Library.	Lincoln Placer County
65	From Sheridan 95681 to Lincoln 95648 for shopping and medical appointments.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County

Intercity Comments (cont.)

66	From Sheridan to Lincoln, CA or Wheatland, CA for work and shopping.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
67	From Sheridan to Lincoln for shopping/work.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
68	From sheridan to Lincoln or Rocklin ie Sierra College	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
69	Would be nice to have public transportation 9ut here in Sabre City Estates off of pfe Rd. Slot of elderly and disabled persons are stuck home without any transportation to get food or make doctor appointments.	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of western Placer and the Short Range Transit Plans do not recommend adding such a service.	Placer County
70	Sheridan, CA is a small community with a lack of resources for the town. By having a motive of transportation out of Sheridan would allow people who live in Sheridan more freedom to get around.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County

Intercity Comments (cont.)

71	I live in Sheridan. Plenty of residents here dl not have transportation. A elderly woman stands on 65 and gets rides into town and back. Sometimes she's out there for hours. She need transportation. My son and his friends need jobs. They have no transportation to the local towns for jobs. They have no way to make any money here. There's a great need for a bus stop in Sheridan that at least leaves a few different times a day with return times. Definitely necessary. I have my class B and am willing to drive this route if need be. People need help. Thank you!	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
72	We have lots of folks in our little town that would use public transportation but none is available at all and we are only 10 minutes from Lincoln. We even have a couple of folks that hitchhike to Lincoln for groceries and doing laundry because they do not have a vehicle.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
73	I am taking this survey because many of my patients complain about the difficulty in getting to our clinic on public transit. They are often coming from Grass Valley, Auburn, or Roseville, and we are located in Weimar, CA.	This unmet transit need is not reasonable to meet	There is currently not service to Weimar and the Short Range Transit Plans do not recommend adding service.	Placer County
74	Neighbors have been wanting a bus route out here in Sabre City Estates.	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of western Placer and the Short Range Transit Plans do not recommend adding such a service.	Placer County

Intercity Comments (cont.)

75	There is not option that works for public transportation from Foresthill Ca; but having one may benefit the community greatly. I have been younger on this mountain and was not able to get to work because my car broke down and there was no public transportation to help me get to work so that I could buy the parts needed to fix my car. It starts a cycle when you can not get to work or shopping off the mountain.	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	Placer County
76	There is no public transit available where I live in Sheridan, CA!	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
77	My comment for the hearing is we have no transit service in Sheridan. We still have the lady who spoke at the hearing last year who continues hitchhiking from Sheridan to Lincoln for food. Hopefully one of these years we will have transit service in Sheridan.	This unmet transit need is not reasonable to meet	There is currently no transit service to Sheridan. While the Short Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service.	Placer County
78	Existing Placer County Route 10: Split the route in half by operating all trips between Auburn Amtrak and Roseville Galleria on 30-minute frequencies. Enter into a transit transfer agreement with Roseville Transit for service between Roseville Galleria and the Watt/I-80 Station on a 30-minute frequency. Recommended hours would be 5am to 11pm such that trips meet and make light rail connections at Watt/I-80 and bus-to-bus transfers at the Roseville Galleria both on the top and bottom of every operating hour.	This unmet transit need is not reasonable to meet	This service change is not recommended by the Short Range Transit Plans.	Placer County
79	From the Galleria Mall to Whitney High School for classes, shopping, and appointments	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from the Galleria to Whitney High School.	Rocklin

Intercity Comments (cont.)

80	I am now 22. I grew up in Lincoln and remember having to take the city bus home in High School. It took about 1.5 hours to get home just because there weren't more efficient bus routes for a ten minute equivalent drive. I've also known people that could benefit from public transport to work. Currently, I am not using public transport to get to my job in Rocklin, as it would take a while and I fortunately have a car nowadays. I think it would take about an hour and then some walking time? Not too bad, but I generally support public transport improvements	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Rocklin Lincoln Placer County
81	From Rocklin to Kaiser Riverside and Kaiser Lincoln for medical appointments	This is not an unmet transit need	These trips can be made by taking the Placer County 20 bus to the Roseville Galleria, then transferring to the Roseville A bus to go to Kaiser Riverside or staying on the Placer County 20 bus to go to Kaiser Lincoln.	Rocklin Lincoln Placer County Roseville
82	From Rocklin to Granite Bay for Church on Wednesday nights, Saturday Afternoons, and Sunday Mornings	This unmet transit need is not reasonable to meet	There is currently no direct service between Rocklin and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Rocklin Placer County
83	From the Galleria Mall to Whitney Highschool for volunteer and sporting.	This is not an unmet transit need	This trip can be made by taking Rocklin Dial-A-Ride from the Galleria to Whitney High School.	Rocklin Placer County
84	From Douglas Boulevard at Sierra College to the Roseville Galleria	This is not an unmet transit need	This trip can be made by taking the Roseville L bus from Douglas and Sierra College to the Sierra Gardens transfer point, then taking Roseville B bus to the Galleria.	Roseville Placer County
85	From Rocklin to Granite Bay for church, work, class.	This unmet transit need is not reasonable to meet	There is no direct service between Rocklin and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Rocklin Placer County

Intercity Comments (cont.)

86	<p>Three major trip generators in Rocklin have no public transit service – the two high schools and the Blue Oaks/ Lonetree shopping area.</p> <p>Route 20 inefficient with 15-minute detour to and from Galleria.</p> <p>Obvious opportunities exist for Roseville and PCT systems to integrate service and better serve the Fairway/ Lonetree Corridor (Route M) in west Rocklin and Sierra College area (Routes E/G) in east Rocklin.</p> <p>One-way loop in east Rocklin serving Granite Drive needs to be changed to two-way loop.</p> <p>Three PCT routes (10, 50, and Commuter Express) only have one stop in Rocklin (Sierra College).</p> <p>Rocklin required Rocklin Commons to put in a Park & Ride lot. At least Route 10 and Commuter Express should serve the lot as they are both commuter services.</p>	This unmet transit need is not reasonable to meet	<p>The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin</p>	Rocklin Placer County
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Intercity Comments (cont.)

87	<p>Third, the Placer County Transit system needs to implement an effective first-mile, last-mile strategy for service to major activity centers served by fixed routes. Fixed routes are appropriate to serve major trip generators in or adjacent to the City, especially the Galleria, the recently built shopping complexes at the I80/Sierra College interchange, a junior college, and a university. It is estimated that existing routes within Rocklin only reach 20% of residents within a quarter-mile walking distance (See Figure 2). The development patterns for residential neighborhoods in Rocklin limit the potential for fixed routes and variants such as route deviation, but almost all residences are within one mile of a major activity center (See Figure 3). A multi-modal first-mile, last-mile strategy that includes secure bike lockers at major activity centers and financial incentives for scheduling short trips by existing dial-a-ride and Uber/Lyft services would address gaps in fixed-route service</p>	This unmet transit need is not reasonable to meet	<p>The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin</p>	Rocklin Placer County
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Intercity Comments (cont.)

88	<p>The transit needs for Rocklin are just not there nor effective. I would love to use light rail HWY 65 to the capitol corridor it needs to fast/efficient and convenient. How the County adopted the revised Sunset plan without addressing mobility is beyond me. I am all for the satellite campuses how about connection Sierra college/sac state to this and eventually to the airport and downtown. The recent electronic traffic signs saying tired of sitting in traffic most would say yes but widening hwy 65 won't solve that simply push the congestion further up and the recent widening did. Additional roadway pavement is expensive and environmentally tough to build maintain and replace. A robust serious plan to make convenient mobility is needed to make this happen. I would ride light rail from Rocklin to the capitol corridor station so I could go for example mt biking in tahoe. The times are not regular no convenient once I get to Truckee then what? I a zipcar or ebike for some would be great your not there and stuck at the station. I would mt bike ride even snow ski and love to ride back and let someone else do the driving. In a larger context, understand beyond the means of Placer, but make it effective for someone from the bay area to use fixed rail to tahoe then only drive while up there. Storage on the train to store bikes/other winter ski etc safely i.e. theft makes great sense. The system or lack there of is simply nonexistent. Getting to work in Sac or going to</p>	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending light rail, providing service to the airport, or providing service between South Placer and the Tahoe area.	Rocklin Placer County
89	From Sun City Lincoln Hills to Roseville for Shopping	This is not an unmet transit need	This trip can be made by taking Lincoln Dial-A-Ride from Sun City Lincoln to Twelve Bridges Library, then taking the Placer County 20 bus to the Roseville Galleria.	Roseville Lincoln Placer County

Intercity Comments (cont.)

90	From Hayden Parkway and Corin Drive to Kaiser Lincon	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Hayden and Corin to the Galleria, then taking Placer County 20 bus to Twelve Bridges Library across the street from Kaiser Lincoln.	Roseville Lincoln Placer County
91	From any central parking area in Roseville to Auburn for County Government Business	This is not an unmet transit need	This trip can be made by taking the Placer County Route 20 bus from Roseville Galleria to Nevada Station in Auburn, then taking the Placer County Route 30 bus to Placer County Government Center	Roseville Placer County
92	From Iceberg Lane to Sierra College for Work	This is not an unmet transit need	This trip can be made by taking the Roseville M Bus from Sun City Boulevard and Pleasant Grove to the Galleria, then taking the Placer County 20 bus to Sierra College.	Roseville Placer County
93	From Pleasant Hill Road in Lincoln to Harding Boulevard in Roseville	This unmet transit need is not reasonable to meet	There is currently no service to rural unincorporated Lincoln and the Short Range Transit Plans do not recommend such a service.	Roseville Placer County
94	From Doolittle Drive in Roseville to Sunrise Boulevard in Roseville for Medical Shopping	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of western Placer and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
95	From Granite Bay to Roseville so I use less gas.	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
96	From Douglas and Auburn-Folsom to Douglas towards 80 for shopping, medical, and library	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
97	From Douglas and Sierra Gardens in Roseville to main street in Newcastle	This unmet transit need is not reasonable to meet	There is currently no transit service to Newcastle and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County

Intercity Comments (cont.)

98	From 95747 to Sierra College for work	This is not an unmet transit need	This trip lacks detail, however there are multiple Roseville transit buses from the 95747 zipcode that can be taken to the Roseville Galleria where the Placer County 20 bus can be taken to Sierra College.	Roseville Placer County
99	Light rail should come to Roseville and go down 65.	This is not an unmet transit need	The Short Range Transit Plans do not recommend extending light rail. Placer County Transit does operate bus service from Roseville to Lincoln along the Highway 65 corridor.	Roseville Placer County
100	From Foresthill to Roseville for shopping on the weekends	This unmet transit need is not reasonable to meet	There is no transit service in Foresthill and while the Short Range Transit Plans recommend piloting a shuttle, there would not be sufficient ridership at this time to support such a service.	Roseville Placer County
101	From Granite Bay to Roseville so I don't have to use my personal card.	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
102	From Granite Bay to Downtown Roseville for access to community for my DD daughter.	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and Granite Bay and the Short Range Transit Plans do not recommend adding such a service.	Roseville Placer County
103	Please make public transportation available in Granite Bay so commuters will be able to go to Roseville. The Dial A Ride operates on a very limited time. There is a Roseville Bus (Route L) that goes up to Sierra College/Douglas Blvd. Can you extend the trip up to Auburn Folsom Rd cor Douglas Blvd or even up to the gate of Folsom Lake? You will have plenty of riders going to the Lake and this will eliminate the traffic on Douglas especially during summer when there are a lot of private cars going to the lake.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend adding direct service to Folsom Lake or providing more direct connections between Granite Bay and Roseville.	Roseville Placer County

Intercity Comments (cont.)

104	Introduce 30-minute frequency between the Watt/I-80 Station to Roseville Galleria on both a weekday and weekend basis. This service would replace existing Placer County Transit Route 10 service with double the frequency and half the existing vehicle miles traveled. The existing service between Roseville Galleria and Auburn Amtrak would continue to be operated exclusively by Placer County Transit, but on a 30-minute frequency and approximately half the existing vehicle miles traveled on both a weekday and weekend basis. Existing Placer County Route 10 would change to be known as Route 80 as being more symbolic of the highway it is mainly traveling along.	This is not an unmet transit need	PCTPA and its regional partners are working to deliver the South Placer Transit Project, which would provide 30 minute service similar to this request.	Roseville Placer County
105	From Hemingway Drive in Roseville to the Target on Fairway in Rocklin and shopping on Blue Oaks.	This is not an unmet transit need	The trip to Target can be made by taking the Roseville M Bus from Pleasant Grove and Foothills to Pleasant Grove and Fairway. Blue Oaks in Roseville can be reached by taking the Roseville D bus. Blue Oaks in Rocklin can be reached by taking the M bus to Fairway and taking Rocklin Dial-A-Ride to Blue Oaks.	Roseville Rocklin Placer County
106	From Blue Oaks and Woodcreek Oaks to the City of Rocklin for work	This is not an unmet transit need	The comment does not mention a specific destination in Rocklin, but generally this trip can be made by taking Roseville D bus from Blue Oaks and Woodcreek Oaks to Foothills and Junction, then taking the Roseville M bus to Stanford Ranch and Fairway, then taking the Placer County 20 bus to several location in Rocklin.	Roseville Rocklin Placer County
107	From Junction and Country Club to Creekside Church for Guild meetings	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride from Junction and Country Club to the Roseville Galleria, then transferring to Rocklin Dial-A-Ride at Galleria and taking it to Creekside Church.	Roseville Rocklin Placer County

Intercity Comments (cont.)

108	From Washington and Kaseberg to Rocklin to work on Woodside Road and Harding Plaza.	This is not an unmet transit need	The trip to Rocklin can be made by taking the Roseville M bus from Pleasant Grove and Washington to Whitney and Lincoln, then taking the Placer County 20 bus to Woodside Drive. The trip to Harding Plaza can be made by taking the Roseville D bus from Washington and Junction to Vernon and Grant, then taking the Roseville L bus to Harding Plaza.	Roseville Rocklin Placer County
109	From Citrus Heights/Roseville Border (Foothills) to Rocklin Public Library for work	This is not an unmet transit need	This trip can be made by taking the Placer County 10 bus from Louis Orlando to the Roseville Galleria, then taking the Placer County 20 bus to Granite and Sierra Meadows near the Library.	Roseville Rocklin Placer County
110	From Sunset Boulevard, Rocklin to Denios Farmers Market for food shopping on weekends.	This is not an unmet transit need	This trip can be made by taking Placer County 20 bus from Sunset Boulevard to the Galleria, then taking the Roseville M bus to Pleasant Grove and Foothills, then taking the D bus to Main and Atkinson near Denio's.	Roseville Rocklin Placer County
111	From Roseville Square to 1000 Sunset Boulevard for work.	This is not an unmet transit need	This trip can be made by taking the Roseville L bus from Roseville Square to Vernon Street, then taking the Roseville A bus to the Galleria, then taking the Placer County 20 bus to 1000 Sunset Boulevard.	Roseville Rocklin Placer County

Intercounty Comments

112	From Cool to Auburn	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Auburn and Cool and the Short Range Transit Plans do not recommend adding such a service.	Auburn
113	From Cool to Downtown Auburn	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Auburn and Cool and the Short Range Transit Plans do not recommend adding such a service.	Auburn
114	From Cool to Auburn for shopping, medical, dining	This unmet transit need is not reasonable to meet	There is currently no direct transit service between Auburn and Cool and the Short Range Transit Plans do not recommend adding such a service.	Auburn
115	From Old town Auburn to Davis for work	This is not an unmet transit need	This trip can be made by taking the Capitol Corridor train from Auburn Station to Davis Station.	Auburn
116	From Auburn Fairgrounds/Maidu market to Folsom, Arden/Arcade areas.	This unmet transit need is not reasonable to meet	There is no direct transit service between Auburn Fairgrounds and Arden or Folsom and the Short Range Transit Plans do not recommend adding such a service	Auburn
117	From Auburn to Sacramento for evening events like concerts and plays.	This unmet transit need is not reasonable to meet	There is currently no evening service between Auburn and Sacramento and the Short Range Transit Plans do not recommend adding such a service.	Auburn
118	From Auburn to Nevada city and the Confluence	This unmet transit need is not reasonable to meet	There is currently no service from Auburn to the Confluence of American River and the Short Range Transit Plans do not recommend adding such a service. The trip to Nevada City can be made by taking Gold Country State 5 bus from Auburn Station to Grass Valley, then taking Gold Country Stage 1 bus to Nevada City.	Auburn Placer County

Intercounty Comments (cont.)

119	We need to incorporate trains (Auburn to Sacramento AND Yuba City/ Wheatland/Lincoln to Roseville/ Sacramento). Research how The Salt Lake Valley uses their railroad system (Fronrunner) & ties it into their light rail (Trax?). Their system has frequent runs & is priced aggressively so it has high ridership!	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend extending passenger rail service from Auburn or adding service to Lincoln. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.	Auburn Roseville Lincoln
120	From secret Town Court in Colfax to UC Davis Medical Center for Medical appointments twice a year.	This unmet transit need is not reasonable to meet	There is currently no direct service between the Secret Towng area of unincorporated Placer and UC Davis Medical Center and the Short Range Transit Plans do not recommend adding such a service.	Placer County
121	From Lincoln to Sacramento during the day and evenings for Med Appts, Shopping, Entertainment, and Sporting Events	This is not an unmet transit need	This trip can be made by taking Placer County Route 10 bus from Twelve Bridges Library to the Roseville Galleria, then taking the Placer County Route 20 bus to Watt Avenue Light Rail Station, then taking the Blue Line downtown.	Lincoln Placer County
122	From Lincoln to Downtown Sacramento	This is not an unmet transit need	This trip can be made by taking Placer County 20 bus from Twelve Bridges Library to the Galleria, then taking Placer County 10 bus to the Watt I-80 Light Rail, then taking the Blue Line Light Rail into downtown.	Lincoln Placer County
123	From Lincoln to Sacramento for shopping and dining.	This is not an unmet transit need	This trip can be made by taking Placer County 20 bus from Twelve Bridges Library to the Galleria, then taking Placer County 10 bus to the Watt I-80 Light Rail, then taking the Blue Line Light Rail into downtown.	Lincoln Placer County
124	From Loomis Bus station to Downtown Sacramento	This is not an unmet transit need	This trip can be made by taking Placer Commuter Express between Loomis Station and Downtown Sacramento.	Loomis Placer County

Intercounty Comments (cont.)

125	Extend light rail to Sierra College with 15 minute service	This unmet transit need is not reasonable to meet	While the Short Range Transit Plans do not recommend extending Light Rail, it is possible to make this trip by taking the Placer County 10 bus between Watt Avenue Blue Line Station and Sierra College	Placer County
126	Route 9: Sierra College/Hazel Local Bus Route: This route does not exist today. A parallel express route does, which will be described a bit later. Route 9 would travel North-South direction along Sierra College Boulevard/Hazel Avenue between Sierra Community College and the Hazel Light Rail Station. Similar to how the "Causeway Connection" currently operates between Yolo and Sacramento Counties, a similar setup can be established for Route 9 where general headways are hourly, but trips would be operated between both Placer County Transit and Sacramento Regional Transit. The number "9" was selected for this route due to the fact that Express Route 109 currently operates parallel service along Hazel Avenue between Oak Avenue and U.S. 50 in Sacramento County, before heading into downtown Sacramento via U.S. 50 on its existing route. Similar examples exist today for corridors like Northgate Boulevard in the Natomas area of Sacramento County in which the local bus is Route 13, where as Route 113 is the Northgate Boulevard commuter route. Proposed "Route 9" would operate hourly on both weekdays and weekends, with trips alternating between Sacramento Regional Transit and Placer County Transit. An existing route has already achieved this operating goal with regards to the Causeway Connection Route 138. Service on this existing route operates hourly with trips alternating between those operated by the Yolo County	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend adding a route as suggested. However, the Placer Sacramento Action Plan is exploring opportunities to improve transit service between Placer and Sacramento counties, including along this corridor.	Placer County

Intercounty Comments (cont.)

127	From sierra College to Downtown Sacramento to arrive at the Capitol about 9am.	This is not an unmet transit need	This trip can be made by taking Placer County Route 10 bus from Sierra College to Watt Avenue Light Rail Station, then taking the Blue Line to downtown	Rocklin Placer County
128	From Rocklin Stanford Ranch Area to Sacramento Downtown for shopping, attending events, and recreation	This is not an unmet transit need	This trip can be made by taking the Placer County 20 bus from Stanford Ranch to the Galleria, then taking the Placer County 10 bus to Watt I-80 Station, then taking the Blue Light Rail Line to downtown Sacramento.	Rocklin Placer County
129	From Rocklin to Downtown Sacramento for work	This is not an unmet transit need	This trip can be made by taking Placer Commuter Express from downtown Rocklin to downtown Sacramento.	Rocklin Placer County
130	From Granite Drive to the Mercy and UC Davis medical offices.	This unmet transit need is not reasonable to meet	The trip to Mercy San Juan can be made by taking the Placer County 20 bus to the Galleria, then taking the Placer County 10 bus to Louis Orlando, then taking SacRT 25 bus to Mercy San Juan. There is currently no direct service between Rocklin and the UC Davis Medical Center and the Short Range Transit Plans do not recommend such a service.	Rocklin Placer County
131	From Lincoln to Roseville and sacramento	This is not an unmet transit need	This trip can be made by taking Placer County 20 bus from Twelve Bridges Library to the Galleria in Roseville. Sacramento can be reached by then taking Placer County 10 bus to the Watt I-80 Light Rail, and then taking the Blue Line Light Rail into downtown.	Roseville Lincoln Placer County

Intercounty Comments (cont.)

132	From Downtown Sacramento back to Placer County. Go home early on Friday 3-330pm from downtown sac go home to Sunsplash parking lot. Not all the buses go to sunsplash, early bus #1 is never full because it does not go to sunsplash.	This unmet transit 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 Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
133	From West Park to Midtown Sacramento on evenings and weekends and Garden Highway during peak commute times	This unmet transit need is not reasonable to meet	There is currently no evening or weekend service from West Park to Sacramento and the Short Range Transit Plans do not recommend adding such a service. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville
134	From Old Roseville to Downtown Sacramento on the weekends	This is not an unmet transit need	This trip can be made by taking Capitol Corridor train or thruway bus from Roseville Station to Sacramento Valley Station.	Roseville
135	From Near Sac State to West Roseville like Pleasant Grove and Fiddymont	This unmet transit need is not reasonable to meet	There is currently no direct service between West Roseville and Sac State and the Short Range Transit Plans do not recommend adding such a service.	Roseville
136	From Westpark Roseville to Downtown Sacramento for work	This unmet transit need is not reasonable to meet	There is currently no commuter bus service to Westpark. The current Roseville Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville

Intercounty Comments (cont.)

137	From Roseville/Antelope to Delta Shores (Consumnes River and I-5).	This unmet transit need is not reasonable to meet	There is no direct service between Placer County and Delta Shores and the Short Range Transit Plans do not recommend adding such a service.	Roseville
138	From Downtown Roseville to the Sacramento Airport	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
139	From Roseville to the Airport	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
140	From Roseville to West Sacramento for work	This unmet transit need is not reasonable to meet	There is currently no direct service between Roseville and West Sacramento and the Short Range Transit Plans do not recommend adding such a service.	Roseville
141	From Roseville to Sacramento for work and medical appointments.	This is not an unmet transit need	This trip can be made by taking Roseville Commuter buses from several locations around Roseville or connecting to the light rail system by taking the Placer County 10 bus from the Galleria or Louis and Orlando.	Roseville
142	It would be nice to be able to ride public transit from central Roseville to the downtown area of Sacramento. A nice commuter train option would be nice so that would don,Ãt have to ride multiple buses.	This is not an unmet transit need	This trip can be made by taking Roseville Commuter buses from several locations around Roseville directly to downtown Sacramento without transferring.	Roseville

Intercounty Comments (cont.)

143	Currently to reach the local train from Roseville, it is about a 3 hour trip via bus to or from the closest station. I would like the opportunity to get to the State Capitol for Legislative meetings and to meet with Legislators. I am certain others need it for work. I am legally blind and cannot drive. I have priced this trip via Uber and it is \$35.00 one way.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville and Placer County Transit operate multiple commuter routes directly connecting Roseville and downtown Sacramento.	Roseville
144	I am always amazed and depressed that public transportation such the Sacramento Northern Railway existed in the past. Light Rail from Roseville and to the Sacramento airport would even be nice...	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	Roseville
145	From Roseville or Lincoln to Downtown Sacramento for Work, medical appointments, and entertainment.	This is not an unmet transit need	Roseville Transit and Placer County transit offer commuter bus services which provide weekday peak service between Roseville and downtown Sacramento. To make the trip from Lincoln, take the Placer County 20 bus from Twelve Bridges Library to the Roseville Galleria, then take the Placer County 10 bus to Watt I-80 Station, then take the Blue Light Rail Line to Downtown Sacramento.	Roseville Lincoln Placer County
146	From Roseville Galleria to UC Davis Medical Center for work	This is not an unmet transit need	This trip can be made by taking Placer County 10 bus to the Watt I-80 Light Rail station, then taking the Blue Line to J and 10th streets, then taking SacRT 38 bus to UC Davis Medical Center	Roseville Placer County
147	From Louis Orlando Transit Center to Watt-I-80 light rail for work, prior to 6am.	This unmet transit need is not reasonable to meet	There is currently no service on this route before 6am and the Short Range Transit Plans do not recommend adding earlier service.	Roseville Placer County

Intercounty Comments (cont.)

148	From Roseville Parkway and Washington Boulevard to DOCO/ Sacramento for social visits.	This is not an unmet transit need	This trip can be made by taking Roseville Dial-A-Ride to the Louis Orlando Transit Center, then taking Placer County 10 bus to the Watt I-80 Station, then taking Blue Line light rail to downtown Sacramento.	Roseville Placer County
149	From Galleria Mall to Downtown for work and restaurants	This is not an unmet transit need	This trip can be made by taking the Placer County 10 bus from the Galleria to Watt I-80 Station, then taking the Blue Light Rail line to downtown Sacramento.	Roseville Placer County
150	Placer bus should go home earlier and alllll should go to sunsplash in Roseville	This unmet transit need is not reasonable to meet	The current Commuter Bus Schedule is designed to meet the needs of most riders. While the Short Range Transit Plans suggest adding two AM and two PM Roseville commuter routes, the exact timing and pickup locations for those routes will be determined by the operators.	Roseville Placer County
151	I,Ãm retired, but would have used a bus from Maidu area to the light rail station off I80 at Watt Ave. I worked near there for Sac County.	This is not an unmet transit need	This trip can be made by taking the Roseville C bus from Maidu to Sunrise and Cirby, then taking the Roseville A bus to Louis Orlando, then taking the Placer County 10 bus to Watt I-80 Light Rail Station.	Roseville Placer County
152	PTCA currently ignores the growing commute needs of a rapidly growing population especially in Lincoln, Roseville, and Rocklin CA. PTCA does not currently serve the commute needs to UCDMC, Dignity/Mercy General, Sutter General, the new Kaiser Permanente facilities and the Broadway corridor	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend providing more direct service between South Placer and these medical facilities in Sacramento.	Roseville Rocklin Lincoln Placer County
153	Bus to airport every two hours would be wonderful	This unmet transit need is not reasonable to meet	There is currently no transit connection between South Placer and the Sacramento Airport and the Short Range Transit Plans do not recommend adding such a service.	N/A

Interregional Comments

154	From Auburn to Santa Rosa for week-ends back and forth.	This is not an unmet transit need	This trip can be made by taking Capitol Corridor train from Auburn Station to the Bay Area.	Auburn
155	From Auburn to the Bay Area both midweek and for long weekends	This is not an unmet transit need	This trip can be made by taking Capitol Corridor train from Auburn Station to the Bay Area.	Auburn
156	From Auburn to Reno for shopping, appointments, and recreation	This is not an unmet transit need	This trip can be made by taking the Capitol Corridor through-way bus from Auburn Station to Roseville Station then taking the California Zephyr train to Reno	Auburn
157	From Loomis to travel to Sacramento, SF, and Tahoe for weekend and evening entertainment	This unmet transit need is not reasonable to meet	There is currently no evening or weekend service from Loomis to these destinations and the Short Range Transit Plans do not recommend adding such a service.	Loomis
158	From Roseville to San Francisco for ball games, social activities, visiting friends	This is not an unmet transit need	This trip can be made by taking Capitol Corridor train from Roseville Station to the Bay Area	Roseville
159	From Roseville Train station to Sacramento and Bay Area. Need more than one daily train out of and into Roseville. The one train is not convenient for my needs.	This is not an unmet transit need	There is currently train service between Roseville and the Bay Area. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.	Roseville
160	More daily trains from Roseville to Sacramento, no bus. To ride the Cap Corridor Amtrak to Sacramento in the afternoon for dinner -return to Roseville early evening by train, no transfer bus that Amtrak at times offers. Amtrak only offers one Roseville-Sacramento train a day and it,Ãs not useful for my needs. We need multiple daily trips on a dedicated train line, to help with commuting.	This is not an unmet transit need	There is currently train service between Roseville and the Bay Area. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.	Roseville

Interregional Comments (cont.)

161	<p>There is a train station in Livermore, California. Yet there are no trains from Sacramento/Roseville that go to this city. We must offer more train service to get people out of their cars. There should be multiple rides from Roseville to Sacramento daily. So many people commute, it could offer another public transportation service. I regularly go to Sacramento and I would use a train if there were multiple trips to choose from. Look at European train service for ideas. They have a marvelous system of long train lines and short lines. We could build a trolley line from Roseville to Sacramento and to the airport. Imagine that!</p>	This unmet transit need is not reasonable to meet	<p>The Short Range Transit Plans do not recommend adding direct service to Livermore or the Airport. PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station. Roseville and Placer County Transit operate 14 commuter bus roundtrips directly to downtown Sacramento.</p>	Roseville
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Misc. Comments

162	Need additional routes connecting Lincoln.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln
163	I should have thought more about public transportation before moving to Sun City Lincoln Hills from Roseville (where I had access to public transportation)	This is not an unmet transit need	This comment does not contain a transit service request. Sun City Lincoln Hills is served by Lincoln Dial-A-Ride.	Lincoln
164	From my home to Lincoln Hills Town Center and Lincoln Crossing for Grocery Shopping	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln
165	From Lincoln to elsewhere in Placer County for general life	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Lincoln Placer County
166	Eliminate local Lincoln bus... No one uses it... Save \$\$\$\$	This is not an unmet transit need	This comment does not contain a transit service request.	Lincoln Placer County

Misc. Comments (cont.)

167	<p>I work for Placer County with clients who often have to take Placer County Transit to get to work or our required activities. This often leads to exceptionally long travel times that make participation difficult. This is especially true for individuals who need to drop their child off at daycare as well. It would be nice to see more readily available transit routes over the greater Placer County region so individuals can get from point A to Point B faster and with less transfers/wait times.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Placer County
168	From Sabre Estates in Roseville to disabled neighbors who need rides to doctor appointments and shopping.	This unmet transit need is not reasonable to meet	There is currently no transit service in this unincorporated area of western Placer and the Short Range Transit Plans do not recommend adding such a service.	Placer County
169	Sac-RT only has 2 buses a day each way, and Placer County transit doesn't make timely connections, resulting in waiting in less than comfortable conditions in winter.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Placer County
170	I know many neighbors and clients at the clinic I work at that live in rural Placer County and cannot access transportation.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Placer County

Misc. Comments (cont.)

171	Existing Placer County Route 10: Restore weekday service from Auburn to Light Rail at 5:00am, and from Light Rail to Auburn at 6:10am. These particular trips were suspended at the beginning of the global COVID-19 health pandemic when Sacramento Regional Transit District initially reduced Light Rail Service to a weekend schedule. On Monday, August 31st, normal weekday service resumed on the Blue Line train, with the first arriving train at Watt/I-80 Station from Cosumnes River College now occurring once again at 5:59am. With this in place, blue line riders are now able to make a Placer County Transit connection once again. The problem that now exists is that the bus trip that passengers previously wanted, is not there at this time. Restoring this would resolve an existing unmet transit need that prior to the COVID-19 pandemic was not an issue.	This is not an unmet transit need	Operational issues, including emergency service changes related to COVID-19, are not considered unmet transit needs.	Placer County
172	It is recommended that Route 20 be renamed to "Route 65" and Route 30 be renamed "Route 49" to both be more symbolic of the highway they are mainly traveling on. Passengers and staff would welcome this change for ease of use of the system to know three basic existing numbers rather than numbers that are different than the highway they are mainly traveling on, which is the case today.	This is not an unmet transit need	Operational issues, such as route names, are not considered unmet transit needs.	Placer County
173	I think we should get rid of public transit it is bringing bums into rocklin. Thanks.	This is not an unmet transit need	This comment does not contain a transit service request.	Rocklin
174	From my Home to Kaiser Permanent Roseville Medical center	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
175	From my neighborhood to Roseville for shopping, errands, and meeting with friends.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville

Misc. Comments (cont.)

176	We live out on the edge of West Park, so public transit isn't much of an option. And we do not mind, as retired people; however, we are frustrated by the absence of rail service to Sacramento. Yes, rail is not only a one county project, so we are not complaining to Placer County. Honestly, it is an American failure. The absurd effort to build high speed rail in the middle of the Central Valley is quite probably doomed now, but why wasn't it made practical? If an LA-SFBA line is too grand for the moment, build it from San Diego to LA or from Sac to the Bay Area, but for heaven's sake build it where there is already a good sized population that would use it. We absolutely need rail transit in the U.S., and especially in California. It is time to cease this reliance/worship of individual automobiles.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville
177	I will use my car as long as I can. Too much building in Roseville. People drive like idiots. Inconvenient to get to public transit.	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville
178	We just love your Game Day Bus service and all of the drivers that we've encountered using this service.	This is not an unmet transit need	This comment does not contain a transit service request.	Roseville
179	The closest bus stop to my home is nearly 2 miles away. West Roseville has very limited public transit without a significant walk. With the upcoming Placer Ranch development, including a university center, I hope that there will be better service offered in this part of Roseville.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. The City of Roseville is studying the potential to expand service as part of the West Roseville Specific Plan	Roseville

Misc. Comments (cont.)

180	<p>I live in West Roseville. I don't even know where a bus stop is anywhere near my house. Walking a mile plus in summer heat would not interest me in even catching a public bus.</p> <p>I am a big fan of rail, trolleys, inter urban lines. Having traveled to Europe, I can go just about anywhere using rail service. We don't invest in rail is beyond my comprehension. Get cars off highways and streets, by building easy and frequent rail services.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville Transit operates multiple routes in West Roseville.	Roseville
181	<p>It would be nice is the transfer time between the Roseville and Placer County lines were shorter but I understand why it isn't.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	Roseville Placer County
182	<p>Existing fixed route service on both Placer County Transit and Roseville Transit does not currently operate on Sunday's and six major Holidays in Roseville, seven in Placer County. It is recommended to allow for greater mobility and freedom of travel either by choice or because individuals are dependent on it that existing fixed routes of Roseville Transit and Placer County transit operate on Sunday's as well as New Year's Day, Presidents' Day, (Placer County Transit) Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. It should be made very clear in this assessment of recommendations that Roseville Transit does operate local fixed routes on Presidents' Day, but currently, Placer County Transit is closed to the public on Presidents' Day.</p>	This unmet transit need is not reasonable to meet	The short range Transit Plans do not recommend alterations to the Sunday and holiday schedules.	Roseville Placer County

Misc. Comments (cont.)

183	<p>It's difficult getting around the county when Roseville has a weird strangle hold on things. I would prefer to take public transit from my home (Citrus Heights, near Foothills BLvd and Roseville Rd) to work (Rocklin or Auburn - depending on the month) and to sporting events in SAC as well. Would also love a way to get from Auburn to Tahoe with public transit - not amtrak since it it not a multiple times per day trip.</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. Roseville Transit and Placer County Transit operate routes connecting Citrus Heights, Roseville, Rocklin, and Auburn, mostly from the Louis Orlando Transfer point. The Short Range Transit Plans do not recommend adding service between South Placer and the Tahoe Area.	Roseville Rocklin Lincoln Placer County
184	<p>From my home to more neighborhoods, not just the main road</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
185	<p>From my House to doctors today</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
186	<p>From Del Webb Sun City to medical appointments/ hospitals depending on appointments</p>	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
187	<p>From near my home, within a mile to work. I would like light rail from highway 65 to sacramento. Stay after work to attend games/eat then ride it back to Rocklin. I would ride it at least 4 days a week but no such service works capitol corridor is not workable currently.</p>	This is not an unmet transit need	The Short Range Transit Plans do not recommend extending light rail. This comment lacks sufficient detail to determine if bus service is available for these trips.	N/A
188	<p>I don't use public transportation and believe the money would be better spent on bike trails and walking paths between parts of placer county. With ride share services now commonplace there is no real need for public transportation. it would be cheaper to just provide ride share subsidies to those citizens that don't have transportation on their own. Like section 8 housing for transportation.</p>	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
189	<p>I'd love to take public transit but if I have to connect three times and the trip takes 6x longer than a car ride no one is going to do it.</p>	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

190	We live in a beautiful region which attracts many who value and appreciate nature. It's surprising how few bike and walking paths there are that are interconnected. Folsom has done a much better job planning for paths and city commute.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
191	Placer Transit should work with RT to get Light Rail extended to Roseville/Rocklin like Folsom did years ago.	This is not an unmet transit need	The Short Range Transit Plans do not recommend extending light rail. Placer County Transit does operate bus service connecting Placer County to SacRT's Light Rail system.	N/A
192	My 19 year old son has autism and doesn't drive. I have checked transit schedules for him to get to church, music lessons, to visit his grandmother and to work and there were no good options. Places that should take only 15 or 20 minutes to get to would take 2 hours if even possible.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
193	need marketing program. General knowledge of local system is very low.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
194	Unable to ride currently due to Covid 19 shutdown.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
195	very satisfied, wish more bus stops were covered and lighted	This is not an unmet transit need	This comment does not contain a transit service request. Bus stop/shelter issues are not considered unmet transit needs requests.	N/A
196	Recreational transit for hiking. Parking is a problem at trailheads.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A

Misc. Comments (cont.)

197	I am a Placer County employee. With the current service available I cannot arrive at work on time, nor can I leave at 5. I have a very traditional job with traditional hours and our public transit doesn't serve my needs. Most people here have untraditional work hours so what hope is there that they are served? None. It's pathetic for a rich County that doesn't serve it's citizens in the most basic and important ways.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
198	there are not SIGNS OR MAPS in the bus stops	This is not an unmet transit need	Operations issues, like issues with bus stops are not considered unmet transit needs.	N/A
199	Public transit is a strange notion in this country. And in this region (rural Placer County) it seems impossible to make public transit viable. I'm looking forward to the day when I can summon a small autonomous vehicle to my house, have it take me where I want to go, then continue on to serve someone else. And frankly, I almost quit the survey because I'm in a position to be able to transport myself pretty much anywhere I want whenever I want. And one question baffled me--the only thing that would make me use public transit more is pure convenience, which didn't seem to be a response available. Sometimes, I wish I lived in a big city, like New York, Paris, or London, where I've traveled conveniently by local transit. I have used the Placer Commuter bus at times to go to work in Sacramento, and I've used the Capitol Corridor to visit San Francisco. Both of those services were OK. But those were rare events. Generally, I have no need for transit.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
200	I would use public trans if available.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A

Misc. Comments (cont.)

201	If there was ANY bus service from my neighborhood, I would likely take it besides for work: shopping to the mall and other Galleria Boulevard destinations, possible further across town or for other reasons.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
202	I use Dial-A-Ride frequently BUT it's very difficult for a few reasons. 1. There's no alert as to when the bus is going to show up and since they have a 30 minute window I have to stand at my front window and stare out it to make sure I don't miss it since they will leave within 2 minutes. 2. I could be on the bus for up to 90 minutes. Just those two things together mean that I have to account for a variance of TWO HOURS, EACH WAY. I have some flexibility at work but that's just a bit insane. And if I do get to work 90 minutes later than I planned and need to stay the extra 90 minutes there's no way to get that sorted out with Dial-A-Ride on the same day without paying extra fees AND that's only if they have availability. I'd really like to take regular bus service to get to work but its not an easy journey now.	This is not an unmet transit need	Operational issues like Dial-A-Ride windows are not considered unmet transit needs. The South Placer Transit Information Center is working to implement automated passenger information systems to improve the Dial-A-Ride passenger experience.	N/A
203	I wish the bus ran more often and had more stops. With busses running once an hour it is faster to walk most places	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
204	Seeing empty buses looks like a waste of tax payer money and bad for the environment.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
205	More places should sell monthly passes and 10 ride packs	This is not an unmet transit need	Operations issues, like passes and fares, are not considered unmet transit needs.	N/A
206	Would be nice to take the bus to/fro work some days of the week to reduce car emissions	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A

Misc. Comments (cont.)

207	I would like to be able to take public transportation for my appointments. Currently, my husband is taking time off from work to drive me there and back.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
208	It is hard to drive that way, have the exam it requires and drive home again. The traffic is more than I like to have to deal with. Sometimes, I'd like to leave the driving to someone else. I don't have a person that I can ask for this or I might at some point give that a try. Public transportation makes you feel you can do something yourself. I doubt if I'd try it before Covid19 has a vaccine. Placer County seems to want to declare it is over when it really isn't. Same party as the president so shove it under the rug and it will go away because business is more important.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
209	If you provide transportation to the confluence area, won't you have even more crowding along the river and on the trails than you have now?	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
210	Thank you for administering this survey!	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
211	It is very poor. With such a storied history of things like rail service, there is even an expressed need by visitors who come to the area... Often, people respond with, "Now it is all just trucks."	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

212	We need light rail or the Capitol Corridor to be expanded into the Foothills so we can get to Roseville, Sacramento or east Bay via transit. It would also be great to have more Uber-like shuttle services (using technology to plan pick-up/drop-off of passengers) - smaller shuttles, not big buses. Not on a set schedule, but where you can schedule them to pick up anywhere in the County to drop off anywhere else in the County - for medical appointments, shopping, etc. Senior citizens would use this type of service, but may not use big bus service.	This unmet transit need is not reasonable to meet	The Short Range Transit Plans do not recommend expanding light rail or passenger rail past Roseville. Placer County's jurisdictions are working together to determine whether microtransit service is feasible in our county.	N/A
213	Public Transit is not a needed part of my life. retired with car.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
214	it's slow and inconvenient to take.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
215	There is a need for much greater integration with various transit systems. The inefficiencies of wait times switching between various local bus systems or from bus to light rail make any longer trip travel time prohibitive to easy or regular use. I don't necessarily want to hop in the car to travel between local cities but it is currently the only efficient option.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
216	We don't need any more public transit - it is a drain on city/county budget!!!	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
217	It's hard to get from the east side of Truckee to the Safeway areas since you have to transfer. More frequent service is needed to the resorts. Once an hour is not enough. And service to Truckee ends too early in the evening.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	N/A

Misc. Comments (cont.)

218	I work as a Senior Care Coordinator at TFHD and find that patients often need assist with getting to appointments that are out of the area, such as Reno, Sacramento or the San Francisco area.	This is not an unmet transit need	This trip is outside PCTPA's jurisdiction and has been forwarded to Tahoe Regional Planning Agency.	N/A
219	Low income and elderly community member's are seen HITCHHIKING on Highway 65 since you do not offer ANY type of transportation for them to utilize to run the simplest of errands.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
220	River rafters, kayakers, hikers and possibly mountain and road bicyclists would benefit from transportation to these areas.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
221	Transit in buses appears mostly empty. Would it be less expensive to provide Uber coupons to transit riders ?	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
222	I think it's currently possible to take this route if I'm willing to spend over an hour on the bus each way. This is obviously ridiculous for what equates to a 12-minute drive in my car. Considering how much traffic generally goes to Sierra College I'd think there would be hourly direct service (during the school calendar) from most parts of Roseville to the campus in Rocklin.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
223	I think to a certain extent, that public transportation is becoming a dinosaur. I think with the Uber and Lyft Companies, they cut into public transportation because of the ease of door to door service. I would like to see a limited electric fleet of smaller buses which require less maintenance and are more cost effective than to keep throwing money into buses that are never filled. I would like to see some wider roads like at Taylor Rd to E. Roseville Parkway from single to double. That will cut down the congestion in that area.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

224	With the current state of planning public transit and housing public transit is a dream. It does however provide employment for consultants and civic minded people. Automobiles will continue to be the favored mode of transportation.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
225	Placer County needs to unify its transit system. Roseville has a stand alone service when the rest of the county is using the other makes trips a pain when needing to go into Roseville. Take a look at the Tri-Valley's Wheels Bus system. They connect Livermore, Dublin, San Ramon, Danville, and direct connections to Contra Costa County. I was able to easily take a bus from my home in Livermore to my college in Pleasant Hill. If I wanted to do the equivalent here it would be an absolute nightmare.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
226	For our son with Autism, the current system doesn't allow him to use public transit in part because rocklin and Roseville are separate transportation entities. He needs this to be involved in the community and to get to and from work when he has a job	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
227	I would also like to go to popular trail heads	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
228	Seniors cannot walk a mile to get to remote transit pickup points. More, smaller busses are needed at mor locations to get them to and from the remote locations.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
229	I'd also like to see increased service up the hill from Roseville, heading to Auburn and Colfax.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request.	N/A
230	Our infrastructure is horrible. We DO NOT have the roadways to support all the houses that are being built in this area, let alone the freeways. Make public transit work in this area.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

231	I have never taken public transportation.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
232	The only reason I drive my car the 9 miles to my office is because there is not an easy way to transport my child to/from school and me to work after. I think public transit should keep these things in mind if they want to have a higher volume of usage.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
233	I walk near a bus stop and the bus is always there at the exact same time. So that must be nice for people that need to use public transportation.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
234	As a social worker, I am writing on behalf of clients who utilize public transportation. I would like to see that such transportation continues to be supported to meet the needs of community members who cannot afford a personal vehicle of their own.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A

Misc. Comments (cont.)

235	<p>have feeder light rail to capitol corridor to reduce the dependence on cars on hwy 65/Hwy 80 to sac and even make the trip up to Truckee/Tahoe convenient/fast safe. Just building more lanes isn't a long term solution. Portland is a great example for the areas it serves. Make it fast/convenient accessible and safe. How the County approved the updated Sunset/65 plan with the intensity yet absolutely nothing to address alternative means of VMT reduction is beyond me. Get bold make it happen SACOG could make the outlying areas more responsible to address this. I would certainly take light rail to the capitol corridor to tahoe....but also include services at the end destination that when you depart you have the ability to get a car/ebike etc. otherwise it's not all that useful. I would love to be able to ride mass transit from Rocklin up to Tahoe to mt. bike and return on mass transit instead of driving my own car. However, first mile/last mile are as you know are critical</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>The Short Range Transit Plans do not recommend extending Light Rail.</p>	<p>N/A</p>
236	<p>As I progress further through my life I may find a need to use public transit.</p>	<p>This is not an unmet transit need</p>	<p>This comment does not contain a transit service request.</p>	<p>N/A</p>
237	<p>I'd like to be able to take the train that goes through Davis at times other than the twice a day commuter train.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient detail to identify a transit request, however PCTPA and Capitol Corridor Joint Powers Authority are working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.</p>	<p>N/A</p>

Misc. Comments (cont.)

238	<p>While I do not currently use public transit, I have in the past and it was my main, daily source of transportation only two years ago. I was grateful to live in a location that was along a main bus route so I was still able to get to and from work with relative ease. I feel empathy for those who could use this mode, but cannot due to living too far from routes and stops. I have an appreciation for public transit and hope the service continues to grow in Placer County.</p>	<p>This is not an unmet transit need</p>	<p>This comment does not contain a transit service request.</p>	<p>N/A</p>
239	<p>The biggest hurdle for me (to use public transit) is SAFETY. I do not feel safe on public transit, especially during early and late hours. The situation has gotten worse with so many people under-un/employed.</p>	<p>This is not an unmet transit need</p>	<p>This comment does not contain a transit service request.</p>	<p>N/A</p>
240	<p>Many of our customers can't come to our appointments due to lack of transportation where they live. They also can't participate in required activities that depend on this type of transportation. Some bus stops are either too far or unsafe.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient detail to identify a request.</p>	<p>N/A</p>
241	<p>Not an area of concern for me. I don't use public transportation.</p>	<p>This is not an unmet transit need</p>	<p>This comment does not contain a transit service request.</p>	<p>N/A</p>
242	<p>A better commuter option to elevate rush-hour driving/traffic would be great! I've done to Place to Sacramento commute before and it's rough. It's nearly double the time.</p>	<p>This is not an unmet transit need</p>	<p>This comment lacks sufficient detail to identify a request.</p>	<p>N/A</p>
243	<p>I am writing mainly on behalf of our consumers. They have disabilities and most are seniors. As our Placer County population is aging rapidly, many will lose their ability to drive, especially after dark. They will need access to public transit both day and night for routine trips as well as for social and enrichment activities. Social isolation leads to depression and even suicide. This statistically is a growing problem nationally with older adults.</p>			

Misc. Comments (cont.)

I want also to	This is not an unmet transit need	This comment does not contain a transit service request.	N/A	
244	I believe that rapid transit should connect from Sacramento at least to Roseville and Lincoln. More freeways are clearly NOT the answer to the transportation situation in this area! In truth, BART should extent to Sacramento, and then rapid transit needs to extend out here. Thank you for reading my thoughts.	This is not an unmet transit need	This comment lacks sufficient detail to identify a request. The Short Range Transit Plans do not recommend extending light rail or BART service.	N/A
245	hard to walk to & stand at stops	This is not an unmet transit need	Operational issues, like stops, are not considered unmet transit needs.	N/A
246	Usually only using public transit when we are out of town like down in San Francisco and have not yet used it in Placer County but as we age for hoping to start learning how it works here.	This is not an unmet transit need	This comment does not contain a transit service request.	N/A
247	A combination monthly pass should be developed that includes travel on both the new route and the light rail system and in addition provides free transfers between PCT, Roseville, and Sacramento systems when a rider has a day or monthly pass from one of the systems. The combination pass would be similar to the combination monthly fare that exists for the Roseville Transit System and Capitol Corridor trains.	This is not an unmet transit need	Operational issues, like fares, are not considered unmet transit needs.	N/A

APPENDIX B: ADOPTED UTN DEFINITIONS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

Unmet Transit Need

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

Reasonable To Meet

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

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

APPENDIX C: TDA FARE REVENUE RATIOS

APPENDIX B

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

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

Amended and Effective September 28, 2016

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

Notes:

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

APPENDIX D: PUBLIC HEARING NOTICE

NOTICE OF PUBLIC HEARING

68794

NOTICE OF PUBLIC HEARING
PUBLIC PARTICIPATION AND TITLE VI PLAN
UPDATE FOR WPCTSA
LEGAL NOTICE

WESTERN PLACER CONSOLIDATED TRANSPORTATION
SERVICES AGENCY
299 Nevada Street, Auburn, CA 95603

NOTICE IS HEREBY GIVEN that Western Placer Consolidated Transportation Services Agency (WPCTSA) will hold a public hearing to consider the update to WPCTSA's Public Participation and Title VI Plan. The Public Participation and Title VI Plan is a planning document that presents WPCTSA's plan for public outreach and its policies and procedures for complying with Title VI of the Civil Rights Act of 1964. The public hearing will be held on **WEDNESDAY, SEPTEMBER 23, 2020 at 9 AM**, (or as close to this time as possible).

Due to the COVID-19 pandemic, the PCTPA/WPCTSA Board of Directors Meeting, including this public hearing, will be held remotely via Zoom Webinar. The public may participate in the hearing by accessing this link: <https://zoom.us/j/83192389059> or by calling (669) 900-9128 and entering Webinar ID 831 9238 9059.

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 three minutes. Any person may provide a written statement in lieu of or in supplement to any oral statement made during a public hearing. Written statements shall be submitted to the Board Secretary at gsalholm@pcta.net.

PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 16, 2020

The above space is reserved for County Clerk's Filed Date Stamp

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

STATE OF CALIFORNIA County of Placer

I am a citizen of the United States and employed by a publication in the County aforesaid. I am over the age of eighteen years and not a party to the mentioned matter. I am the principal clerk of The Auburn Journal, a newspaper of general circulation, in the City of Auburn, which is printed and published in the County of Placer. This newspaper has been judged a newspaper of general circulation by the Superior Court of the State of California, 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 16

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


Sarah Clark

Dated in Auburn, California

SEPTEMBER 16, 2020

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

APPENDIX E: ADOPTED FY 2021 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. 21-04

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 24, 2021 by the following vote on roll call:

AYES: Amara, Broadway, Burruss, Clark-Crets, Holmes, Houdesheldt, Joiner, Jones, Wilkins

NOES: None

ABSENT: None

Signed and approved by me after its passage



Executive Director

Chair Joiner
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 39532, (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, PCTPA web-page, e-mail distribution, virtual 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 2022*; and

APPENDIX E: ADOPTED FY 2021 UTM FINDINGS

WHEREAS, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 4, 2021 regarding unmet transit needs in accordance with Public Utilities Code, Section 99238(c).

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

1. There are no new unmet transit needs in FY 2021 that are reasonable to meet for implementation in FY 2022.
2. The *Annual Unmet Transit Needs Report for Fiscal Year 2022* is accepted as complete.
3. PCTPA staff, in partnership with the TOWG and SSTAC should evaluate the adopted Unmet Transit Needs definition to determine if any changes or additions are appropriate.
