



A G E N D A

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
PLACER COUNTY AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**

**Wednesday, February 23, 2022
9:00 a.m.**

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

PUBLIC PARTICIPATION PROCEDURES

The PCTPA Board meeting will be open to in-person attendance. In addition, remote teleconference participation is available to Board members and the public pursuant to the provisions of Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Public Comment will be opened for each agenda item, and citizens may comment virtually through a Zoom meeting webinar utilizing the “raise hand” function. If you are participating by phone, please dial *9 to “raise hand” and queue for Public Comment. Please raise your hand at the time the Chair announces the item. Public comments will also be accepted at ssabol@pctpa.net or 530-823-4030 or by mail to: PCTPA, 299 Nevada Street, Auburn, CA 95603.

Webinar access: <https://placer-ca-gov.zoom.us/j/95196140364>

You can also dial in using your phone: US: +1 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) | Webinar ID: 951 9614 0364

- A. Flag Salute**
- B. Roll Call**
- C. AB 361 Remote Teleconferencing** **Action**
Solvi Sabol Pg. 1
 - Pursuant to AB 361, the Board will consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further findings related to Board meetings pursuant to the provisions of AB 361.
- D. Approval of Action Minutes: January 26, 2022** **Action**
- E. Agenda Review** Pg. 5
- F. Public Comment**

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
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- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
 These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. **Pg. 9**
1. FY 2021/22 City of Lincoln Claim for Local Transportation Funds (LTF): \$4,216,759 **Pg. 11**
 2. FY 2021/22 City of Lincoln Claim for State Transit Assistance (STA) – \$390,809 **Pg. 15**
 3. FY 2022/23 Preliminary State Transit Assistance (STA) Fund Allocation Estimate **Pg. 20**
 4. FY 2022/23 Preliminary State of Good Repair (SGR) Fund Allocation Estimate **Pg. 21**
- H. Consent Calendar: Airport Land Use Commission (ALUC)** **Action**
 Below are the Consent Calendar items for the February 23, 2022, agenda for your review and action. Item 1 is calendared for consent as a public hearing and will be approved in one motion without discussion unless a member of the Commission or the public requests that the item be removed from the consent calendar at which time public hearing comments will be heard separately. **Pg. 22**
1. **9:00 A.M. PUBLIC HEARING:** Airport Land Use Commission Consistency Determination: Auburn Equipment LLC General Plan Amendment and Rezone **Pg. 24**
- I. Fiscal Year 2022/23 Preliminary Findings of Apportionment for the Local Transportation Fund** **Action**
Aaron Hoyt **Pg. 25**
- Approve the FY 2022/23 Preliminary Findings of Apportionment for the Local Transportation Fund (LTF).
- J. Unmet Transit Needs Report and Findings for 2023** **Action**
Aaron Hoyt **Pg. 29**
- Make findings and recommendations regarding the annual unmet transit needs analysis and recommendations as required by the Transportation Development Act (TDA).
- K. Presentation: PCTPA 2050 Regional Transportation Plan (RTP) Development Process** **Info**
Aaron Hoyt **Pg. 103**
- L. Executive Director’s Report**
- M. Board Direction to Staff**

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
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N. Informational Items

1. PCTPA TAC Minutes – February 8, 2022	Info Pg. 104
2. Status Reports	
a. PCTPA – January 2022	Pg. 107
b. AIM Consulting –January 2022	Pg. 108
c. FSB Communications – January 2022	Pg. 110
d. Key Advocates – January 2022	Pg. 114
e. Capitol Corridor Ridership and Revenue Performance	Pg. 117
3. PCTPA Financials	
.	<i>Separate Cover</i>

Next Meeting – March 23, 2022

Following is a list of the 2022 Placer County Transportation Planning Agency (PCTPA) meetings.

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

PCTPA Board Meetings – 2022	
Wednesday, January 26	Wednesday, July 27
Wednesday February 23	Wednesday, August 24
Wednesday, March 23	Wednesday, September 28
Wednesday, April 27	Wednesday, October 26
Wednesday, May 25	Wednesday, December 7
Wednesday, June 22	

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

TO: PCTPA Board of Directors

FROM: Solvi Sabol, Planning Administrator

SUBJECT: AB 361 REMOTE TELECONFERENCING

DATE: February 23, 2022

ACTION REQUESTED

Adopt Resolution No. 22-12, adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

BACKGROUND

PCTPA approved Resolution No. 21-40 on October 27, 2021, making findings and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

Effective October 1, 2021, Assembly Bill (AB) 361 modified the provisions of the Brown Act related to holding teleconference meetings during a proclaimed state of emergency when state or local officials have imposed or recommended measures related to physical distancing which warrant holding meetings remotely. The Governor’s COVID-19 state of emergency is a proclaimed state of emergency and the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations related to COVID-19 recommend social distancing and regulates “close contact” which occurs when individuals are within six feet of another in certain circumstances. Therefore, this meeting is being held as a teleconference meeting pursuant to subdivision (e)(1) of the Government Code authorizing relaxed teleconference meeting rules.

DISCUSSION

If the Board desires to continue to meet utilizing the above-described relaxed teleconference meeting rules, AB 361 requires an ongoing finding every 30 days that the Board has reconsider the circumstances of the state of emergency and that the state emergency continues to impact the ability to “meet safely in person,” or that state or local officials continue to recommend measures to promote social distancing. Gov. Code § 54953(e)(3).

The Governor’s state of emergency remains, and the Cal OSHA Regulations related to social distancing remain in place.

PCTPA staff is continuing to monitor the status of the Governor’s state of emergency proclamation, state regulations and orders related to social distancing, and health and safety conditions related to COVID-19 and confirms that said conditions continue to exist that warrant remote teleconference meetings.

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AB 361 Remote Teleconferencing
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COVID-19 continues to pose health risks and is highly contagious and state guidelines remain related to physical distancing recommendations and requirements.

It is recommended that this January meeting be conducted as a remote teleconference meeting pursuant to the provisions of subdivision (e)(1) of the Government Code authorizing relaxed teleconference meeting rules. It is further recommended that the Board find that state officials continue to impose or recommend measures to promote social distancing, and at the next regularly scheduled Board meeting the Board will continue to consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19 and consider further ongoing findings related to Board meetings pursuant to the provisions of AB 361.

ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION
MAKING FINDINGS AND DECLARING
ITS INTENT TO CONTINUE REMOTE
TELECONFERENCE MEETINGS PURSUANT
TO GOVERNMENT CODE SECTION 54953(e)**

RESOLUTION NO. 22-12

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

AYES:

NOES:

ABSENT:

WHEREAS, the Placer County Transportation Planning Agency (PCTPA) is committed to preserving and nurturing public access and participation in meetings of the Board; and

WHEREAS, all legislative body meetings of PCTPA are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and observe the Board conduct its business; and

WHEREAS, Governor Newsom signed AB 361, amending the Brown Act, including Government Code section 54953(e), which makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition of AB 361 is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, such conditions now exist in the State, specifically, the Governor of the State of California proclaimed a state of emergency on March 4, 2020, related to the threat of COVID-19, which remains in effect; and

WHEREAS, California Department of Public Health and the federal Centers for Disease Control and Prevention caution that the Omicron variant of COVID- 19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/omicron-variant.html>); and

WHEREAS, the California Division of Occupational Safety and Health (“Cal/OSHA”) regulations at Title 8 Section 3205 recommends physical distancing in the workplace as precautions against the spread of COVID-19 and imposes certain restrictions and requirements due to a “close contact” which occurs when individuals are within six feet of another in certain circumstances; and

WHEREAS, the Board of Directors previously adopted Resolution No. 21-40 on October 27, 2021, finding that the requisite conditions exist for the legislative bodies of Placer County Transportation Planning Agency to conduct remote teleconference meetings without compliance with paragraph (3) of Subdivision (b) of Government Code section 54953; and

WHEREAS, the proliferation of the Omicron variant of the virus continues to pose risk to health and safety and the Board hereby recognizes the proclamation of state of emergency by the Governor of the State of California and the regulations of Cal/OSHA recommending physical distancing; and

WHEREAS, to allow for physical distancing and remote meeting attendance, the Board intends to invoke the provisions of AB 361 as provided in Government Code section 54953, subd. (e) and such meetings of the Board of PCTPA and any legislative bodies of PCTPA shall comply with the requirements to provide the public with access to the meetings as prescribed in section 54953, subd. (e)(2).

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of Placer County Transportation Planning Agency as follows:

1. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

2. The meetings of the Board, including this meeting, may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e)(2), due to the current Governor's state of emergency proclamation and Cal/OSHA recommendations for social distancing satisfying subdivision (e)(1)(A), of section 54953 of the Government Code.

3. The Board of Directors hereby considers the conditions of the state of emergency and the state recommendations and regulations related to social distancing and reauthorizes remote teleconference meetings.

4. Staff is hereby directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Board and all PCTPA legislative bodies in accordance with subdivision (e) of Government Code section 54953 for remote teleconference meetings.

5. Staff is further directed to continue to monitor the health and safety conditions related to COVID-19, the status of the Governor's state of emergency proclamation, the state regulations related to social distancing, and the local orders related to health and safety, and present to the Board at its next regularly scheduled meeting the related information and recommendations for continued remote meetings pursuant to the provisions of paragraph Government Code section 54953, subdivision (e)(3), and to consider extending the time during which the Board may continue to meet by teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

Signed and approved by me after its passage

Chair
Placer County Transportation Planning Agency

Executive Director



ACTION MINUTES

REGULAR MEETING OF THE

**Placer County Transportation Planning Agency (PCTPA)
Western Placer Consolidated Transportation Services Agency (CTSA)
Placer County Airport Land Use Commission (ALUC)
Placer County Local Transportation Authority (PCLTA)**

**January 26, 2022 - 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, California**

ROLL CALL

Ken Broadway
Jan Clark-Crets
Alice Dowdin Calvillo
Trinity Burruss
Jim Holmes
Bruce Houdesheldt
Paul Joiner
Suzanne Jones, Vice Chair
Dan Wilkins

STAFF

Rick Carter
Aaron Hoyt
Jodi LaCosse
Mike Luken
David Melko
Solvi Sabol
Rick Carter

Vice-Chair Jones explained the meeting procedures to the Board and public as it pertains to participating by means of a teleconference under Government Code section 54953(e) due to the COVID-19 state emergency proclamation and recommendations for social distancing. Staff reports and a video of this meeting are available at: <https://pctpa.net/agendas-2022/>.

AB 361 REMOTE TELECONFERENCING

Staff report presented by Solvi Sabol, Planning Administrator / Clerk to the Board

Upon motion by Broadway and second by Dowdin Calvillo, the Board adopted Resolution No. 21-47, adopting findings to hold this meeting by remote teleconference and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor’s COVID-19 State of Emergency Proclamation and state regulations related to physical distancing by the following roll call vote:

AYES: Broadway, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
NOES/
ABSTAIN: None

APPROVAL OF ACTION MINUTES – December 1, 2021

Upon motion by Broadway and second by Joiner, the action minutes of December 1, 2021 were approved by the following roll call vote:

AYES: Broadway, Clark-Crets, Holmes, Houdesheldt, Joiner, Jones, Wilkins
NOES: None
ABSTAIN: Dowdin-Calvillo

AGENDA REVIEW

Mike Luken stated that Item G.6 on the agenda, City of Roseville’s Bicycle and Pedestrian claim, should reflect \$637,108, not \$637,102. Mike also stated that Item O., Traffic Congestion Report, is being pulled from the agenda as the detectors on SR 65 are not functioning and we are unable to provide an accurate report.

Upon motion by Dowdin Calvillo and second by Broadway, the Board accepted the agenda as amended by the following roll call vote:

- AYES:** Broadway, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
- NOES/**
- ABSTAIN:** None

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. FY 2021/22 City of Rocklin Claim for Local Transportation Funds (LTF) - \$5,692,106
2. FY 2021/22 City of Rocklin Claim for State Transit Assistance (STA) – \$555,395
3. FY 2021/22 City of Roseville Claim for Local Transportation Funds (LTF) - \$12,464,776
4. FY 2021/22 City of Roseville Claim for State Transit Assistance (STA) – \$1,251,860
5. FY 2021/22 City of Roseville Claim for State of Good Repair (SGR) – \$183,081
6. FY 2020/21 City of Roseville Claim for Transportation Development Act (TDA) Bicycle and Pedestrian Funds - \$637,108
7. PCTPA Audited Financial Statements & TDA Compliance Report

Upon motion, by Houdesheldt and second by Dowdin Calvillo, the preceding Consent Calendar items were approved by the following roll call vote:

- AYES:** Broadway, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
- NOES/**
- ABSTAIN:** None

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)

1. Audited Financial Statements & TDA Compliance Report

Upon motion by Holmes and second by Houdesheldt, the preceding Consent Calendar item was approved by the following roll call vote:

- AYES:** Broadway, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
- NOES/**
- ABSTAIN:** None

CONSENT CALENDAR: AIRPORT LAND USE COMMISSION (ALUC)

1. **9:00 A.M. PUBLIC HEARING:** Airport Land Use Commission (ALUC) Consistency Determination: Reasonable Accommodation Ordinance Zoning Text Amendment
2. **9:00 A.M. PUBLIC HEARING:** Airport Land Use Commission (ALUC): Amended Rules of Procedure for the Placer County Airport Land Use Commission

Upon motion by Holmes and second by Dowdin Calvillo, the preceding Consent Calendar items were approved by the following roll call vote:

- AYES:** Broadway, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
- NOES/**
- ABSTAIN:** None

APPOINTMENT OF CAPITOL CORRIDOR JOINT POWERS AUTHORITY ALTERNATE REPRESENTATIVE FROM THE PCTPA BOARD

Staff report presented by Mike Luken, Executive Director

Upon motion by Houdesheldt and second by Holmes, the Board appointed, Alice Dowdin Calvillo as the Alternate Member to serve on the Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors.

AYES: Broadway, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
NOES/
ABSTAIN: None

FEDERAL LEGISLATIVE PROGRAM FOR 2022

Staff report presented by Mike Luken, Executive Director with Sante Esposito and Bryan Esposito, Key Advocates

Upon motion by Holmes and second by Clark-Crets, the Board adopted the Federal Legislative Program for calendar year 2022 as provided in the staff report and directed staff and federal advocates to represent these positions by the following roll call votes:

AYES: Broadway, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
NOES/
ABSTAIN: None

STATE LEGISLATIVE PROGRAM FOR 2022

Staff report presented by Mike Luken, Executive Director with Mark Watts, Smith Watts, and Hartmann

Upon motion by Holmes and second by Wilkins, the Board adopted the State Legislative Program for 2022 as provided in the staff report and directed staff and our state advocate to represent these positions with electeds and agencies in Sacramento by the following roll call vote:

AYES: Broadway, Burruss, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
NOES/ABSTAIN: None

UPDATE ON A POTENTIAL 2022 TRANSPORTATION SALES TAX MEASURE

Staff report presented by Mike Luken with Curt Below, FM3 Research, Cherri Spriggs, FSB Communications, and Aldo Pineschi

Mike Luken introduced Curt Below, FM3 who went over the November 30-December 5, 2021 South Placer County polling results. The presentation can be viewed here: <https://pctpa.net/agendas-2022/>. Cherri Spriggs, FSB Public Affairs, and Aldo Pineschi, PCTPA contractor who is working on the funding efforts, spoke on the polling results specific to the countywide and district wide poll.

Public comment was received from: Peter Eakland, resident of the aCity of Rocklin

Upon motion by Holmes and second by Wilkins the Board recommended to continue the funding strategy effort as planned in the Overall Work Program (OWP). efforts and polling in April 2022 by the following roll call vote:

AYES: Broadway, Burruss, Clark-Crets, Dowdin Calvillo, Holmes, Houdesheldt, Joiner, Jones, Wilkins
NOES/ABSTAIN: None

SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND CONGESTION MITIGATION AND AIR QUALITY (CMAQ) 2022 FUNDING CYCLE FRAMEWORK

Staff report presented by Rick Carter, Deputy Executive Director

Upon motion by Joiner and second by Dowdin Calvillo, the Board approved the proposed framework for the 2022 funding cycle for STBG and CMAQ funding by the following roll call vote:

AYES: Broadway, Burruss, Clark-Crets, Dowdin Calvillo, Houdesheldt, Joiner, Jones, Wilkins

NOES/ABSTAIN: None

EXECUTIVE DIRECTOR’S REPORT

Mike Luken reported that we had to make a change to Placer County’s Freeway Service Patrol (FSP) program to temporarily eliminate the service truck and Sunday service through fiscal year 2021-22. This is due to the contractor’s inability to provide adequate labor to staff these services. Staff will be monitoring this activity on a monthly basis and this service will be restored when staffing allows. Solvi Sabol will be the new Project Manager for FSP.

Mike introduced Mike Costa, Senior Transportation Planner. Mr. Costa provided some background on his professional career and is excited about his new role at PCTPA.

Mike Luken explained that we are the marketing arm for the Capitol Corridor in Placer County. He introduced a new video aimed at attracting visitors to Placer County using the Capitol Corridor service without the aid of an automobile. The video can be viewed here:

<https://youtu.be/z43RsJH0vJU>

ADJOURN

The meeting adjourned in memory of Lee Bastien, Sheridan Municipal Advisory Committee at 11:36 a.m.

A video of this meeting is available online at <https://pctpa.net/agendas-2022/>.

Mike Luken, Executive Director

Brian Baker, Chair

Solvi Sabol, Clerk of the Board

ML:ss

TO: PCTPA Board of Directors

DATE: February 23, 2022

FROM: Mike Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the February 23, 2022 agenda for your review and action.

1. FY 2021/22 City of Lincoln Claim for Local Transportation Funds (LTF): \$4,216,759
The City of Lincoln submitted claims for \$4,216,759 in LTF funds for FY 2021/22 - \$3,800,142 for streets and roads purposes, \$341,617 for contracted transit services, and \$75,000 for transportation planning support. The City's claims are in compliance with the approved LTF apportionment. Staff recommends approval, subject to the requirement that the City submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2021 and all transit needs that are reasonable to meet are being provided, prior to issuance of instructions to the County Auditor to pay the claimant in full.
2. FY 2021/22 City of Lincoln Claim for State Transit Assistance (STA) – \$390,809
The City of Lincoln submitted a claim for \$390,809 in STA funds for FY 2021/22 for contracted transit services. The City's claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
3. FY 2022/23 Preliminary State Transit Assistance (STA) Fund Allocation Estimate
State Transit Assistance (STA) is one of two fund sources made available through the Transportation Development Act and is derived from the statewide sales of diesel fuel. STA funds are dedicated to public transit operations and capital uses. The funds are distributed on a population basis (section 99313) to each jurisdiction and on a fare revenue basis (section 99314) to those jurisdictions operating a public transit service.

The State Controller's Office (SCO) released the preliminary estimate for FY 2022/23 on January 31, 2022. The preliminary fund estimate totals \$3,387,833 and the jurisdictional distributions should be used for budgeting purposes. This is a 9% increase in estimated revenue compared to the FY 21/22 final revenue estimate. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August.

Staff recommends that the Board approve the attached FY 2022/23 Preliminary STA Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 8, 2022 meeting.

4. FY 2022/23 Preliminary State of Good Repair (SGR) Fund Allocation Estimate
Senate Bill 1 (SB 1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, and support public transit and active transportation. The State of Good Repair

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(SGR) program is one component of SB 1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$121 million is estimated to be available for FY 2022/23 to eligible recipients according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office Allocation Estimate for FY 2022/23, the County's share of the statewide total is \$558,000. This is a 3% increase in estimated revenue compared to the FY 21/22 final revenue estimate. The attached fund allocation identifies the formula allocation of funds for use in budgeting purposes. Since the inception of the program, the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for preventive bus maintenance associated with contracted services. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August and will fully identify the projects to be funded pending the release of Caltrans SGR Program Guidelines.

Staff recommends that the Board approve the attached FY 2022/23 Preliminary SGR Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 8, 2022 meeting.

ML:ss

CLAIM FOR LOCAL TRANSPORTATION FUNDS

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
299 NEVADA STREET, AUBURN, CA 95603

FROM:

CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone: 916-434-2437 Email: Ruthann.codina@lincolnca.gov

The Choose Agency hereby requests, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2021/22, in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

P.U.C. 99260a, Article 4, Transit Operations:	<u>\$ Click or tap here to enter \$</u>
P.U.C. 99260a, Article 4, Transit Capital:	<u>\$Click or tap here to enter \$</u>
P.U.C. 99275, Article 4.5, Community Transit Services	<u>\$Click or tap here to enter \$</u>
P.U.C. 99400a, Article 8a, Local Streets and Roads	<u>\$3,800,142</u>
P.U.C. 99402, Article 8a, Transportation Planning Process	<u>\$75,000</u>
P.U.C. 99400c, Article 8c, Contracted Transit Services:	<u>\$341,617</u>
P.U.C. 99400e, Article 8e, Capital for Contracted Services:	<u>\$Click or tap here to enter \$</u>
C.C.R. 6648, Capital Reserve:	<u>\$Click or tap here to enter \$</u>

When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget. Claimant must submit a complete Fiscal and Compliance Audit for the prior fiscal year prior to issuance of instructions to the County Auditor to pay the claimant in full.

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____
(signature)

BY: 

(signature)

TITLE: _____
DATE: _____

TITLE: City Manager
DATE: 2/4/22

TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: Choose an item.

Fiscal Year: Choose an item.

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Contracted Transit Services	\$1,070,275	Prior year carryover \$49,888 5307 credit from PCT \$213,674 Fare credit from PCT \$20,010 SGR credit from PCT \$54,277 21/22 STA funding \$390,809 21/22 LTF funding \$341,617
Streets / Roads	\$3,156,898	Prior year carryover \$1,243,181 Interest \$10,000 21/22 LFT Funding \$1,903,717 Streets/Road Revenue \$3,156,898 Estimate LFT Funding carryover 21/22 \$1,971,425

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: AMENDED ALLOCATION
OF LOCAL TRANSPORTATION FUNDS TO THE
CITY OF LINCOLN**

RESOLUTION NO. 22-09

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

WHEREAS, the Placer County Transportation Planning Agency has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin, in accordance with the Transportation Development Act, as amended; and

WHEREAS, it is the responsibility of the Agency to review the annual transportation claims and to make allocations from the Local Transportation Fund.

NOW, THEREFORE, BE IT RESOLVED that the Agency has reviewed the claim and has made the following allocations from the 2021/2022 fiscal year funds.

- | | | |
|----|---|--------------|
| 1. | To the City of Lincoln for Streets and Roads purposes conforming to Article 8 – Section 99400(a) of the Act: | \$ 3,800,142 |
| 2. | To the City of Lincoln for Contracted Transit Services Conforming to Article 8 – Section 99400(c) of the Act: | \$ 341,617 |
| 3. | To the County of Placer for projects conforming to Article 8(a) (99402) of the Act for the Transportation Planning Process: | \$ 75,000 |

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants. Claimant must submit a complete Fiscal and Compliance Audit for the fiscal year ending June 30, 2021, prior to issuance of said instructions to the County Auditor to pay the claimant.

Signed and approved by me after its passage.

Executive Director

Chair
Placer County Transportation Planning Agency

RESOLUTION 2022 - 20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2021/22 LOCAL TRANSPORTATION FUNDS AND 2021/22 STATE TRANSIT ASSISTANCE CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA).

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency (PCTPA) is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance funds; and

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Lincoln does hereby approve the 2021/2022 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

\$341,617 of Local Transportation Funds for Transit contracted services; \$390,809 of State Transit Assistance for Transit contracted services; \$3,875,142 of Local Transportation Funds for Streets and Roads purposes for the fiscal year 2021/22. Including \$75,000 to be paid to PCTPA via invoice as Lincoln's fair share of the 2022 Transportation Funding Strategy Outreach.

PASSED AND ADOPTED this 25 day of January, 2022.

AYES: COUNCILMEMBERS: Joiner, Lauritsen, Karleskint, Silhi, Andreatta

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

Holly Andreatta

Holly Andreatta, Mayor

ATTEST:

Gwen Scanlon

Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of
Resolution 2022-020
adopted by the City of Lincoln City Council on the
following date January 25th, 2022.
Dia Gil, Deputy
City Clerk

CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
299 NEVADA STREET, AUBURN, CA 95603

FROM: CLAIMANT: City of Lincoln
ADDRESS: 600 Sixth Street
Lincoln CA 95648

CONTACT PERSON: Ruthann Codina
Phone: 916-434-2437 Email: Ruthann.codina@lincolnca.gov

The Choose Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for State Transit Assistance be approved in the amount of \$Click or tap here to enter \$ for Fiscal Year Choose FY , in the following amounts for the following purposes to be drawn from the State Transit Assistance fund deposited with the Placer County Treasurer:

Transit Operations (6730a):	<u>\$Click or tap here to enter \$</u>
Transit Capital (6730a):	<u>\$Click or tap here to enter \$</u>
Contracted Transit Services (6731b):	<u>\$390,809</u>
Community Transit Services Provided by WPCTSA (6731.1):	<u>\$Click or tap here to enter \$</u>

When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:
PLACER COUNTY
TRANSPORTATION PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:

BY: _____
(signature)

BY: 

(signature)

TITLE: _____

TITLE: City Manager

DATE: _____

DATE: 2/4/22

TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year in addition to any TDA funds carried over from previous years. Briefly describe all operational, capital and/or streets and roads projects which will be funded by TDA moneys. **Please show BOTH prior year TDA funds (if any) and current year TDA funds to be used**, provide the total cost of each project, and indicate all other sources of funding associated with each project. For capital projects, the projects listed and their associated costs and funding sources should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) listed below should balance for each project. See attached sample plan for additional guidance.

Claimant: Choose an item.

Fiscal Year: Choose an item.

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Contracted Transit Services	\$1,070,275	Prior year carryover \$49,888 5307 credit from PCT \$213,674 Fare credit from PCT \$20,010 SGR credit from PCT \$54,277 21/22 STA funding \$390,809 21/22 LTF funding \$341,617
Streets / Roads	\$3,156,898	Prior year carryover \$1,243,181 Interest \$10,000 21/22 LFT Funding \$1,903,717 Streets/Road Revenue \$3,156,898 Estimate LFT Funding carryover 21/22 \$1,971,425

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: ALLOCATION OF
STATE TRANSIT ASSISTANCE FUNDS TO
THE CITY OF LINCOLN**

RESOLUTION NO. 22-10

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

WHEREAS, the Placer County Transportation Planning Agency has been designated by the Secretary of the State of California, Business and Transportation Agency, as the transportation planning agency for Placer County excluding that portion of the County in the Lake Tahoe Basin, pursuant to the provisions of the Transportation Development Act of 1971, Chapter 1400, Statutes of 1971; and Chapters 161 and 1002, Statutes of 1990; and Chapters 321 and 322, Statutes of 1982; and

WHEREAS, it is the responsibility of the Placer County Transportation Planning Agency, under the provisions of the Act, to review transportation claims and to make allocations of money from the State Transit Assistance Fund based on the claims; and

WHEREAS, the Auditor of each county is required to pay monies in the fund to the claimants pursuant to allocation instructions received from the Placer County Transportation Planning Agency; and

WHEREAS, the Placer County Transportation Planning Agency has reviewed the claim for funds established to be available in the State Transit Assistance fund of Placer County and has made the following findings and allocations:

1. The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
3. The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
4. The sum of the claimant's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public

transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.

6. The regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it also finds the following:
 - a) The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244. This finding shall make specific reference to the improvements recommended and to the efforts made by the operator to implement them.
 - b) For an allocation made to an operator for its operating cost, the operator is not precluded by any contract entered into on or after June 28, 1979, from employment of part-time drivers or from contracting with common carriers of persons operating under a franchise or license.
 - c) A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251. The certification shall have been completed within the last 13 months, prior to filing claims.
 - d) The operator is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

Allocation to the City of Lincoln of \$390,809 in State Transit Assistance Funds (PUC 99313) for contracted transit services (section 6731b) in FY 2021/22.

NOW, THEREFORE, BE IT RESOLVED that allocation instructions have been prepared in accordance with the above and are hereby approved and that the Chairman is authorized to sign said allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

IT IS FURTHER RESOLVED that the claimant be notified of the Placer County Transportation Planning Agency's action on their claim.

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

RESOLUTION 2022 - 20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN APPROVING AND AUTHORIZING THE EXECUTION OF THE 2021/22 LOCAL TRANSPORTATION FUNDS AND 2021/22 STATE TRANSIT ASSISTANCE CLAIMS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA).

WHEREAS, the California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600 authorizes local transportation funding available through the Local Transportation Fund established by the Transportation Development Act; and

WHEREAS, the Placer County Transportation Planning Agency (PCTPA) is authorized to receive and approve all claims for Local Transportation Funds and State Transit Assistance funds; and

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Lincoln does hereby approve the 2021/2022 Transportation Development Act Claim(s) to the Placer County Transportation Planning Agency as follows:

\$341,617 of Local Transportation Funds for Transit contracted services; \$390,809 of State Transit Assistance for Transit contracted services; \$3,875,142 of Local Transportation Funds for Streets and Roads purposes for the fiscal year 2021/22. Including \$75,000 to be paid to PCTPA via invoice as Lincoln's fair share of the 2022 Transportation Funding Strategy Outreach.

PASSED AND ADOPTED this 25 day of January, 2022.

AYES: COUNCILMEMBERS: Joiner, Lauritsen, Karleskint, Silhi, Andreatta

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

Holly Andreatta

Holly Andreatta, Mayor

ATTEST:

Gwen Scanlon

Gwen Scanlon, City Clerk

I hereby certify that this is a true and correct copy of
Resolution 2022-020
adopted by the City of Lincoln City Council on the
following date January 25th, 2022.
Dia Gil, Deputy
City Clerk

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2022/23 STATE TRANSIT ASSISTANCE (STA) FUND PRELIMINARY ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 February 2022**

PUC 99313 Allocation	\$2,961,703
PUC 99314 Allocation	\$426,130
Total STA Allocation ⁽¹⁾	\$3,387,833

4.5 Percent Allocation of PUC 99313 to WPCTSA⁽²⁾ \$133,277

Total PUC 99313 Allocation Available to Jurisdiction: \$2,828,426

FY 2022/2023 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2021 Population ⁽³⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	103,151	26.21%	\$741,376
Auburn	14,433	3.67%	\$103,734
Colfax	2,172	0.55%	\$15,611
Lincoln	49,624	12.61%	\$356,662
Loomis	6,808	1.73%	\$48,931
Rocklin	70,469	17.91%	\$506,481
Roseville	146,875	37.32%	\$1,055,632
TOTAL	393,532	100.00%	\$2,828,426

Notes: (1) 2022/2023 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, January 31, 2022.

(2) 4.5% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.

(3) Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 1, 2021.

PUC = Public Utilities Code

FY 2022/2023 Jurisdiction PUC 99314 STA Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$348,895	\$1,090,271
Auburn	\$21,830	0.3%	\$1,407	\$105,141
Colfax	\$0	0.0%	\$0	\$15,611
Lincoln	\$0	0.0%	\$0	\$356,662
Loomis	\$0	0.0%	\$0	\$48,931
Rocklin	\$0	0.0%	\$0	\$506,481
Roseville	\$1,175,827	17.8%	\$75,828	\$1,131,460
TOTAL	\$6,607,798	100.0%	\$426,130	\$3,254,556

Notes: (4) 2022/2023 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, January 31, 2022.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2022/2023 STATE OF GOOD REPAIR (SGR) PRELIMINARY ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 February 2022**

PUC 99313 Allocation	\$487,814
PUC 99314.8 Allocation	\$70,186
Total SGR Allocation ⁽¹⁾	\$558,000

Percent Allocation of PUC 99313 to WPCTSA (5% max) \$0

Total PUC 99313 Allocation Available to J \$487,814

FY 2022/2023 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2021 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	Reallocation to Transit Operator ⁽³⁾	PUC 99313 Total Allocation
Placer County	103,151	26.21%	\$127,864	\$159,996	\$287,860
Auburn	14,433	3.67%	\$17,891	\$0	\$17,891
Colfax	2,172	0.55%	\$2,692	(\$2,692)	\$0
Lincoln	49,624	12.61%	\$61,513	(\$61,513)	\$0
Loomis	6,808	1.73%	\$8,439	(\$8,439)	\$0
Rocklin	70,469	17.91%	\$87,352	(\$87,352)	\$0
Roseville	146,875	37.32%	\$182,063	\$0	\$182,063
TOTAL	393,532	100.00%	\$487,814	\$0	\$487,814

Notes: (1) 2022/2023 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, January 31, 2022.

(2) Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 1, 2021.

(3) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to preventive maintenance

FY 2022/2023 Jurisdiction PUC Section 99314 SGR Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$57,465	\$345,325
Auburn	\$21,830	0.3%	\$232	\$18,123
Colfax	\$0	0.0%	\$0	\$0
Lincoln	\$0	0.0%	\$0	\$0
Loomis	\$0	0.0%	\$0	\$0
Rocklin	\$0	0.0%	\$0	\$0
Roseville	\$1,175,827	17.8%	\$12,489	\$194,552
TOTAL	\$6,607,798	100.0%	\$70,186	\$558,000

Notes: (4) 2022/2023 State of Good Repair Preliminary Allocation Estimate, California State Controller Division of Accounting and Reporting, January 31, 2022.

FY 2022/2023 SGR Project Summary

Jurisdiction	Project Title	FY 2022/23 Allocation Amount
Placer County	TBD	\$185,329
		\$159,996
Auburn	TBD	\$18,123
Roseville	TBD	\$194,552
FY 2022/23 Total		\$558,000



MEMORANDUM

TO: Airport Land Use Commission

DATE: February 23, 2022

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the February 23, 2022, agenda for your review and action. Item 1 is calendared for consent as a public hearing and will be approved in one motion without discussion unless a member of the Commission or the public requests that the item be removed from the consent calendar at which time public hearing comments will be heard separately. At the January meeting, the Board expressed concern with the unusual circumstance where a public hearing would be on a consent calendar. This procedure was recommended last year by Agency Legal Counsel as this is an ordinary action allowed on the consent calendar, but still would require a public hearing under state law.

1. **9:00 A.M. PUBLIC HEARING: Airport Land Use Commission Consistency Determination: Auburn Equipment LLC General Plan Amendment and Rezone**

On December 16, 2021, Placer County submitted a request to the Airport Land Use Commission (ALUC) to review the proposed Auburn Equipment LLC General Plan Amendment and Rezone application for a determination of consistency with the Placer County Airport Land Use Compatibility Plan (ALUCP). These entitlements are subject to mandatory ALUC review. Therefore, before Placer County can take final action to approve the Auburn Equipment LLC General Plan Amendment and Rezone application, the ALUC must determine whether the proposal is consistent with the ALUCP.

The project site is undeveloped and located at 3525 KOA Way (APN: 052-270-037-000) in the North Auburn community. The project site is in Compatibility Zone C1 of the 2021 ALUCP. Refer to Attachment 1 (map).

The applicant is requesting a General Plan Amendment to change the existing land use designation from Professional Office and Riparian Drainage to General Commercial and Riparian Drainage to facilitate the proposed rezone. The applicant is also proposing to rezone the property from Office/Professional-Design Corridor-Flood Hazard-Aircraft Overflight (OP-DC-FH-AO) to Commercial Planned Development-Flood Hazard-Aircraft Overflight (CPD-DC-FH-AO). The applicant indicates the General Plan Amendment and Rezone request will provide more options for future development. The application indicates that there is no project proposed at this time.

The ALUCP establishes land use compatibility criteria and zones based on four factors: noise, safety, airspace protection, and overflight provisions. This consistency analysis focuses on these four factors:

1. Noise from individual aircraft overflights may adversely affect certain land uses, particularly those with outdoor activities. The project site lies outside Auburn Municipal Airport's 55 CNEL noise contour. CNEL stands for Community Noise Equivalent Level and is a noise metric used to measure cumulative noise. The metric represents a time-weighted 24-hour average noise level and is based on the number of aircraft noise events and decibel level. Few people are seriously annoyed by activities with noise levels at or below 55 dBA. As such, there are no aircraft related noise issues associated with the entitlement request at this location.

2. Safety can be a concern when uses involve high concentrations of people, particularly risk-sensitive uses such as schools and hospitals. Zone C1 requires intensity criteria be met. Because there is no project proposed at this time, it is recommended that approval of the General Plan Amendment and Rezone by the Placer County Board of Supervisors include the following condition:

The project (and subsequent entitlements) shall meet the nonresidential intensity land use criteria depicted in ALUCP Table AUB-4A for "Commercial, Office, and Service Uses."

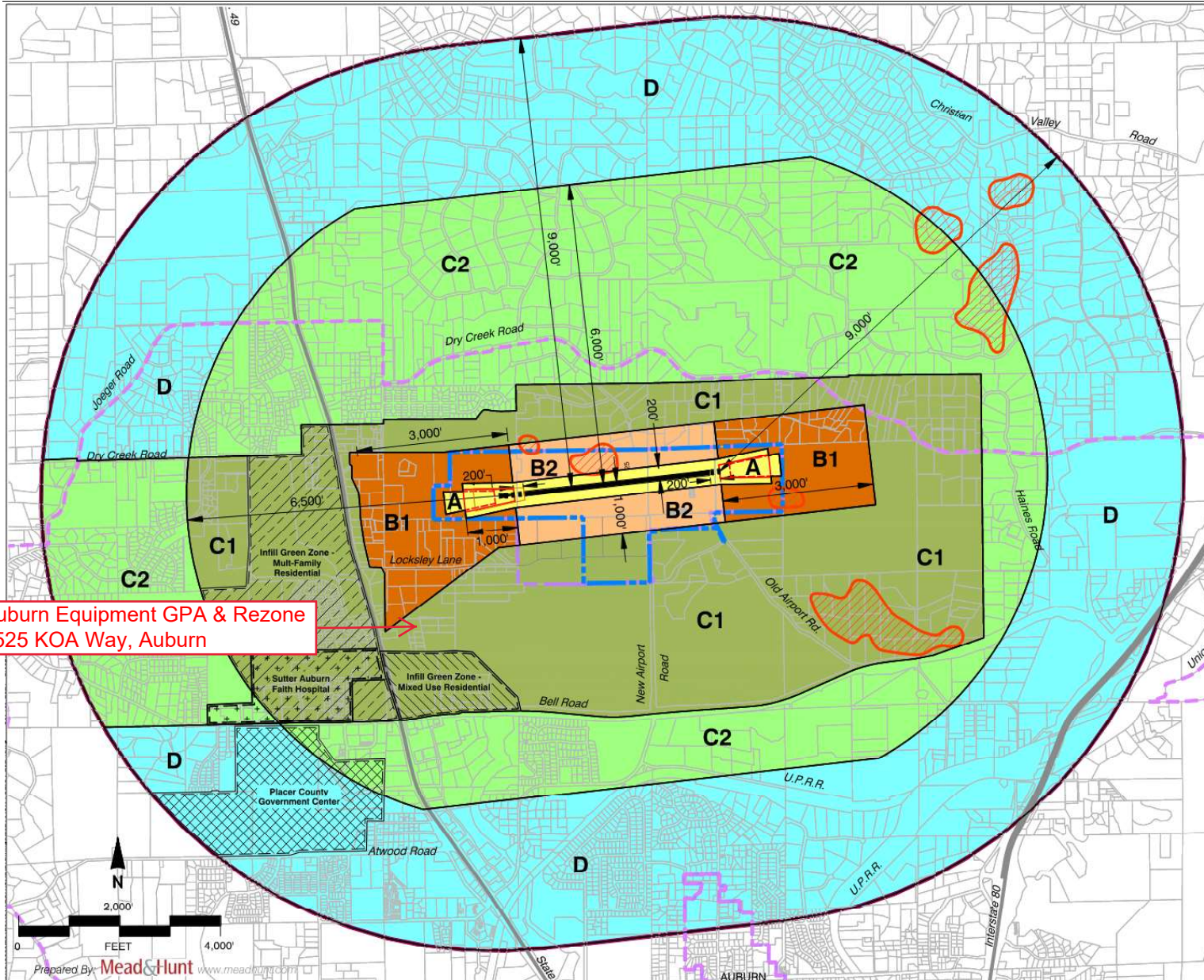
3. An airspace protection review is required for any structures located in Zone C1 greater than 70 feet high. Seventy feet generally equates to a six-story building. Because there is no project proposed at this time, it is recommended that approval of the General Plan Amendment and Rezone by the Placer County Board of Supervisors include the following condition:

The project (and subsequent entitlements) shall ensure that an airspace review be completed for any building proposal that exceeds seventy feet in height pursuant to ALUCP Table AUB-4A for "General Characteristics."

4. Overflight compatibility concerns encompass a combination of noise and safety issues. Zone C1 encompasses areas routinely overflown by aircraft approaching and departing Auburn Municipal Airport. This is an area where about 80 percent of aircraft overflights are estimated to occur. Generally, annoyance is the major concern in Zone C1 as aircraft typically overfly areas at an altitude of 1,000 on visual approaches or as low as 600 feet when using the circle to land procedure. There are no requirements for nonresidential uses to provide an overflight notification in the chain of title of the property. As such, there are no overflight compatibility issues associated with the entitlement request at this location.

Staff recommends that the ALUC find the Auburn Equipment LLC General Plan Amendment and Rezone consistent with the 2021ALUCP, subject to the two conditions previously noted; and authorize the Executive Director to sign and submit a consistency determination letter to Placer County. The applicant and County Planning staff concur with the ALUC staff recommendation. The PCTPA TAC also concurred with the staff recommendation.

DM:RRC:ML:ss



Auburn Equipment GPA & Rezone
3525 KOA Way, Auburn

- Legend**
- Boundary Lines**
- Placer County Limits (outside map view)
 - Auburn City Limits
 - - - Auburn Sphere of Influence
 - Airport Property Line
 - Existing Runway (3,700 ft.)
 - Future Runway (4,300 ft.)

- Compatibility Zones¹**
- Airport Influence Area
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
 - Height Review Overlay Zone²

See Special Conditions Policy Section 4.3

- ▭ Sutter Auburn Faith Hospital
- ▭ Placer County Government Center
- ▭ Infill Green Zone - Mixed Use Residential
- ▭ Infill Green Zone - Multi-Family Residential

Notes:

1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
2. Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.
3. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Auburn Municipal Airport
Land Use Compatibility Plan**
(Adopted September 22, 2021)

Map AUB-4A
Compatibility Policy Map
Auburn Municipal Airport

Agenda Item H
Attachment 1

TO: PCTPA Board of Directors **DATE:** February 23, 2022

FROM: Aaron Hoyt, Senior Planner
Mike Luken, Executive Director

SUBJECT: Fiscal Year 2022/23 Preliminary Findings of Apportionment for the Local Transportation Fund

ACTION REQUESTED

Approve the FY 2022/23 Preliminary Findings of Apportionment for the Local Transportation Fund (LTF).

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding through the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide and the State Transit Assistance (STA) fund derived from the statewide sales of diesel fuel. LTF funds make up a significant share of PCTPA's member agency revenues and are the primary funding source for PCTPA. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for alternative transportation modes, streets, and roads.

The Placer County economy and sales tax revenue has remained strong since the initial shelter in place order of March 2020 that slowed the economy. The initial impact resulted in a FY 2019/20 LTF revenue decline of 5.6 percent below the adopted revenue estimate of \$26.4 million. FY 2020/21 saw strong growth that resulted in sales tax receipts of approximately \$29.6 million, or 18.5 percent higher, than the prior year.

The first five months of revenue for FY 2021/22 has experienced continued sales tax revenue gains. To-date, sales tax receipts are up 20 percent, or approximately \$2.2 million, over FY 20/21, for the same time period. The FY 2021/22 adopted revenue estimate totals \$29.9 million.

PCTPA enlisted the services of HdL Companies to review the current sales tax trends in Placer County and FY 2022/23 preliminary revenue estimates. PCTPA has utilized HDL Companies since September 2020 to advise the agency on sales tax projections during these unpredictable times. HDL Companies also provides sales tax advisory services for the Cities of Rocklin, Lincoln, Placer County and for PCTPA on the Funding Strategy outreach programs

DISCUSSION

Through continued consultation with HdL Companies, they noted several large tax payments in the large retailer category that exceed recent trends. The payments total approximately \$1 million and it is likely that the California Department of Tax and Fee Administration will likely correct the overpayments in the coming quarters, reducing future LTF payments to Placer County. Based

PCTPA Board of Directors
FY 2022/23 PRELIMINARY FINDINGS OF APPORTIONMENT
February 23, 2022
Page 2

on this information and the continued strength of the overall economy, PCTPA staff prepared the attached FY 2022/23 Preliminary LTF Apportionment that projects a continued economic recovery. The preliminary apportionment of \$31.2 million, assumes the following:

- An estimated FY 2021/22 fund balance of approximately \$393,000
- Approximately \$1 million in adjustments to Placer County LTF receipts will occur over the next several quarters
- An effective 1.2% growth rate over FY 2021/22 revenues

HdL Companies will join staff at the February 23rd Board of Directors meeting to present on the current status of the Placer County job sectors. The data presented will be based on 3rd Quarter 2021 statistics, which is the most current data at this time.

The Technical Advisory Committee concurred with the preliminary findings of apportionment at their February 8, 2022 meeting.

AH:RC:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

PRELIMINARY FINDINGS OF APPORTIONMENT FOR FY 2022/2023

LOCAL TRANSPORTATION FUND (LTF)

February 2022

	FY 2021/2022 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2022/2023 Revenue Subtotal	FY 2022/2023 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE	\$393,061	\$30,834,982	\$31,228,043
TRPA Revenue Estimate ⁽²⁾	2.83016539%	\$872,681	\$872,681
TRPA LTF Fund Balance	\$11,124		\$11,124
TRPA TOTAL		\$872,681	\$883,805
County Auditor Administrative Costs		\$264	\$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA			\$883,541
PCTPA Revenue Estimate	97.16983461%	\$29,962,302	\$29,962,302
PCTPA LTF Fund Balance	\$381,937		\$381,937
PCTPA TOTAL		\$29,962,302	\$30,344,239
County Auditor Administrative Costs		\$8,736	\$8,736
PCTPA Administrative and Planning Costs ⁽³⁾		\$475,000	\$475,000
Pedestrian and Bicycle Allocation ⁽⁴⁾	\$7,639	\$589,571.32	\$597,210
Community Transit Service Article 4.5 Allocation ⁽⁵⁾	\$16,843	\$1,300,005	\$1,316,848
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA	\$357,455	\$27,588,990	\$27,946,445

Apportionment of FY 2022/2023 PCTPA LTF Revenue Estimate by Jurisdiction					
Jurisdiction	Population January 1, 2021	Percent (%)	FY 2022/23 Allocation Subtotal	FY 2021/22 Carryover Apportionment ⁽⁶⁾	Revenue Apportionment
PLACER COUNTY	103,151	26.21159143%	\$7,231,513	\$94,585	\$7,326,098
AUBURN	14,433	3.66755435%	\$1,011,841	\$13,299	\$1,025,140
COLFAX	2,172	0.55192462%	\$152,270	\$1,961	\$154,231
LINCOLN	49,624	12.60990212%	\$3,478,945	\$44,941	\$3,523,886
LOOMIS	6,808	1.72997367%	\$477,282	\$6,277	\$483,559
ROCKLIN	70,469	17.90680300%	\$4,940,306	\$64,108	\$5,004,414
ROSEVILLE	146,875	37.32225080%	\$10,296,832	\$132,283	\$10,429,115
TOTAL	393,532	100.00%	\$27,588,990	\$357,455	\$27,946,445

Apportionment of FY 2022/2023 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	Available to Claimant ⁽⁸⁾
PLACER COUNTY	\$7,326,098	(\$293,044)	\$7,033,054
AUBURN	\$1,025,140	(\$41,006)	\$984,135
COLFAX	\$154,231	(\$6,169)	\$148,062
LINCOLN	\$3,523,886	(\$140,955)	\$3,382,931
LOOMIS	\$483,559	(\$19,342)	\$464,217
ROCKLIN	\$5,004,414	(\$200,177)	\$4,804,238
ROSEVILLE	\$10,429,115	(\$417,165)	\$10,011,951
TOTAL	\$27,946,445	(\$1,117,858)	\$26,828,587

NOTES:

- 1) FY 2021/2022 LTF balance based on January 31, 2022 Preliminary LTF Fund Estimate provided by the Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see population estimate below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2022/2023 Article 4.5 allocation is set at 4.5%.
- 6) FY 2021/22 carryover apportionment (see next page) uses May 2020 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of FAST-Act planning requirements.
- 8) Assumes 1.2% growth in revenue over FY 21/22.

January 1, 2021 DOF Population Estimates ¹		
TRPA Population ²	11,462	2.83016539%
PCTPA Population	393,532	97.16983461%
TOTAL	404,994	100.00000000%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2020 to January 1, 2021, DOF, May 1, 2021.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2021, DOF, May 15, 2021.

Calculation of FY 2021/22 PCTPA LTF Carryover

Using 2020 Population - Western Slope

Amount of FY 2021/2022 Carryover: **\$357,455**

POPULATION			
JURISDICTION	January 1, 2020⁽¹⁾	PERCENT	FY 2021/22 CARRYOVER ALLOCATION⁽²⁾
PLACER COUNTY	103,794	26.46%	\$94,585
AUBURN	14,594	3.72%	\$13,299
COLFAX	2,152	0.55%	\$1,961
LINCOLN	49,317	12.57%	\$44,941
LOOMIS	6,888	1.76%	\$6,277
ROCKLIN	70,350	17.93%	\$64,108
ROSEVILLE	145,163	37.01%	\$132,283
TOTAL	392,258	100.00%	\$357,455

Sources:

1. Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.
2. FY 2021/2022 LTF balance based on January 31, 2022 Final LTF Fund Estimate provided by the Placer County Auditor.



TO: PCTPA Board of Directors

DATE: February 23, 2022

FROM: Aaron Hoyt, Senior Planner

SUBJECT: UNMET TRANSIT NEEDS REPORT AND FINDINGS FOR FY 2023

ACTION REQUESTED

Adopt Resolution No. 22-11 making the following findings and recommendations regarding the annual unmet transit needs analysis and recommendations as required by the Transportation Development Act (TDA):

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

BACKGROUND

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

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

If, based on the adopted definition and criteria, any unmet transit needs are determined to be reasonable to meet by the PCTPA Board; they must be funded in the next fiscal year prior to any TDA funds being allocated for non-transit purposes.

DISCUSSION

This year, Placer County Transportation Planning Agency (PCTPA) received 203 Unmet Transit Needs comments through extensive online engagement and a public hearing. The COVID-19 pandemic limited outreach to online, phone, and email engagement. There were four dominant trends in comments:

1. As in previous years, there were many comments requesting a service that already exists, reflecting a need for more public education around transit.

PCTPA Board of Directors

UNMET TRANSIT NEEDS REPORT AND FINDINGS FOR FY 2023

February 23, 2022

Page 2

2. Continued interest in expanding rail, both passenger and light rail, persist for work and non-work trips. One central issue was that Capitol Corridor patrons would like to see the train schedule that was in place prior to March 2021 reinstated. The Capitol Corridor Joint Powers Authority revised their train schedule to depart Placer County stations approximately one hour earlier, creating conflicts with riders' schedules and needs. The timing of routes and/or stops is considered an operational issue and does not fit the definition of an unmet transit need.
3. Similar to prior years, there were requests for transit service to newly developing areas in west Roseville and northwest Rocklin. The City of Roseville's upcoming comprehensive operational analysis and a south Placer microtransit pilot plan jointly being developed by Placer County and the cities of Roseville, Rocklin, Lincoln, and Auburn are anticipated to either produce recommendations for these areas and/or demonstrate the viability of new services.
4. Staff and students who participate in the Rocklin Unified School District (RUSD) adult transition program commented about the need for transit services between the high schools, Sierra College, and other community destinations. PCTPA staff contacted Placer County Transit, who provides contract services to the city, and staff at RUSD to better understand the transit options available and the adult transition program needs. Dial-a-ride can facilitate individual, or group trips and Bus Route 20 provides hourly service near one of the programs campus's located near 5th Street in Rocklin.

PCTPA staff analyzed all public comments according to adopted PCTPA definitions and Short Range Transit Plan (SRTP) recommendations. This analysis is documented in the *Annual Unmet Transit Needs Report for Fiscal Year 2023* (Attachment 1). As a result of this analysis, staff found that there were no new unmet transit needs that are reasonable to meet.

As a follow up to the 2021 Unmet Transit Needs recommendations, PCTPA staff and the SSTAC reviewed and updated the currently adopted Unmet Transit Needs Definition (2014). The definition was revised to more clearly convey how comments are evaluated, include examples of what may constitute an unmet transit need, and explain that certain operational comments such as the location of a bus stop or various passenger amenities are not covered under the definition. The revised definition is included in Attachment 2 and the SSTAC has recommended that the Board approve the proposed revisions for use in subsequent Unmet Transit Needs Reports and assessments.

PCTPA staff presented the SSTAC's recommended findings at the February 8th PCTPA Technical Advisory Committee (TAC). The PCTPA TAC concurred with the recommended findings.

AH:RRC:ML:ss

DRAFT



Annual Unmet Transit Needs and Ridership Report

For Fiscal Year 2023



EXECUTIVE SUMMARY

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

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

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

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

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

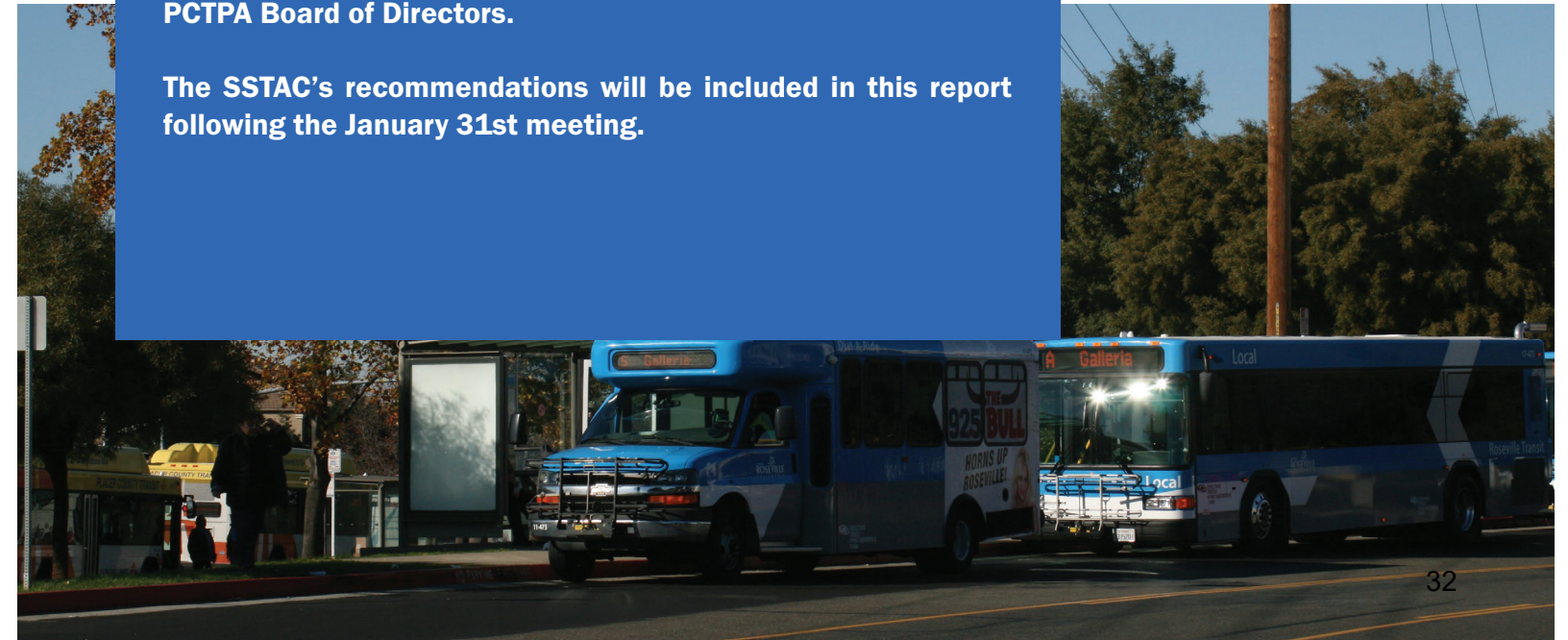
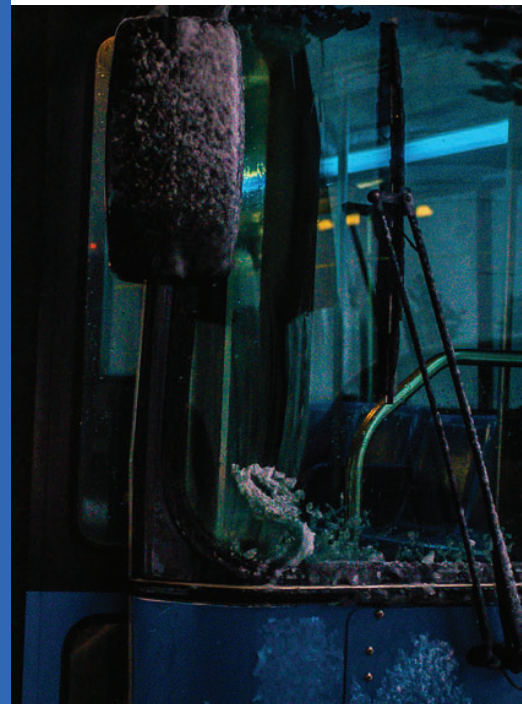


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ABOUT UNMET TRANSIT NEEDS

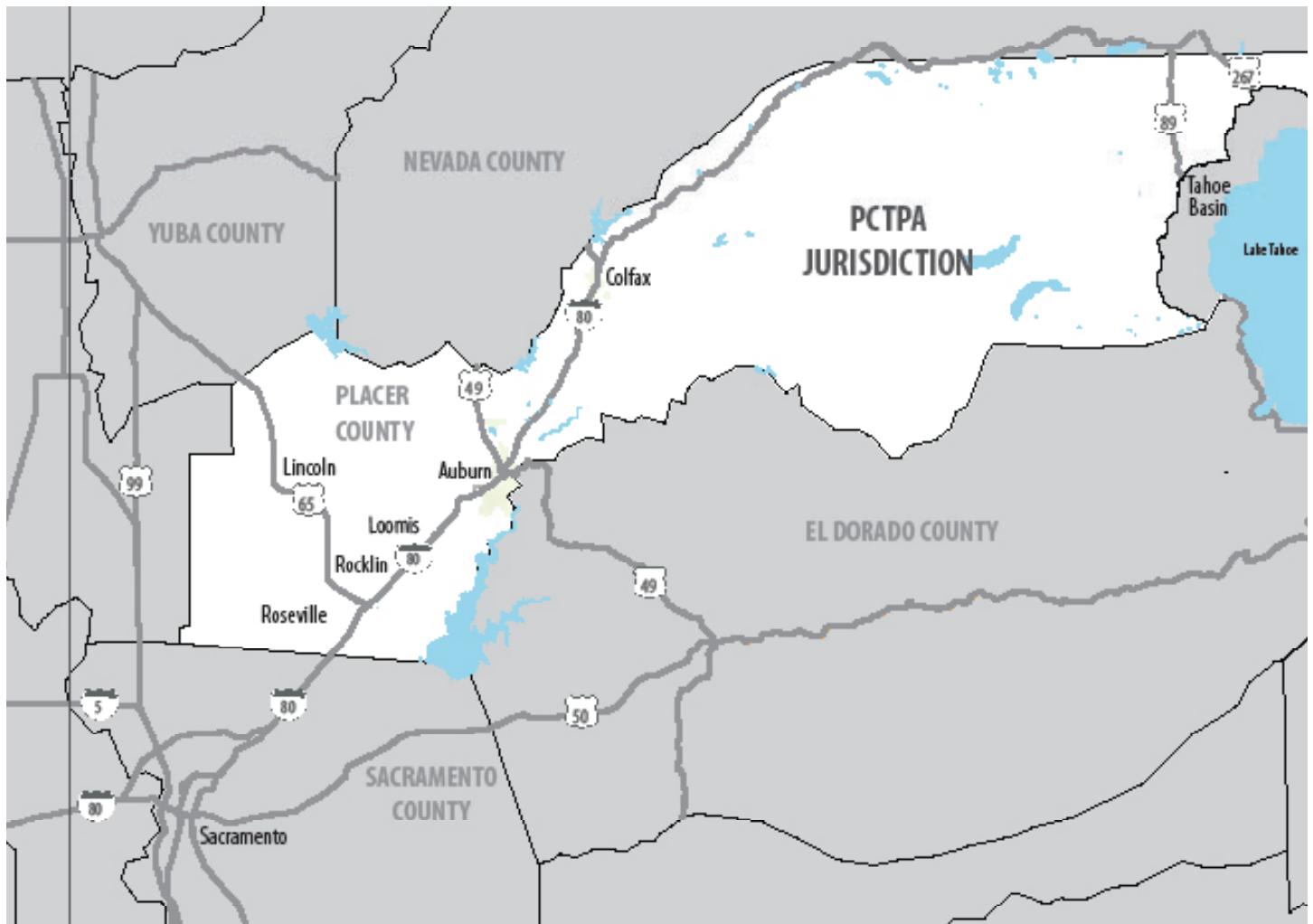
About PCTPA

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

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



PCTPA Jurisdiction Map



PCTPA UTN Definition

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

Amended in 2014

TDA and ADA Requirements

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

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

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

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



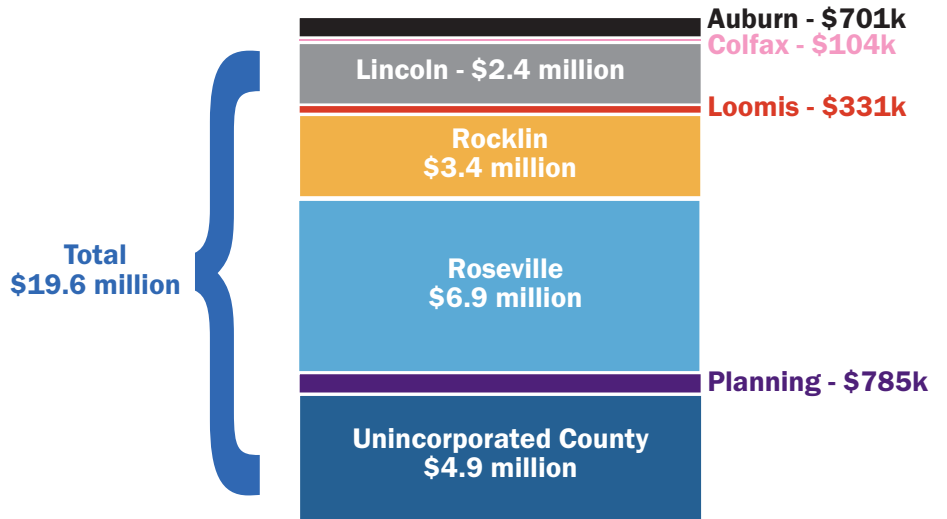
ABOUT UNMET TRANSIT NEEDS

Transit Funding

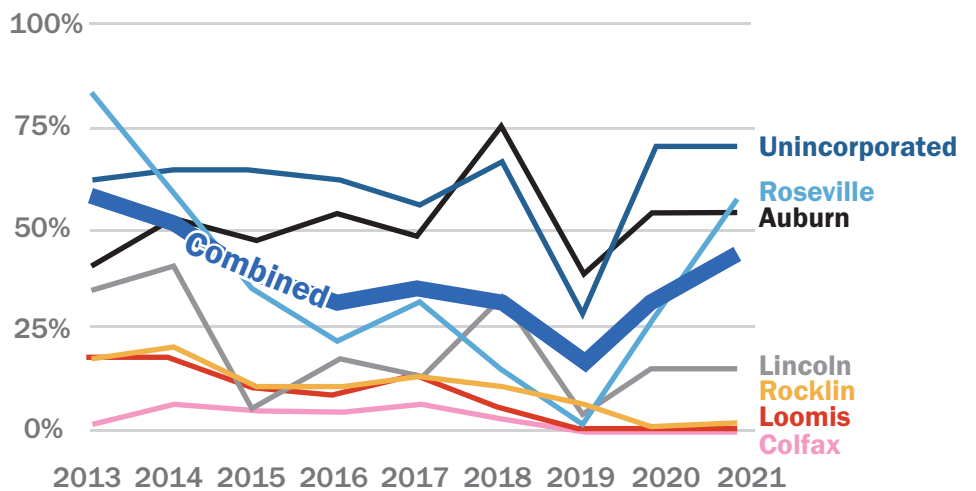
While the primary source of funds for public transit is the Transportation Development Act (TDA), transit operators in Placer County use a variety of federal, state and local funding sources. The TDA provides funding under two separate statewide programs: sales-tax-funded Local Transportation Fund (LTF)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

As shown in the stacked bar chart on the top left, Placer County jurisdictions received \$19.6 million dollars in LTF in fiscal year 2021. PCTPA uses a portion of the LTF to fund planning efforts, and the remainder is split among the jurisdictions according to population. Each jurisdiction may then choose to spend a portion of their LTF on non-transit projects, so long as there are no unmet transit needs that are reasonable to meet. Exactly how much is spent on streets and roads rather than transit is up to the jurisdictions, and the proportions vary year-to-year depending on estimated costs, availability of other funding sources, and local spending priorities. As shown in the line graph on the middle right, half of Placer's jurisdictions increased LTF spending on transit this year while the remaining jurisdictions maintained similar spending levels as prior years. Countywide, 44% of LTF funds were spent on transit in fiscal year 2021, up from 33% in 2020. Although LTF spending was up, the service miles, shown in the line graph at the bottom right, saw a 9 % decrease due to service reductions resulting from the COVID-19 pandemic's impacts on service demand.

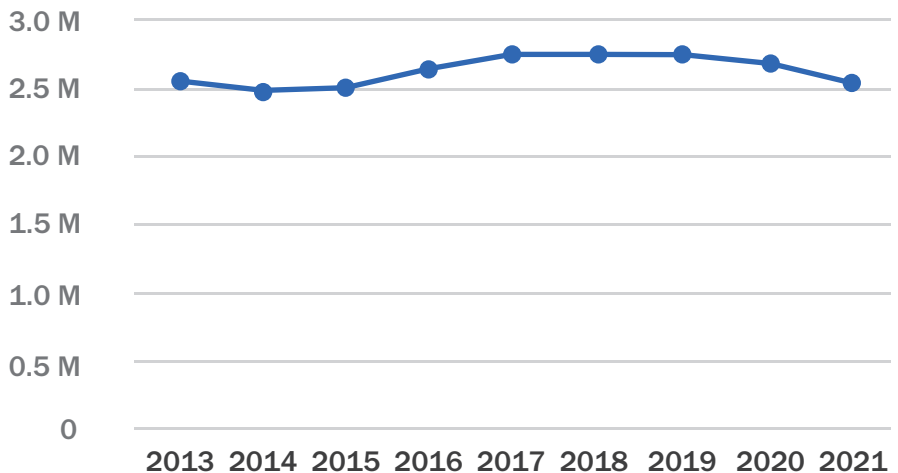
FY 2021 LTF Allocation by Jurisdiction



% of LTF Spent on Transit Annually



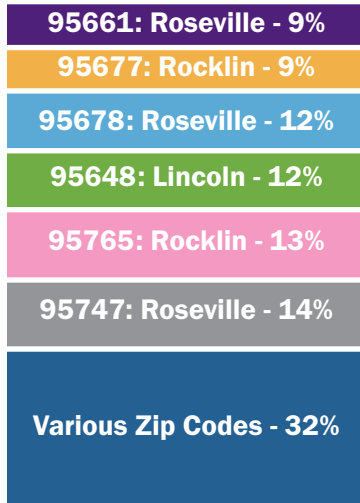
Annual Miles of Transit Service in Placer County



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

Top Participant Zip Codes



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

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

Status of Previous Years' Recommendations

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

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



unmet transit needs and reasonable to meet criteria in order to better clarify how public comments are evaluated and distinguish between unmet transit needs and operational comments in subsequent annual processes.

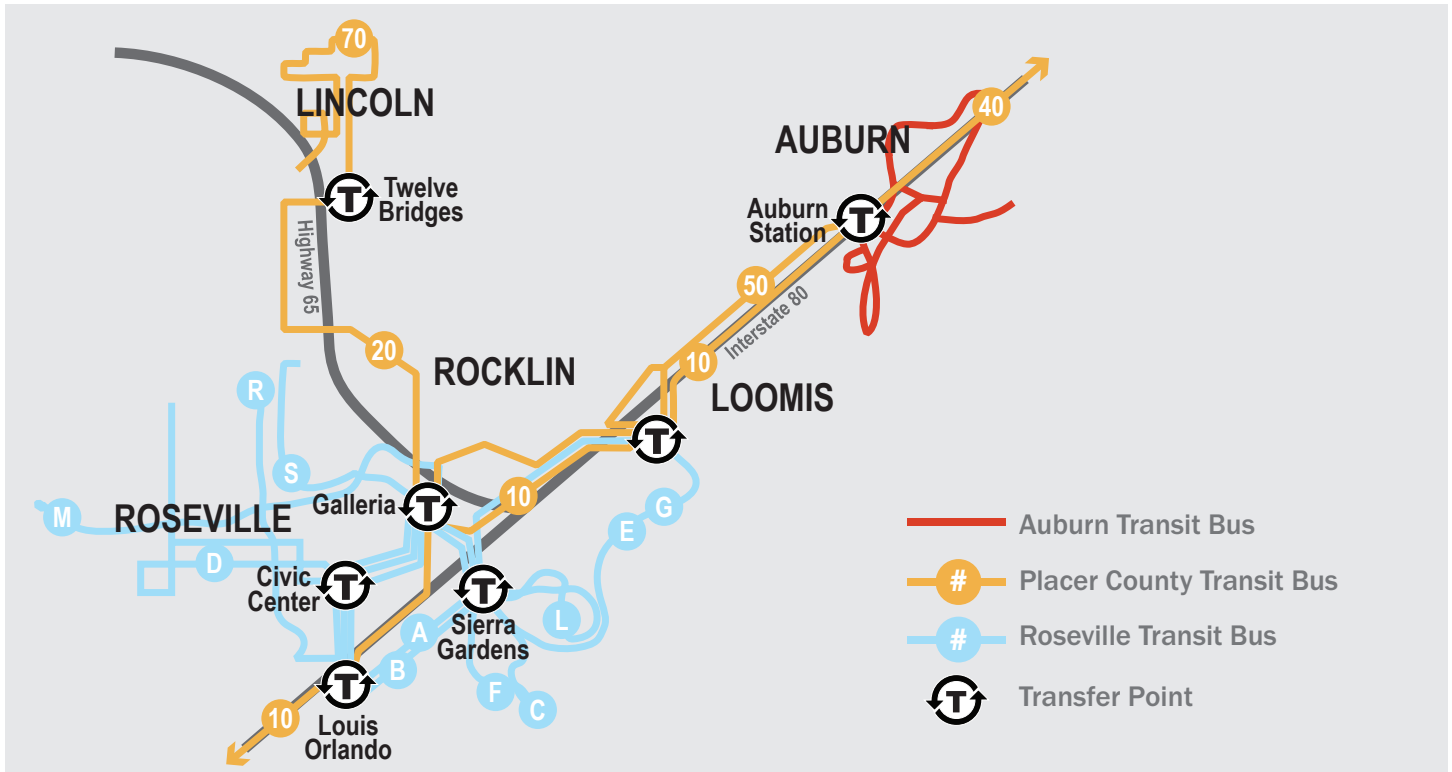
Another outcome from the evaluation process was an interest in identifying locations and demographics of residents who may be transit dependant. "Transit dependent" populations generally include youth, seniors, persons with disabilities, low-income residents, and households without access to vehicles.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

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

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

EXISTING TRANSIT SERVICE

Fixed Route Service in South Placer County



Operator Websites

- Placer County Transit**
placer.ca.gov/1776/Transit
- Auburn Transit**
auburn.ca.gov/192
- Roseville Transit**
roseville.ca.us/transit
- Tahoe Truckee Area Transit**
tahoetruckeetransit.com
- Western Placer CTSA**
pctpa.net/transit/244
- Capitol Corridor**
capitolcorridor.org

Transit Operators

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

Transit Planning

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

The SRTPs were updated in 2018 and these documents are the best source for comprehensive transit analysis. They are available for download at pctpa.net/transit-planning. There are also two transit studies referenced in the responses to comments: the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015). These documents are also available for download from the link above.

Interregional, Intercity, and Commuter Service

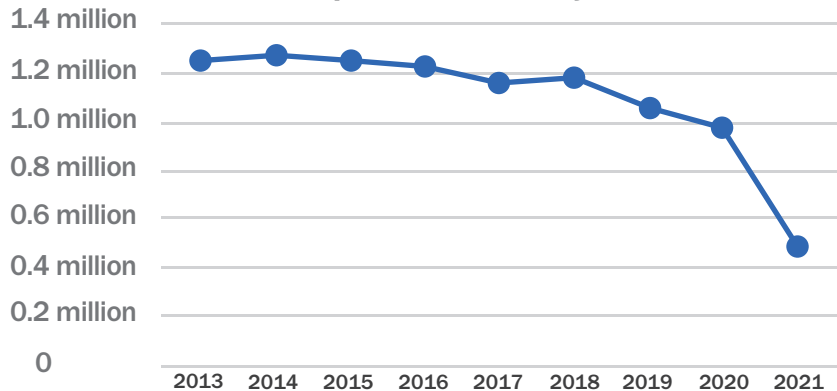
Roseville Transit, PCT, and Capitol Corridor all offer transit service between cities and regions. Roseville Transit offers Commuter Bus service between various pickup locations in Roseville and Downtown Sacramento as well as a Gameday Express service to Sacramento Kings games. PCT’s Auburn/Light Rail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



Local Service

Local bus service is available within Roseville, Lincoln, Auburn, and in the Tahoe Truckee area. Roseville Transit provides 11 different bus routes across the city. PCT’s Lincoln Circulator (70) provides local service to Lincoln while the Highway 49 Bus (30) provides service to Auburn. Auburn Transit also has two deviated-fixed bus routes across Auburn, the “Auburn Loop” and the “Confluence Route”. TART operates three fixed routes: the Hwy 267 Bus provides service between Truckee and Kings Beach, the Hwy 89 Bus provides service between Truckee and Tahoe City, and the Mainline Bus runs along the lake from Incline Village to Sugar Pine. The following graph illustrates historic transit ridership levels within Placer County, which have been decreasing steadily since 2014, and further dropped significantly in FY 2020 and 2021 due to the COVID-19 pandemic.

Annual Transit Ridership in Placer County



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

Note: Does not include Capitol Corridor ridership

Source: State Controller’s Office Transit Operator Data

Demand-Response and Paratransit Service

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

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

ANNUAL RIDERSHIP REPORT - FY 2021

Placer County Transit

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

Operating Subsidy per Trip

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

Annual Trips per Hour

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

Roseville Transit

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

Operating Subsidy per Trip

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

Annual Trips per Hour

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

Auburn Transit

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

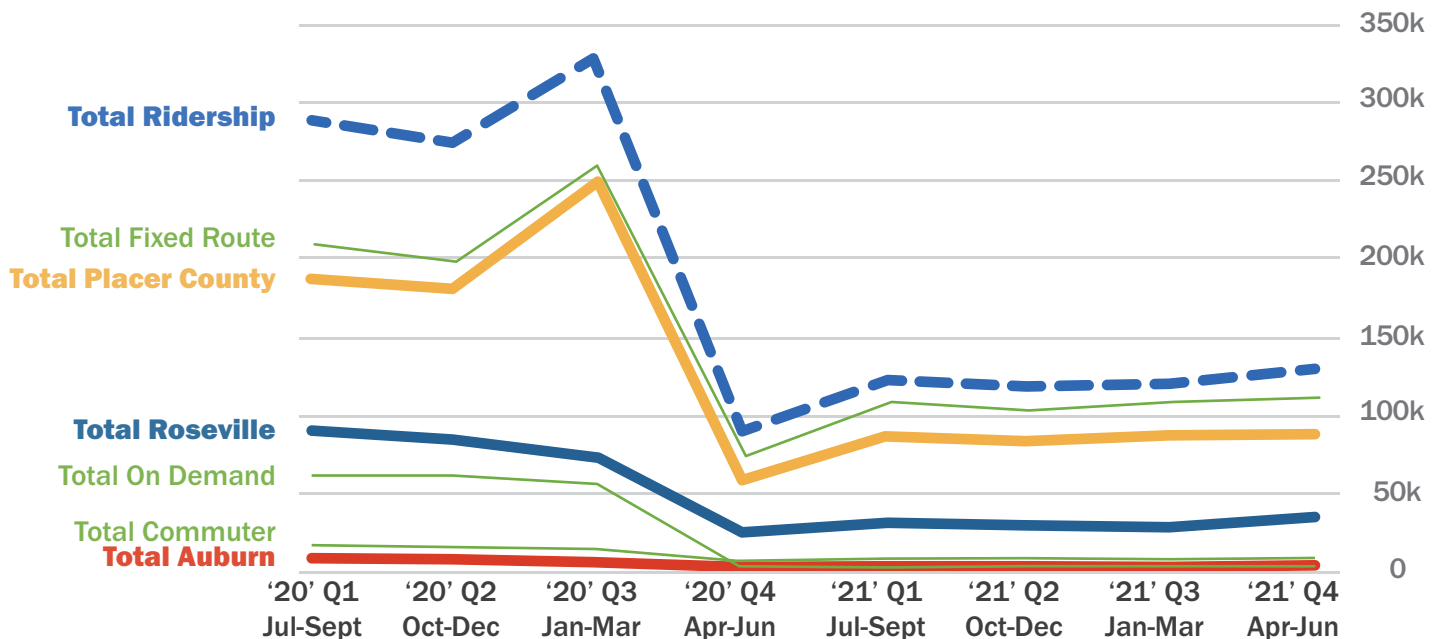
Operating Subsidy per Trip

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

Annual Trips per Hour

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

Quarterly Ridership Trends



COVID-19 Pandemic

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

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

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

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



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

Book your trip!
DOWNLOAD THE APP

TransLōc

ANALYSIS AND RECOMMENDATIONS

Staff Recommendation Finding

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

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

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

Analysis of Comments

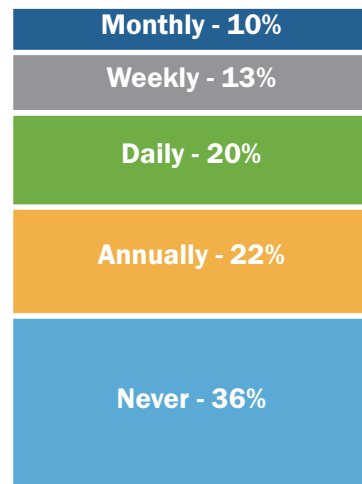
In addition to asking about unmet transit needs, the survey sought to understand how the pandemic has changed ridership patterns. The stacked bar chart on the top right shows how often commenters rode transit prior to the pandemic, with approximately 20% indicating that transit was their daily choice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

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

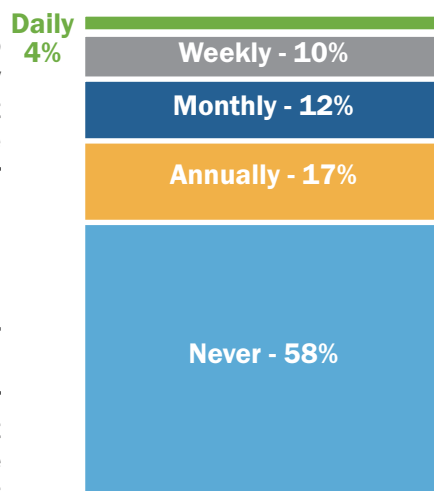
Similar to last year, there were multiple requests for service to the newly developed and growing areas of Placer County, including north Rocklin, West Roseville/Westpark, and Campus Oaks in Roseville. All of these areas are served by citywide Dial-A-Ride and local staff continue to monitor the need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

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

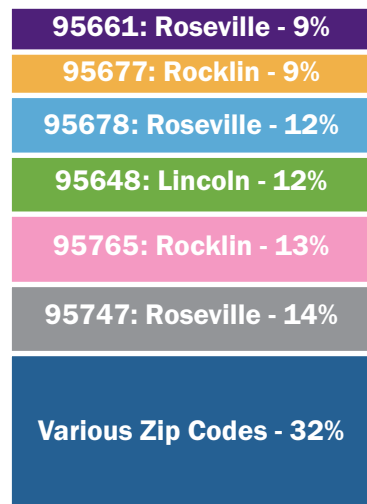
How Often Do You Ride Transit Before Covid?



How Often Do You Ride Transit Now?



Top Participant Zip Codes



Current Transit Planning

Reinventing Transit

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

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

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

Piloting Microtransit in Placer County

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

Placer-Sacramento Action Plan

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

South Placer Transit Project

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

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



APPENDIX A: PUBLIC COMMENTS & RESPONSES

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

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

Intracity Comments

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

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

Intracity Comments (cont.)

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

Intracity Comments (cont.)

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

Intracity Comments (cont.)

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

Intracity Comments (cont.)

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

Intracity Comments (cont.)

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

Intracity Comments (cont.)

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

Intracity Comments (cont.)

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

Intracity Comments (cont.)

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

Intracity Comments (cont.)

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

Intercity Comments

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

Intercity Comments (cont.)

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

Intercity Comments (cont.)

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

Intercity Comments (cont.)

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

Intercity Comments (cont.)

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

Intercity Comments (cont.)

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

Intercity Comments (cont.)

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

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

Intercounty Comments (cont.)

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

Intercounty Comments (cont.)

76	Placer needs a more cohesive transit system for people who live and work in the area. It should coordinate with Sacramento transit and help people who can't or don't want to drive. I currently live on the Sac/Roseville border, so coordination between systems would be very helpful. Thank you for the opportunity to comment!	This is not an unmet transit need	Roseville Transit has two routes (Routes A and B) that connect with Sacramento Regional Transit.	County-wide
77	From Roseville (rail service) to Tahoe and San Francisco	This is an unmet transit need that is not reasonable to meet	There is currently no transit service from Roseville to Lake Tahoe and the Short Range Transit Plan does not recommend adding such a service.	County-wide
78	The strategy of relying on automobiles for transit of new homeowners in western Placer County (Roseville, Lincoln, Rocklin) is a poor one. Adding more frequent rail service for tourists to the Tahoe area could be helpful.	This is an unmet transit need that is not reasonable to meet	The current Short Range Transit Plans do not recommend adding rail service to the Tahoe area.	Roseville, Lincoln, Rocklin, County-wide
79	<ol style="list-style-type: none"> 1. From Douglas/Auburn-Folsom and Kaiser four miles down Douglas for doctors appointments 2. From Douglas/Auburn-Folsom down Douglas five miles to Target for shopping 3. From Douglas/Auburn-Folsom down AF five miles to Folsom train station for shopping and taking train to Sacramento/San Francisco 	This is not an unmet transit need	Placer County Transit provides transit service in Granite Bay through their dial-a-ride service. A microtransit RFP is expected to be released by Placer County in the near future that will look at implementing an on-demand pilot plan service in south Placer and possibly eliminating DAR in Granite Bay due to the low productivity. The Short Range Transit Plan does not recommend service into Folsom.	Granite Bay, Placer County

Intercounty Comments (cont.)

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

Intercounty Comments (cont.)

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

Intercounty Comments (cont.)

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

Intercounty Comments (cont.)

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

Intercounty Comments (cont.)

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

Intercounty Comments (cont.)

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

Intercounty Comments (cont.)

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

Intercounty Comments (cont.)

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

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

Interregional Comments (cont.)

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

Interregional Comments (cont.)

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

Interregional Comments (cont.)

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

Interregional Comments (cont.)

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

Interregional Comments (cont.)

133	<p>I can think of several trips:</p> <ol style="list-style-type: none"> 1. I would make a couple trips a month from my house in Sierra Meadows to Tahoe Donner's Pizza on the Hill for evening meetings 2. Truckee to Reno Airport - there's a private bus but it's expensive & the schedule is very limited & Amtrak is limited/unreliable 3. Truckee to SF for meetings - Amtrak train is unreliable and Amtrak/Greyhound bus is uncomfortable 	This is an unmet transit need that is not reasonable to meet	This trip is outside PCTPA's jurisdiction and has been forwarded to the Nevada County Transportation Commission and the Tahoe Regional Planning Agency.	Truckee
134	Transit from Truckee to the Reno airport (and the reverse trip) is not easy or practical. Needed a few times a year for flights	This is not an unmet transit need	This trip is outside PCTPA's Planning boundary and will be forwarded to the Nevada County Transportation Commission. PCTPA and the Caltrans Division of Mass Transit & Rail will be conducting a study of the feasibility of expanded passenger rail to Reno in FY 22/23.	Truckee Reno

Misc. Comments

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

Misc. Comments (cont.)

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

Misc. Comments (cont.)

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

Misc. Comments (cont.)

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

Misc. Comments (cont.)

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

Misc. Comments (cont.)

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

APPENDIX B: ADOPTED UTN DEFINITIONS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Unmet Transit Need

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

Reasonable To Meet

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

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

APPENDIX C: TDA FARE REVENUE RATIOS

APPENDIX B

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

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

Amended and Effective September 28, 2016

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

Notes:

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

APPENDIX D: PUBLIC HEARING NOTICE

NOTICE OF PUBLIC HEARING UNMET TRANSIT NEEDS

82129

PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

299 Nevada Street, Auburn, CA 95603

NOTICE OF PUBLIC HEARING
UNMET TRANSIT NEEDS
LEGAL NOTICE

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

WEDNESDAY, OCTOBER 27, 2021 at 9 AM.
(or as close to this time as possible)

Placer County Board of Supervisors Chambers (The Domes)
175 Fulweiler Avenue, Auburn, CA 95603

The public may participate in the PCTPA/WPCTSA Board of Directors Meeting, including this public hearing, by accessing the following web link:

<https://placer-ca-gov.zoom.us/j/94060151054> or by calling +1 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free), and entering Webinar ID: 940 6015 1054

All members of the public shall be allowed to address the Board on any item which is regarded as a public hearing item on the agenda. The Board may limit any person's input to not more than three minutes. Any person may provide a written statement in lieu of or in supplement to any oral statement made during a public hearing. Written statements shall be submitted to the Board Secretary at ssabol@pctpa.net. For more information about PCTPA's unmet transit needs process, visit www.pctpa.net/utn2.

PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 25, 2021

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STATE OF CALIFORNIA County of Placer

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

SEPTEMBER 25

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


Terry Clark

Dated in Auburn, California
SEPTEMBER 25, 2021

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

APPENDIX E: ADOPTED FY 2022 UTN FINDINGS

To Be Included In Final Report

APPENDIX E: ADOPTED FY 2022 UTN FINDINGS

To Be Included In Final Report

APPENDIX F: AMENDED UTN DEFINITIONS

To Be Included In Final Report

APPENDIX F: AMENDED UTN DEFINITIONS

To Be Included In Final Report

APPENDIX G: TRANSIT DEPENDENT ANALYSIS

Transit Dependency in Placer County

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

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

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

APPENDIX G: TRANSIT DEPENDENT ANALYSIS

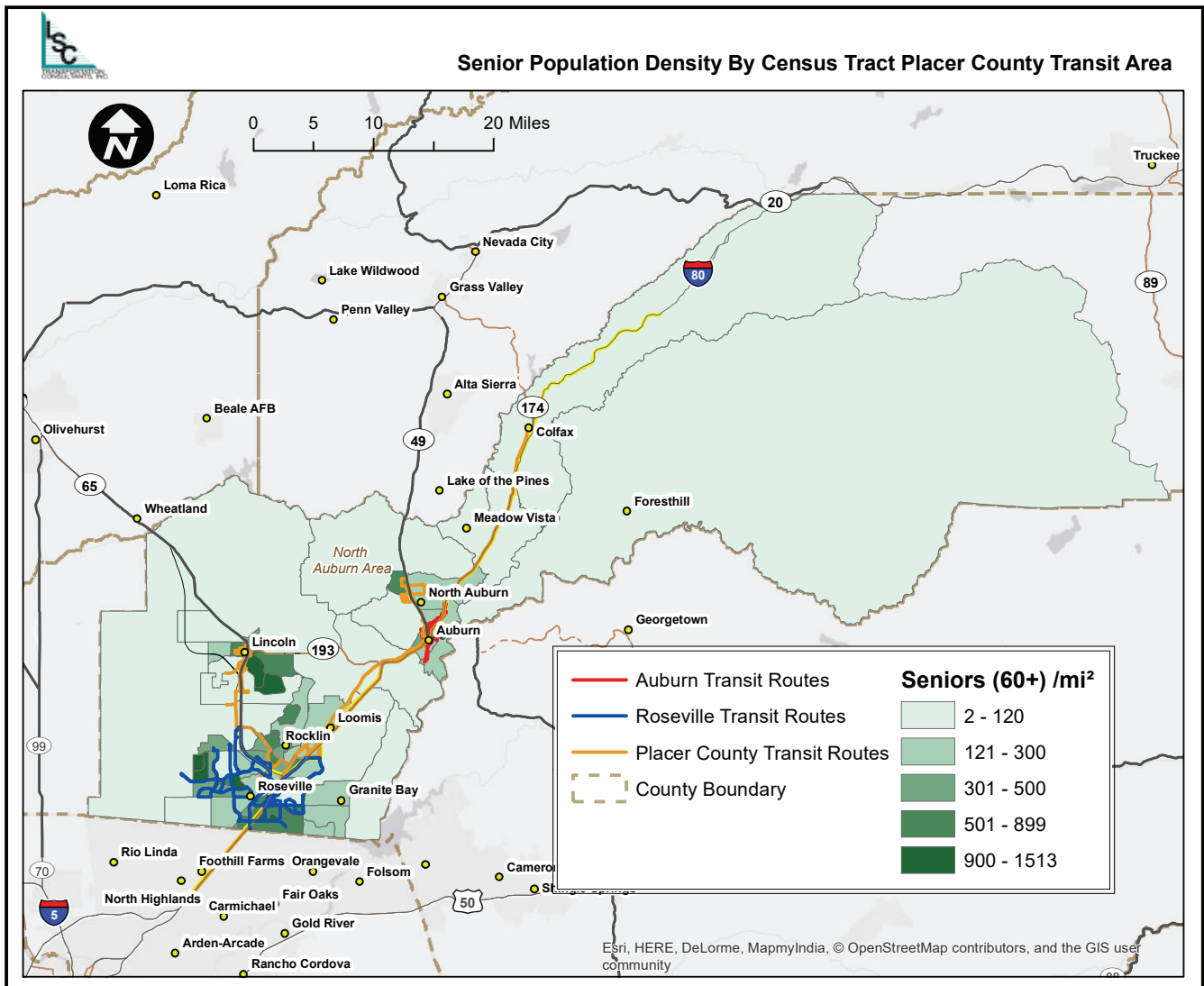
Senior Population Location and Density

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

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

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

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



APPENDIX G: TRANSIT DEPENDENT ANALYSIS

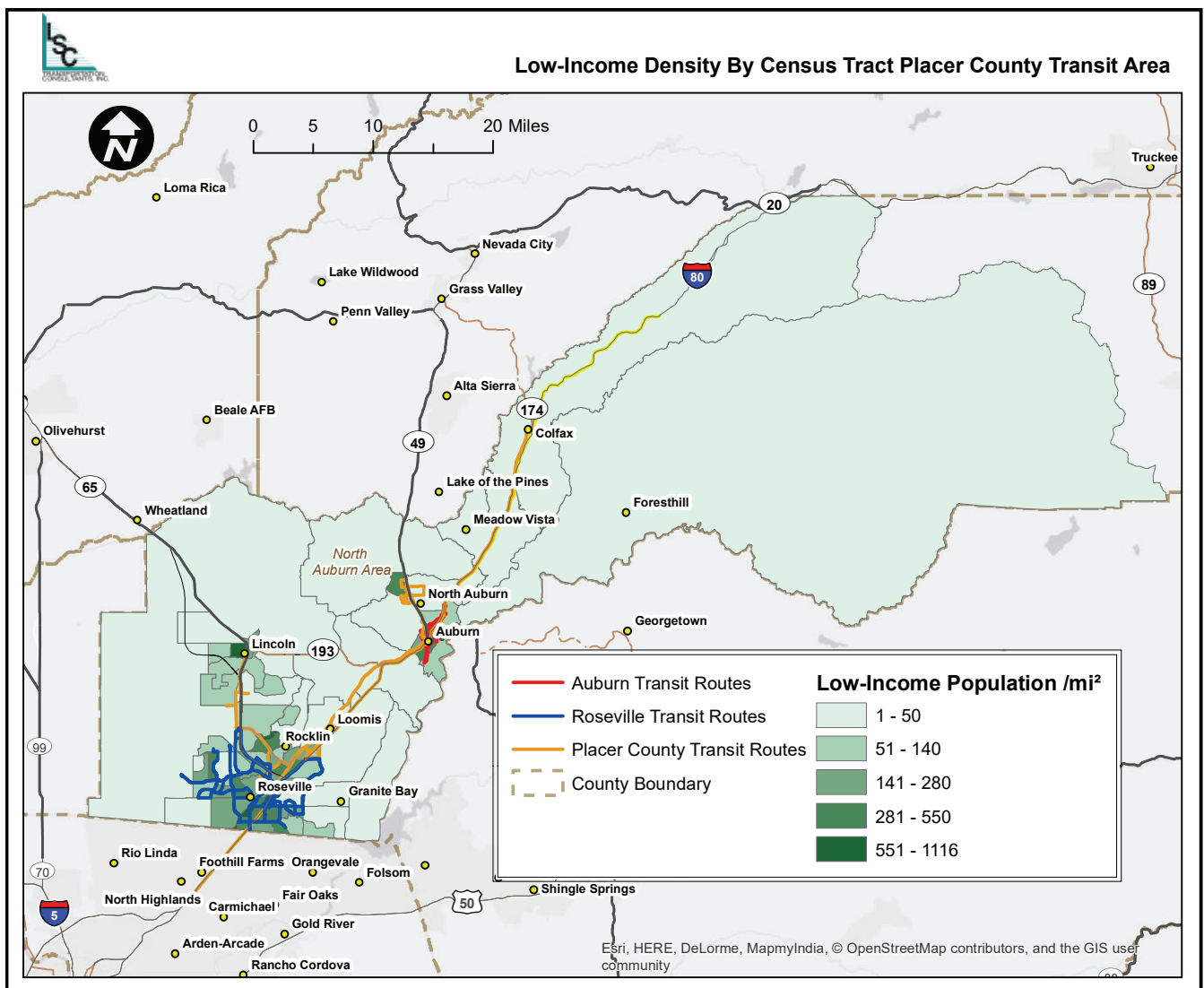
Low-Income Population Location and Density

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

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

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

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



APPENDIX G: TRANSIT DEPENDENT ANALYSIS

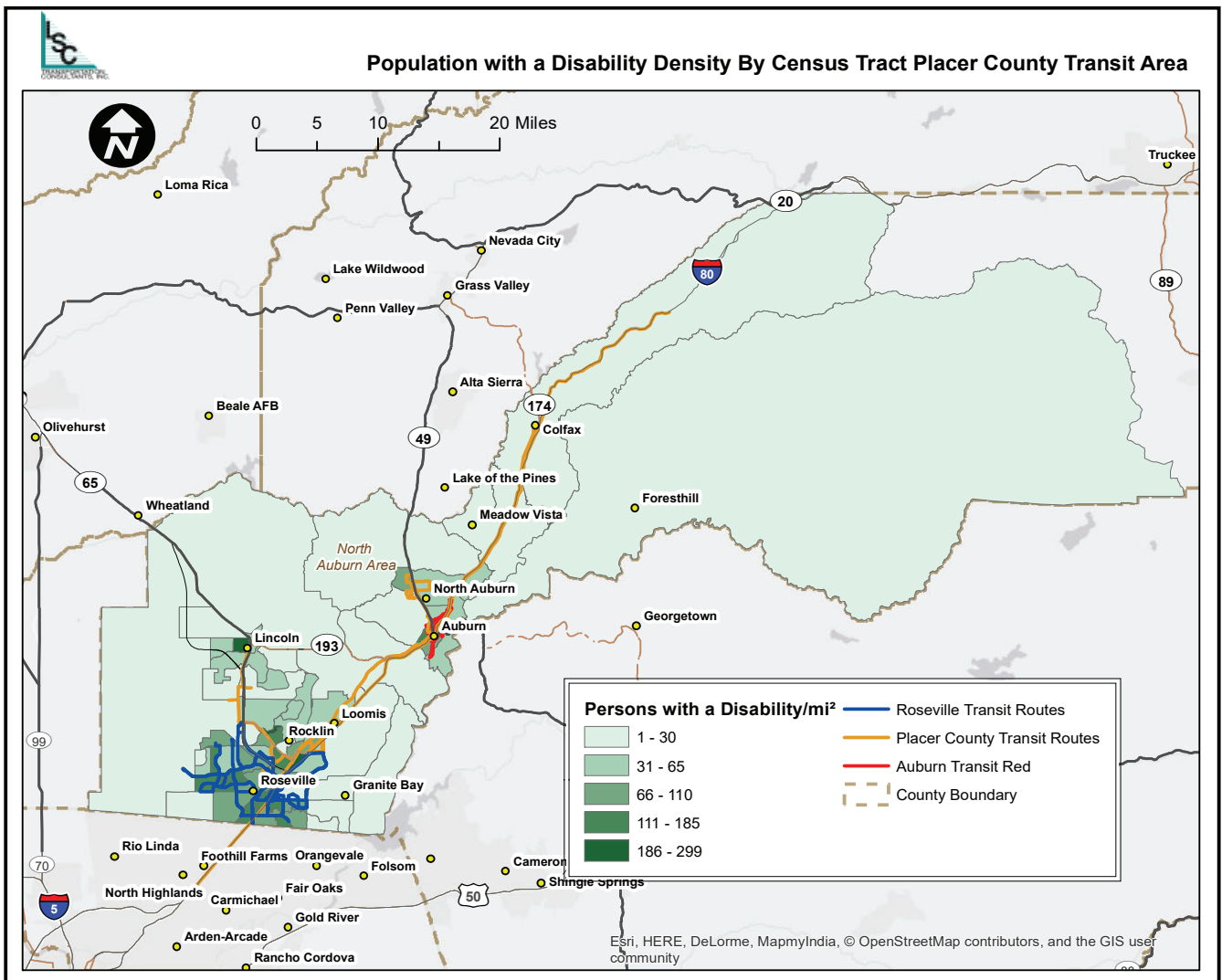
Persons with a Disability Location and Density

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

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

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

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



APPENDIX G: TRANSIT DEPENDENT ANALYSIS

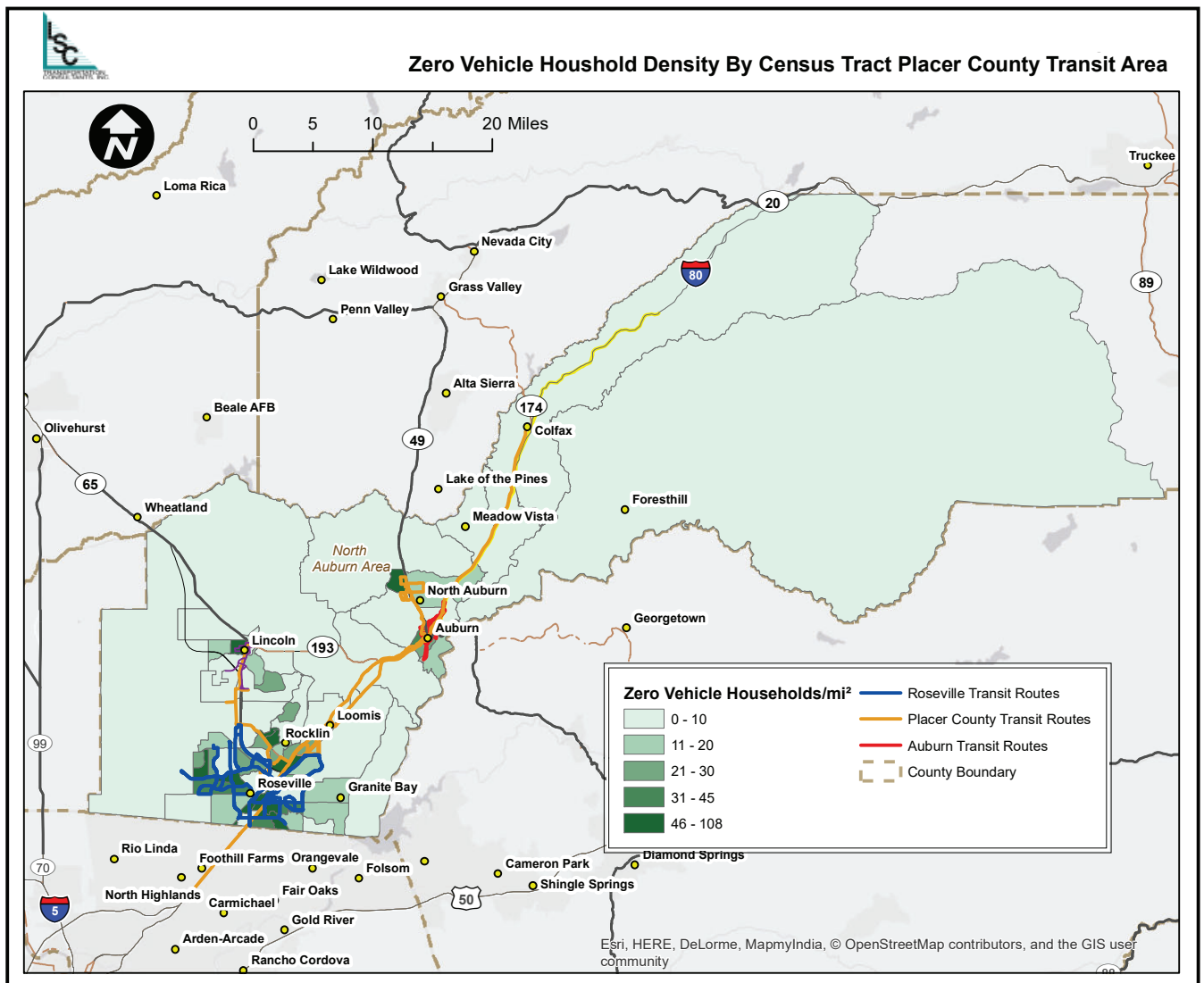
Zero Vehicle Households Location and Density

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

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

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

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



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

Proposed Amendment 2/23/21

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

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

Unmet Transit Need

~~An unmet transit 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.~~

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

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

Reasonable To Meet

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

- ~~1) 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.~~

- 1) **Would meet state required farebox ratio standards.¹**
- ~~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.~~
- 2) **Could be fully funded without exceeding existing Local Transportation Fund revenues² and is a judicious-reasonable use of taxpayer funds.**
- ~~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.~~
- 3) **Has strong and broad community support, whether documented in a short-range transit plan or other community planning document, annual unmet transit needs report, or other transit study, which supports multiple users, as determined on a case-by-case basis.**
- ~~5) The need should be in conformance with the goals included in the Regional Transportation Plan.~~
- 4) **Consistent with the long-term goals of the Regional Transportation Plan.**
- 5) **The need is consistent with the intent of the goals and implementation plan of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.**

Common examples of unmet transit needs could include:

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

Operational Comments

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

¹ Farebox ratio standard is defined as the ratio of fares to operating costs. Current farebox recovery ratios for Rural and senior/disabled transit services are typically required to receive 10% of operating costs from passenger fares, while transit services in suburban/urban areas are required to receive between 10% and 2015%, as adopted by the PCTPA Board of Directors. California Code of Regulations Sections 6633.2 and 6633.5 and Public Utilities Code 99268.2, 99268.3, 99268.4 and 99268.5 as amended.

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

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

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 22-11

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

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Brian Baker, Chair
Placer County Transportation Planning Agency

Executive Director

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

WHEREAS, California Government Code Section 29532.1(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, 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 2023*; and

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

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

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

TO: PCTPA Board of Directors

DATE: February 23, 2022

FROM: Aaron Hoyt, Senior Planner
Mike Costa, Senior Planner

SUBJECT: PRESENTATION: PCTPA 2050 REGIONAL TRANSPORTATION PLAN
(RTP) DEVELOPMENT PROCESS

ACTION REQUESTED

None. For information and discussion only.

BACKGROUND

As the State-designated Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is required to prepare and adopt a Regional Transportation Plan (RTP) every five years. The RTP is a long range (20-year minimum), transportation funding plan that identifies the priorities for addressing existing and future traffic congestion on, mobility needs for, and maintenance of the transportation infrastructure, programs, and services located in the incorporated cities of Roseville, Rocklin, Lincoln, Auburn, and Colfax, the town of Loomis, and Placer County (excluding the Lake Tahoe basin). Not only does the RTP comply with state statutes for continuous, cooperative, and comprehensive planning, it also provides the mechanism by which state and federal funds are allocated to local transportation projects. PCTPA's current RTP was adopted in December 2019, and contained the county's transportation investments out through 2040.

The next RTP will extend the planning horizon to 2050, and will revamp the goals and policies of the plan, identify performance metrics to track the progress of the plan, and incorporate community input on long standing transportation priorities in Placer County. The plan will also address new statewide and federal planning requirements and/or funding sources adopted since 2019.

The Placer County RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP), per our Memorandum of Understanding (MOU). SACOG is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties and is also the federally designated Metropolitan Planning Organization (MPO) for the six-county region including Placer and El Dorado. As an RTPA and MPO, SACOG updates the MTP every four years to satisfy their federal planning responsibilities for the six-county region and state requirement to develop a Sustainable Communities Strategy (SCS) pursuant to Senate Bill 375.

DISCUSSION

PCTPA staff will present an overview of the RTP development process, milestones, coordination opportunities with local agencies, and the integrated planning efforts with SACOG on the MTP development.

AH:RC:ML:ss



**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
PLACER COUNTY AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**

Technical Advisory Committee Meeting Minutes

February 8, 2022 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Jonathan Wright, City of Auburn
Mohan Bonala, Caltrans
Kevin Yount, Caltrans
Carl Moore, City of Colfax
Araceli Cazarez, City of Lincoln
Roland Neufeld, City of Lincoln
Justin Nartker, City for Rocklin
Ted Williams, City of Rocklin
Mike Dour, City of Roseville
Mark Johnson, City of Roseville
Ed Scofield, City of Roseville
Katie Jackson, Placer County
Richard Moorehead, Placer County
Jaimie Wright, Placer County
Victoria Cacciatore, SACOG

Staff

Rick Carter
Mike Costa
Aaron Hoyt
Jodi LaCosse
Mike Luken
David Melko
Solvi Sabol

FY 2022/23 Preliminary Local Transportation Fund (LTF) Fund Allocation Estimate

Aaron Hoyt went through a presentation starting with an LTF trends and revenue comparison from FY 2018/19 through 2021/22. FY 21/22 revenues have consistently seen 20% growth over FY 20/21. Working with HdL, they said that many of the sales tax receipts being reported are likely from overpayments from large retailers that will likely be corrected soon. Based on this they advocated for adjusting our projections downward for these overpayments. Based on these assumptions and a small carryover of \$393,000, the preliminary finding apportionment for FY 2022/23 reflects a 1.2% growth rate resulting in a countywide estimate of \$31.2 million, or \$26.8 million distributed to local agencies. The TAC concurred with taking this preliminary estimate to the Board for approval.

FY 2022/23 Preliminary State Transit Assistance (STA) Fund Allocation Estimate

Aaron Hoyt said the State Controller released their STA preliminary estimate for FY 2022/23 on January 31st. There is a 9% increase from FY 2021/22. The CTSA is allocated 4.5%. The FY 2022/23 preliminary allocation estimate is \$3.3 million. The TAC concurred with taking this preliminary estimate to the Board for approval.

FY 2022/23 Preliminary State of Good Repair (SGR) Fund Allocation Estimate

Aaron Hoyt said the State Controller's Office estimate for SGR for FY 2022/23 was released on January 31st. There is a 3% growth increase from FY 2021/22. The County's statewide total for FY 2022/23 is \$558,000. These funds are only claimed by transit operators for transit-related preventative maintenance. Colfax, Lincoln, Rocklin, and Town of Loomis reallocate their share to Placer County for transit associated maintenance. When we adopt the final estimate at our August or September meeting, we will identify the projects to be funded by SGR. The TAC concurred with bringing this preliminary estimate to the Board for approval.

Unmet Transit Needs Findings

The Annual Unmet Transit Needs Report was provided to the TAC for their review. Aaron Hoyt explained that the report has been vetted by the Social Services Transportation Advisory Committee (SSTAC). We received 203 comments. The four themes of those comments received were 1) transit service that currently exists which translates to a need for education and outreach of what is available, 2) rail comments surrounding the reduced Capitol Corridor service which now departs earlier and arrives later making it difficult for those commuting, 3) the desire for more service in west Roseville and newer parts of Rocklin and 4) the Rocklin Unified School District desiring service for their adult transitional program. As a follow up to the 2021 Unmet Transit Needs recommendations, we worked with the SSTAC in reviewing and updating the currently adopted Unmet Transit Needs Definition (2014). The definition was revised to more clearly convey how comments are evaluated, include examples of what may constitute an unmet transit need, and explain that certain operational comments such as the location of a bus stop or various passenger amenities are not covered under the definition. The TAC concurred with bringing the report to the Board for acceptance.

Regional Transportation Plan (RTP) RTP Kickoff and Schedule

Aaron Hoyt and Mike Costa provided the TAC with a high-level presentation of the 2050 Regional Transportation Plan (RTP) kick-off. We plan our RTP in step with SACOG's development of their MTP/SCS. The presentation included an overview of what the RTP is, why it's required, and how its developed. Moving forward the RTP work plan will consider project lists from the 2040 RTP based on current cost estimates, new project phases, and changing local priorities. The revenue assumptions will include federal, state, and local funding programs, and specifically consider the impacts to future federal funding levels and programs from the recent passage of the Infrastructure Investment and Jobs Act (IIJA). The 2050 RTP will examine the performance metrics in the development of the goals, objectives, and policies. Other considerations when drafting the RTP will be CAPTI and SB 743 and attaining the 19% reduction in GHG targets. The 2050 RTP Work Plan and Schedule was provided. The 2050 RTP Kick-Off presentation will be provided to the Board this month.

In regard to the SACOG MTP/SCS, Rick Carter reminded the TAC to update projects in SacTrak by the February 25th deadline.

ALUC Auburn Equipment GPA & Rezone

David Melko said that Placer County submitted an Auburn Equipment General Plan Amendment (GPA) and Rezone (RZ) application for ALUC staff review. These entitlements require mandatory ALUC review. The project is in North Auburn which is compatibility zone C1. The GPA and RZ will provide more options for development, while maintaining the Design Corridor-Flood Hazard-Aircraft Overflight overlays. Staff will be recommending the ALUC find the GPA and RZ consistent with the 2021 ALUCP subject to:

- 1) The project (and subsequent entitlements) meet the nonresidential intensity land use criteria depicted in ALUCP Table for 'Commercial Office and Services Uses.'

- 2) The project (and subsequent entitlements) shall ensure an airspace review be completed for any building proposal that exceeds seventy feet in height pursuant to ALUCP Table for 'General Characteristic.'

The TAC concurred with staff recommendation.

Sacramento Regional Parks & Trails Plan

Aaron Hoyt introduced Victoria Cacciatore from SACOG who provided an update on the Sacramento Regional Parks & Trails Plan. Victoria explained that this six-county plan is being designed to connect communities to each other. She said that we are nearing the end of the network identification phase. Victoria has been working with jurisdictions on the best way to move forward as they identify connections between communities. This includes working with Placer County on the eastern trail. The final network draft will be brought to the SACOG Transportation Committee and SACOG Land Use and Natural Resources Committee in March with the final plan being brought to the SACOG Board for approval in April. As we near completion, Victoria said she will be reaching to some jurisdictions to determine how to address some of the remaining challenging connections. She thanked everyone who has provided creative solutions.

Caltrans District 3

Kevin Yount said that David Dosanjh will be Placer County's new Planning Liaison.

Other Info / Upcoming Deadlines

a) Freeway Service Patrol (FSP) Change in Service

Solvi Sabol explained that we suspended FSP Sunday service as well as the service truck which operates on I-80 effective February 1. The contractor is currently having trouble in recruiting drivers. This was reported out to the Board at the Jan 26th PCTPA meeting. We will periodically be checking in with the contractor to see where he's at on recruitment and will reinstate the suspended service as soon as possible.

PCTPA Board Meeting: Wednesday, February 23, 2022 at 9:00 am

Next TAC Meeting: Tuesday, March 8, 2022 at 3:00 pm

The TAC meeting concluded at approximately 4:00 p.m.

RC:ss

TO: PCTPA Board of Directors

DATE: February 23, 2022

FROM: Mike Costa, Senior Planner

SUBJECT: STATUS REPORT

1. Transit Ridership and CTSA Call Center Operations Quarterly Report

The following tables summarize the current ridership for each of Placer County’s transit services, and the performance statistics for the South Placer Transit Information and Call Center. Staff will continue to provide this report quarterly to keep the Board apprised of ridership and operational performance trends for transit-related operations in Placer County.

Quarterly Ridership Trends by Transit Operator

Transit Operator	FY 2020				FY 2021					FY 2022		
	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2020	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2021	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	Total FY 2022
Auburn Transit												
Total (all services)	8,167	6,180	3,638	26,688	3,685	3,372	3,131	4,089	14,277	3,379	3,705	7,084
Placer County Transit												
Fixed Route	64,093	50,629	25,532	202,647	26,579	29,718	31,094	31,623	119,014	36,130	39,645	75,775
Dial-A-Ride	7,014	6,616	3,291	23,999	4,244	4,271	3,474	3,717	15,706	4,133	4,667	8,800
Vanpool	5,770	5,401	978	17,909	910	1,382	1,190	1,302	4,784	1,066	895	1,961
Commuter	20,792	18,496	1,960	58,720	1,528	1,268	1,038	1,545	5,379	1,575	2,546	4,121
Total (all services)	97,669	81,142	31,761	303,275	33,261	36,639	36,796	38,187	144,883	42,904	47,753	90,657
TART												
Total (all services)	83,621	167,867	27,376	372,127	53,351	46,874	50,483	50,097	200,805	61,899	62,031	123,930
Roseville Transit												
Fixed Route	42,358	34,607	19,527	140,713	25,196	23,833	22,951	26,885	98,865	22,703	26,004	48,707
Dial-A-Ride	6,683	5,773	2,571	22,300	3,362	3,505	3,538	4,092	14,497	4,545	4,111	8,656
Commuter	34,952	32,029	2,954	108,317	3,422	2,685	2,399	3,806	12,312	4,534	4,955	9,489
Total (all services)	83,993	72,409	25,052	271,330	31,980	30,023	28,888	34,783	125,674	31,782	35,070	66,852
Western Placer CTSA												
Placer Rides - Volunteer	1,278	1,071	543	4,301	752	603	603	739	2,697	545	721	1,266
Placer Rides - Last Resort	997	1,119	667	3,980	575	683	819	751	2,828	63	53	116
Total (all services)	2,275	2,190	1,210	8,281	1,327	1,286	1,422	1,490	5,525	608	774	1,382
Region-Wide												
Total (all services)	275,725	329,788	89,037	981,701	123,604	118,194	120,720	128,646	491,164	140,572	149,333	289,905

Quarterly Call Center Statistics

Call Summary Data	FY 2020				FY 2021					FY 2022		
	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2020	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2021	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	Total FY 2022
Calls Answered	11,640	10,279	6,404	40,023	9,948	7,818	6,772	8,534	33,072	7,649	8,130	15,779
% Calls Answered within 90 seconds	88%	90%	87%	88%	80%	83%	85%	83%	83%	88%	90%	89%
% Calls Answered within 3 minutes	94%	95%	93%	94%	89%	91%	92%	91%	91%	93%	95%	94%
% Calls Answered within 6 minutes	99%	99%	99%	99%	98%	98%	98%	97%	98%	99%	99%	99%
Calls Abandoned	1070	716	705	3,617	811	974	674	973	3,432	631	681	1,312
Average Speed Calls Answered	0.36	0.33	0.44	38%	0.69	0.52	0.45	0.62	56%	36%	30%	33%
Average Incoming Call Time	1.79	1.79	1.40	1.79	1.45	1.43	1.51	1.83	1.55	1.72	1.41	1.56
Calls Transferred Out	2,691	2,370	1,857	9,606	2,173	1,909	1,694	2,198	7,974	1,965	2,208	4,173

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: February 7, 2022
RE: January 2022 Communications & Public Outreach Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) during the month of January 2022.

PCTPA.net & Social Media

AIM continued posting social media updates twice weekly on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA.

Topics included promotion of Auburn's new microtransit system, CalTrans' project updates, Capitol Corridor business plan updates, City of Rocklin updates, City of Roseville updates, and other relevant transportation projects.

Key social media post subjects included:

- Caltrans District 3 traffic alerts
- Capitol Corridor's updated schedule
- Capitol Corridor's Business Plan Update
- City of Roseville Community Workshop
- City of Auburn's New On-Demand Service
- Regional Traffic updates
- Highway 65 Widening

Current social media page statistics include:

- Facebook – 1,848 Followers
 - *Previously: 1,848*
- Twitter – 1,326 Followers
 - *Previously: 1,330*
- Instagram – 1,005 Followers

- *Previously 1,016 Followers*

Key website analytics include:

- 1,398 users visited pctpa.net in January
 - 74% New Visitors, 26% Returning Visitors
- Total page views for the PCTPA website during January: 3,252
 - 43.42% of views were on the Main Page
 - 12.16% of views were on the Agendas 2022 Page
 - 5.73% of views were on the Meet the Staff page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during January: 44

Project/Programs Assistance

Key projects that AIM provided PCTPA/CCJPA with public outreach and communications assistance on include:

- Reached out to local PIO's to schedule release a "Visit Placer County Video"
- Outreach for the Roseville Commercial Corridor Virtual Community Workshop coming up
- Outreach for the Rocklin Road and 80 Interchnage Stakeholder Meeting
- Drafted Reporter Interviews and Traveling Trivia Questions



February 2, 2021

TO: Mike Luken, Executive Director, Placer County Transportation Planning Agency

FROM: Nancy Eldred, Senior Account Executive, FSB Public Affairs

RE: January Summary of Activities for Funding Strategy Outreach Effort

Stakeholder Outreach – In Progress

- Continued Discussions with Elected, Civic, Business and Community Leaders
- Held Stakeholder Meeting to Present Research Findings

Partner Collaboration – In Progress

- Continued Traffic Camera Partnership Outreach
Provided Commentary at PCTPA Board Meeting re: Survey Findings

Earned Media/Collateral Development/Paid Advertising – In Progress

- Mall Kiosk
- Traffic Camera Pitches
- Rocket TV
- Winter Gold Country Media Column
- Created Multiple Communications Plans Leading to April Research

Account Management – Complete

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Prepared monthly report

<p>July 2021</p>	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Electronic/Static Billboards ● Mall Kiosk ● Traffic Camera Live ● Elected, Civic, Business, Community Leader Engagement ● Partnership Meetings with Randy Peters and Mikuni ● Budget Meetings ● Giveaway Ordering ● Park Pulse ● Concerts in the Park - Roseville ● Roseville Movie Night
<p>August 2021</p>	<ul style="list-style-type: none"> ● Bi-Weekly Client Meeting ● Monthly Report ● Electronic/Static Billboards ● Mall Kiosk ● Traffic Camera Live ● Elected, Civic, Business, Community Leader Engagement ● Partnership Meetings with Randy Peters Roseville/Lincoln Chamber ● Maintenance Mode Planning ● Women's Empowerment Event
<p>September 2021</p>	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Roseville Chamber SPLASH ● City of Rocklin Movie Night ● Rocklin Chamber Hot Chili Cool Cars ● Lincoln Chamber Showcase ● Rocket TV ● Traffic Camera Pitching/Promotions ● Earned Media Traffic Camera Press Release Development ● Stakeholder Meeting ● Mall Kiosk ● Digital Billboards ● Elected, Civic and Stakeholder Engagement
<p>October 2021</p>	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV ● Traffic Camera Pitching/Promotions

FSB

PUBLIC AFFAIRS

	<ul style="list-style-type: none"> ● Earned Media ● Traditional Media Placements ● Digital Billboards ● Mall Kiosk ● Elected, Civic and Stakeholder Engagement ● KCRA Traffic Camera Coverage
November 2021	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV Traffic Camera/Promotions ● Earned Media ● Traditional Media Placements ● Mall Kiosk ● Elected, Civic and Stakeholder Engagement ● Polling (Last Week) ● Sacramento Business Journal Interview ● Gold Country Media Infrastructure Bill Series ● Drafted Stakeholder Email Verbiage
December 2021	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Polling Meetings ● Rocket TV ● Traffic Camera/Promotions ● Mall Kiosk ● Earned Media: Holiday Traffic ● Elected, Civic and Stakeholder Engagement ● Polling Meetings
January 2022	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV ● Earned Media ● Traffic Camera/Promotions ● Stakeholder Meeting ● Mall Kiosk ● Earned Media: Winter Sports; Connectivity, Mobility ● Elected, Civic and Stakeholder Engagement
February 2022	<ul style="list-style-type: none"> ● Biweekly Client Meeting ● Monthly Report ● Rocket TV ● Earned Media ● Traffic Camera/Promotions ● Rocklin, Roseville, Lincoln Community Dinners ● AIM Marketing Program

FSB

PUBLIC AFFAIRS

	<ul style="list-style-type: none"> • Production of new Digital Advertising Content • Mall Kiosk • Elected, Civic and Stakeholder Engagement
<p>March 2022</p>	<ul style="list-style-type: none"> • Biweekly Client Meeting • Monthly Report • Rocket TV • Earned Media • Traffic Camera/Promotions • Rocklin, Roseville, Lincoln Community Dinners • Paid Digital Advertising Launch • Direct Mail Piece • AIM Marketing Program • Mall Kiosk • Elected, Civic and Stakeholder Engagement
<p>April 2022</p>	<ul style="list-style-type: none"> • Biweekly Client Meeting • Monthly Report • Rocket TV • Earned Media • Traffic Camera/Promotions • Rocklin, Roseville, Lincoln Community Dinners • Paid Digital Advertising • AIM Marketing Program • Mall Kiosk • Elected, Civic and Stakeholder Engagement



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January 31, 2022

To: PCTPA

From: Sante Esposito

Subject: January Monthly Report

Build Back Better bill (BBB) Senate

With the defeat of the voting rights bills and the filibuster reform effort, that pretty much sealed the fate of the Build Back Better bill, at least the version that passed the House. Next step, which is ongoing, is for The White House and congressional Democrats to decide what a viable “carve out” is to determine whether or not the votes are there for passage. Senate Democrats prefer a series of smaller subject designed bills. House Democrats, specifically the Speaker, want to keep the “big” package together as much as possible.

BBB House-Passed

On November 19, the House passed the \$1.9T BBB bill (by a vote of 220-213 with all Republicans and one Democrat voting against) sending the bill to the Senate. Issues of interest:

- \$4B for reduction of carbon in the surface transportation sector;
- \$4B for affordable and safe transportation access; and;
- \$6B for local surface transportation projects.

These are the same programs and the same funding amounts that were in the original BBB bill. It does include new taxes.

BIF – “Infrastructure Investment and Jobs Act”

On November 15, the President signed into law (P.L. 117-58) the BIF, the core infrastructure bill totaling \$1.2T, of which \$550B is new spending and the balance from program offsets and user fees. It does not include any new taxes.

The Senate FAST Act reauthorization bill is included in the enacted BIF. It authorizes \$287B in highway spending, 90- percent of which would be distributed to the states by formula. It also authorizes \$10.8B for various programs addressing resiliency and \$2.5B for electric, hydrogen, and natural gas vehicle charging and fueling stations. It provides billions for curbing emissions, reducing congestion and truck idling. It also streamlines infrastructure permitting and sets a two-year target for environmental reviews. Lastly, the bill authorizes \$12.5M per year to fund state

and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

Other core infrastructure -

- \$65B for Broadband
- \$17B for Ports
- \$25B for Airports
- \$7.5B for Zero and Low-Emission Buses and Ferries
- \$7.5B for Plug-In Electric Vehicle Chargers
- \$65B to Rebuild the Electric Grid
- \$21B for Superfund and Brownfield sites

BIF Competitive Grant Funding Opportunities

- \$15B for Rebuilding American Infrastructure with Sustainability and Equity - RAISE - for transportation projects of local and/or regional significance
- \$14B for Infrastructure for Rebuilding America – INFRA - for projects of regional or national significance
- \$15B for MEGA projects
- \$1.4B for Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program - PROTECT - a new program for resilience projects
- \$12.5B a new program to rehabilitate or replace bridges
- \$1.75B for FTA All Station Accessibility Program - a new program to upgrade rail stations to meet disability standards
- \$1B for Strengthening Mobility and Revolutionizing Transportation - SMART - a new program for projects that improve transportation safety and efficiency
- \$2.5B for electric vehicle charging network

FY22 Appropriations Generally

A Continuing Resolution is funding the government at current levels until February 18, thereby avoiding a government shutdown and allowing time for completion of individual FY22 appropriations bills. All bills are currently in conference.

FY22 Transportation Appropriations Bills

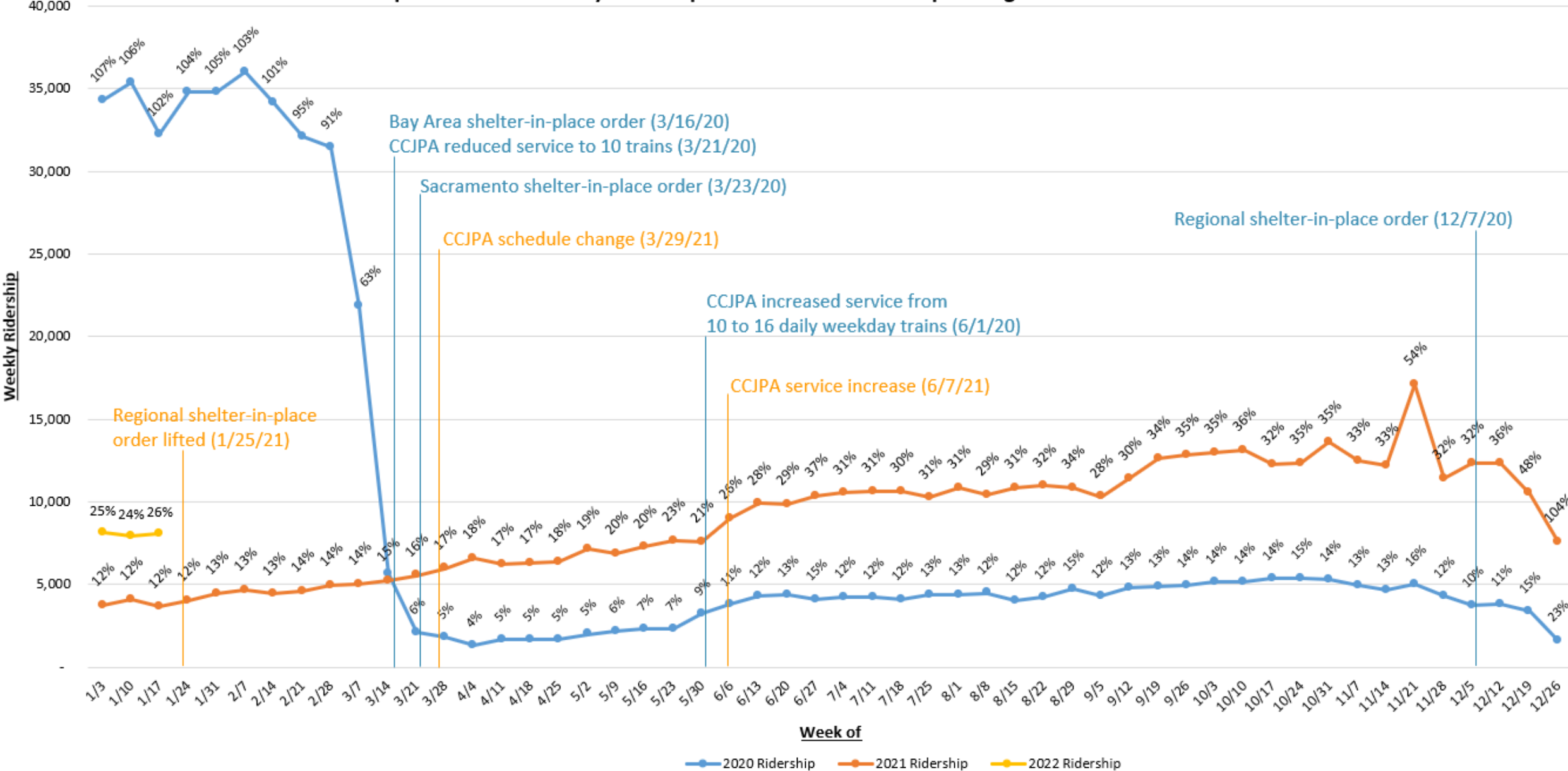
The House passed its FY22 Transportation Appropriations Bill which includes \$1.2B for National Infrastructure Investment Grants, \$61.9B for state highway formula programs, \$625M for passenger rail, \$2.7B for Amtrak, and \$15.5B for transit.

Included in the Senate announced bill is \$1B for National Infrastructure Investment Grants, \$56.9B for state highway formula programs, \$552.6M for passenger rail, \$2.7B for Amtrak, and \$13.5B for transit.

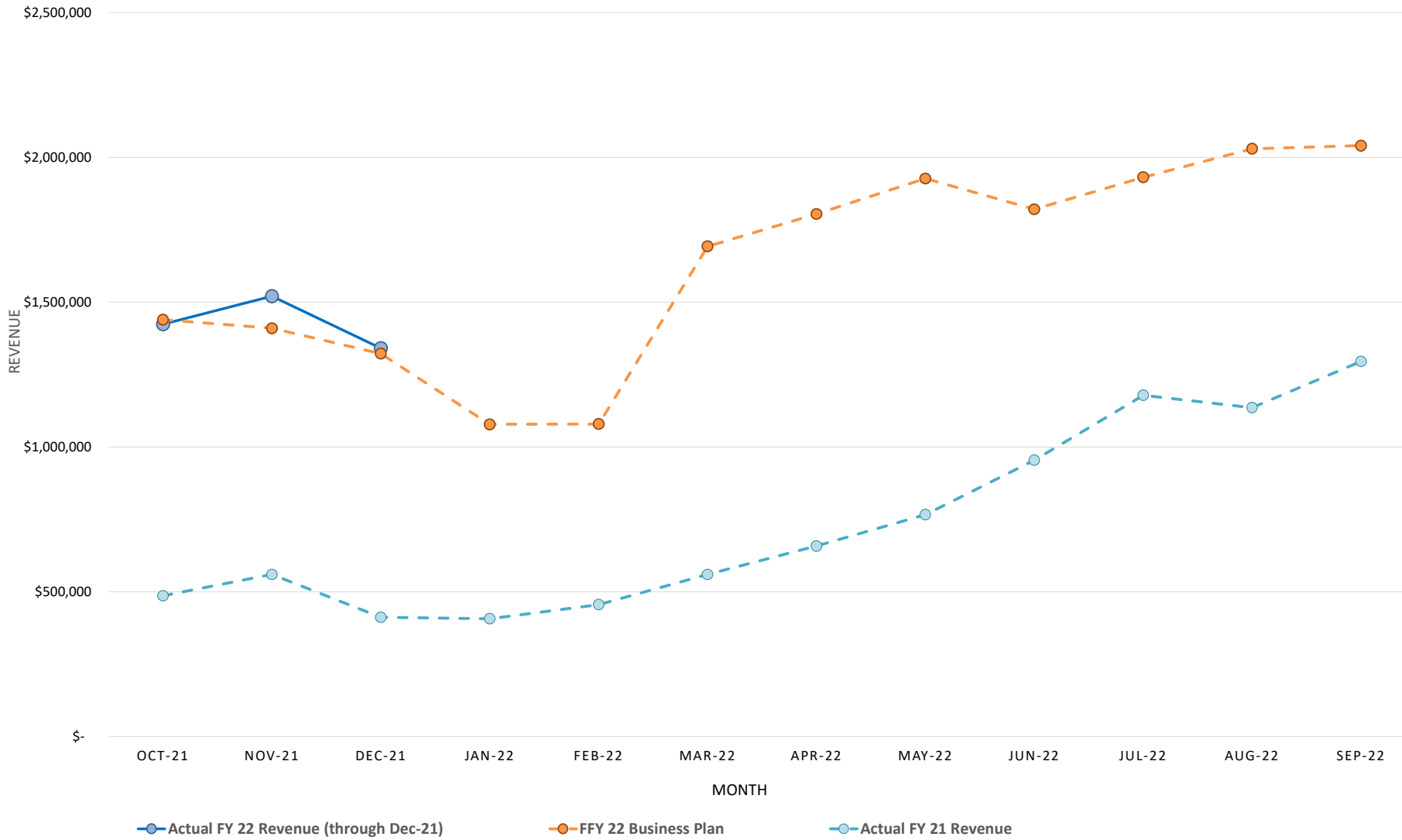
Bill Tracking

Tracking bills that are marked up by committees and/or come to our attention.

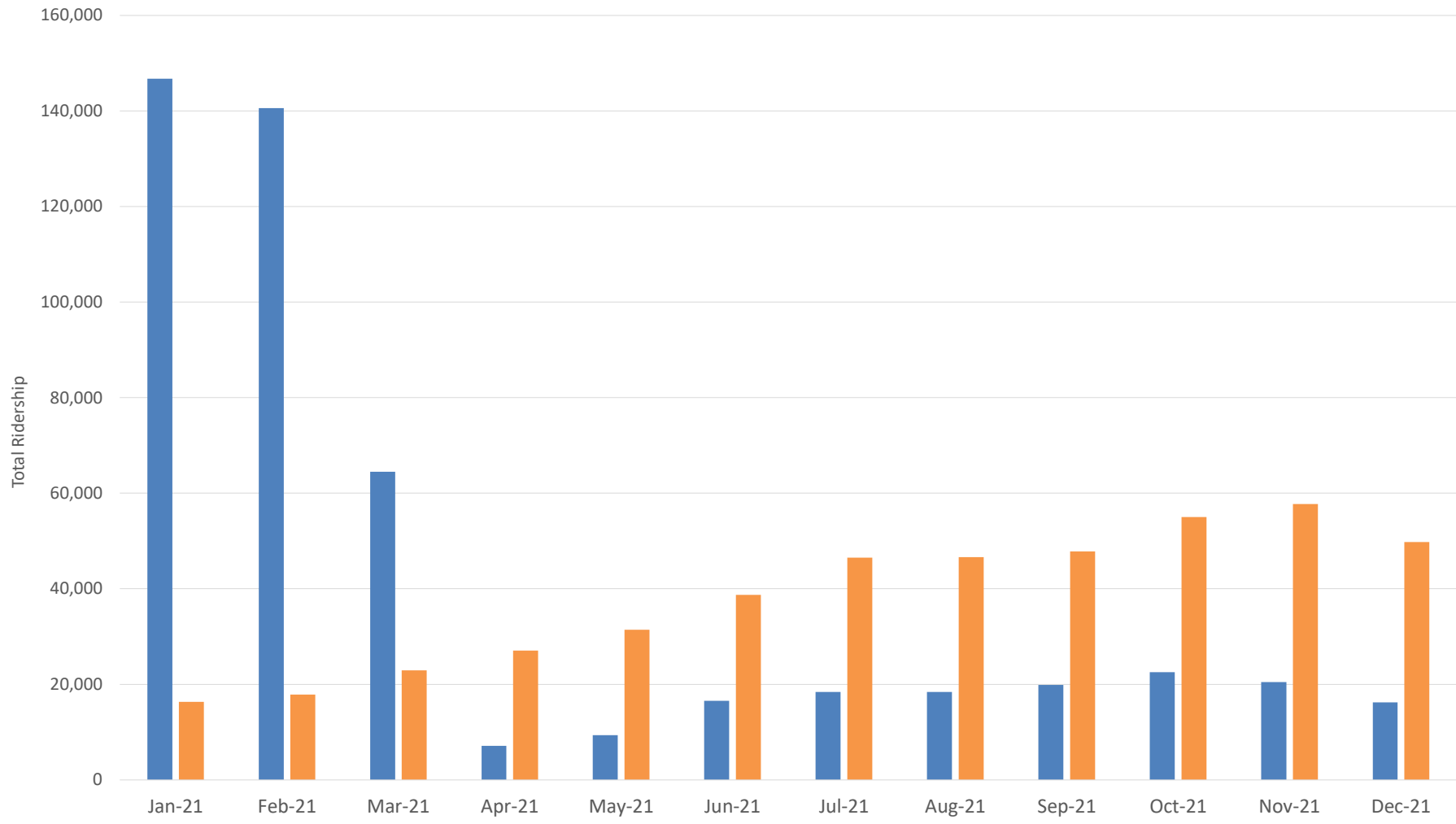
Capitol Corridor Weekly Ridership and % of 2019 Ridership During COVID Pandemic



CAPITOL CORRIDOR REVENUE (FFY 2021 - 2022)
FFY 22 ACTUALS, COMPARED TO FFY 22 BUSINESS PLAN FORECASTS & FFY 21 ACTUALS



CAPITOL CORRIDOR RIDERSHIP (JANUARY 2021- DECEMBER 2021) COMPARING PREVIOUS 12 MONTH PERIOD TO CURRENT 12 MONTH PERIOD



-8.57% Overall 12-Month Growth
Ridership Last 12 Months=457,666
Ridership Prior 12 Months=500,550

■ Prior 12 Months ■ Current 12 Months



TRAIN PERFORMANCE FY22 (Oct-Dec 2021)

FY 22 Actuals & Percent Change from FY22 Business Plan, FY 21 Actuals

Performance Model	Ridership	Revenue	End-Point OTP	Passenger OTP	System Operating Ratio
Actual FY 22 Performance	162,478	\$ 4,285,271	81%	82%	34%
FY 22 Business Plan Forecasted	166,971	\$ 4,172,027	90%	90%	30%
<i>FY 22 Actual vs FY 22 Business Plan (% Change)</i>	<i>-3%</i>	<i>3%</i>	<i>-9.6%</i>	<i>-9%</i>	<i>16%</i>
<i>FY 22 vs FY 21 Actual Performance (% Change)</i>	<i>175%</i>	<i>194%</i>	<i>-10.5%</i>	<i>-11%</i>	<i>66%</i>