



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 28, 2024
9:00 a.m.**

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

**Simultaneous Teleconference Location
140 Pleasant Street, Colfax, CA**

PUBLIC PARTICIPATION INSTRUCTIONS: This meeting will be conducted as an in-person meeting at the locations noted above. A remote teleconference Zoom address is listed for the public's convenience and in the event a Board Member requests remote participation due to just cause or emergency circumstances pursuant to Government Code section 54953(f). Please be advised that if a Board Member is not participating in the meeting remotely, remote participation for members of the public is provided for convenience only and in the event that the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access. By participating in this meeting, you acknowledge that you are being recorded.

Si necesita servicios de traducción para otro lenguaje, aparte de Ingles, Por favor llamar al 530.823.4030 para asistencia. Kung nangangailangan po ng tulong o interpretasyon sa ibang wika liban sa inglés, tumawag lang po sa 530.823.4030.

Agendas, Supplemental Materials and Minutes of the Board of Directors are available on the internet at: <https://www.pctpa.net/pctpa-board-meetings>. Public records related to an agenda item that are distributed less than 72 hours before this meeting are available for public inspection during normal business hours at the Agency office located at 2260 Douglas Blvd., Suite 130, Roseville, and will be made available to the public on the Agency website.

Webinar access: <https://placer-ca-gov.zoom.us/j/95090863869>

You can also dial in using your phone: US: +1 877 853 5247 or 888-788-0099 or (Toll Free)

Webinar ID: 950 9086 3869

A. Flag Salute

B. Roll Call

C. Agenda Review

Matt Click, Executive Director

**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
February 28, 2024
Page 2**

- D. AB 2449** **Action**
Matt Click, Executive Director
- If necessary, based on a Director’s announcement, the Board will consider approval of any Directors’ request to participate remotely and utilize a “just cause” or “emergency circumstance” exception for remote meeting participation pursuant to AB 2449 (Gov. Code 54953(f)).
- E. Approval of Minutes from January 24, 2024** **Action**
Pg. 1
- F. Public Comment**
Persons may address the Board on items not on this agenda. Please limit comments to three (3) minutes.
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
Pg. 4
These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. PCTPA Audited Financial Statements & TDA Compliance Report
 2. FY 2023/24 City of Lincoln Claim for State Transit Assistance (STA) - \$346,243
 3. Bike/Ped LTF Budget Amendment
- H. Consent Calendar: Western Placer Consolidated Transportation Services Agency (WPCTSA)** **Action**
Pg. 6
These items are expected to be routine and noncontroversial. They will be acted upon by the Board with one action, without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
1. WPCTSA Audited Financial Statements & TDA Compliance Report
- I. 9:00 A.M. - PUBLIC HEARING: Placer County Housing Element Rezone Project Consistency Determination** **Action**
Pg. 7
David Melko, Senior Transportation Planner
- Consider the proposed Placer County Housing Element Rezone Project and determine consistency with the Placer County Airport Land Use Compatibility Plan
- J. Annual Unmet Transit Needs Report and Assessment Findings for FY 2024/2025** **Action**
Pg. 14
Mike Costa, Principal Transportation Planner
- Make findings and recommendations regarding the annual Unmet Transit Needs Assessment pursuant to the Transportation Development Act (TDA)

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
February 28, 2024
Page 3

- K. FY 2024/25 Preliminary TDA Findings of Apportionment and Fund Estimates** **Action**
Cory Peterson, Senior Transportation Planner **Pg. 101**
- Approve the FY 2024/25 Preliminary Findings of Apportionment for the Local Transportation Fund (LTF), Preliminary State Transit Assistance (STA) Fund Allocation Estimate, and the Preliminary State of Good Repair (SGR) Fund Allocation Estimate.
- L. Placer Countywide Active Transportation Plan Consultant Contract Award** **Action**
Cory Peterson, Senior Transportation Planner **Pg. 108**
- Authorize the Executive Director to execute a contract with the selected consultant to prepare the Placer Countywide Active Transportation in an amount not to exceed \$370,000.
- M. Capitol Area Regional Tolling Authority** **Action**
Matt Click, Executive Director **Pg. 110**
- Appoint Executive Director Matt Click as the non-voting Director to the Capitol Area Regional Tolling Authority (CARTA).
- N. State Legislative Program for 2024** **Action**
Matt Click, Executive Director **Pg. 112**
- Adopt the State Legislative Program for 2024 and direct staff and State Advocate to represent these positions with electeds and agencies in Sacramento.
- O. Federal Legislative Program for 2024** **Action**
Matt Click, Executive Director **Pg. 116**
- Adopt the Federal Legislative Program for 2024 and direct staff and federal advocates to represent these positions.
- P. Transportation Sales Tax Expenditure Plan and Process Update** **Action**
Matt Click, Executive Director **Pg. 121**
- Direct staff to forward the Draft South Placer County Transportation Expenditure Plan (Plan) shown in Attachment 1 for jurisdiction approval.
 - Request the Cities/Town Councils and the Board of Supervisors of Placer County consider resolutions to approve the proposed Plan identifying transportation projects eligible to be funded by a potential November 2024 Transportation Sales Tax Measure as presented in this report.
 - If both a majority in number of the Cities/Town Councils and the Board of Supervisors, and a majority of those entities representing a majority of the population of Placer County approve the proposed Plan, direct staff to return to the Authority on April 24, 2024, with a first reading of an Ordinance to approve the Plan and place a ½ cent Transportation Sales Tax Measure on the November 2024 ballot.

**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
 February 28, 2024
 Page 4**

- Q. PCTPA and Sacramento Area Council of Governments (SACOG) Memorandum of Understanding (MOU)** **Action**
Pg. 144
 - Authorize the Executive Director to sign the attached Memorandum of Understanding (MOU) between PCTPA and the Sacramento Area Council of Governments (SACOG).

- R. Executive Director’s Report** **Info**

- S. Board Direction to Staff**

- T. Informational Items** **Info**
 - 1. Technical Advisory Committee (TAC) Minutes – February 13, 2024 **Pg. 159**
 - 2. Status Reports
 - a. PCTPA Status Report – January 2024 **Pg. 162**
 - b. Meraki Public Affairs – January 2024 **Pg. 167**
 - c. The Ferguson Group (TFG) – January 2024 **Pg. 168**
 - d. Smith, Watts, & Harman-Politico – January 2024 **Pg. 170**
 - e. Capitol Corridor – Performance Report, Oct 2023 – Dec 2023 **Under Separate Cover**
 - 3. PCTPA Receipts & Expenditures: January 2024
 PCTPA Financial Report ending December 31, 2023
 WPCTSA Financial Report ending December 31, 2023

- U. Adjourn to Closed Session** **Action**
 - 1. Closed session pursuant to Government Code 54957: Public Employee Performance Evaluation – Executive Director
 - 2. Closed session pursuant to Government Code 54957.6: Conference with Labor Negotiator
 - a. Agency Designated Representative: Agency Chair Unrepresented Employee: Executive Director

- V. Open Session** **Action**
 - 1. Executive Director Employment Agreement Amendment: Potential action to approve an amendment to the Executive Director’s compensation and benefits. **Pg. 179**

Next Meeting: March 27, 2024

Following is a list of the 2024 Placer County Transportation Planning Agency (PCTPA) meetings.

PCTPA Board Meetings – 2024	
Wednesday, January 24	Wednesday, July 24
Wednesday February 28	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22	Wednesday, December 4
Wednesday, June 26	

**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
February 28, 2024
Page 5**

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. People 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.



ACTION MINUTES

**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 24, 2024 - 9:00 a.m.
Placer County Planning Commission Hearing Room
3091 County Center Drive, Auburn, California**

ROLL CALL

Ken Broadway, Chair
Trinity Burruss
Amanda Cortez
Alice Dowdin Calvillo
Jim Holmes
Bruce Houdesheldt, Vice Chair
Jim Holmes
Suzanne Jones
Dan Wilkins

STAFF

Rick Carter
Matt Click
Mike Costa
Jodi LaCosse
David Melko
Cory Peterson
Solvi Sabol
LEGAL COUNSEL
DeeAnne Gillick

Chair Broadway provided direction on the procedures for participating remotely. Staff reports and a video of this meeting are available at: <https://www.pctpa.net/pctpa-board-meetings>

AGENDA REVIEW

Matt explained that we are moving Item M, Closed Session (1) pursuant to Government Code 54957: Public Employee Performance Evaluation – Executive Director, (2) Government Code 54957.6: Conference with Labor Negotiator, to the first item on the agenda.

AB 2449

Matt Click informed the Board that no action was necessary on this item.

APPROVAL OF ACTION MINUTES – December 6, 2024

Upon motion by Dowdin Calvillo and second by Cortez, the December 6, 2024 action minutes were unanimously approved.

PUBLIC COMMENT:

There were no comments from the public.

CLOSED SESSION:

- 1. Pursuant to Government Code 54957: Public Employee Performance Evaluation – Executive Director**
- 2. Pursuant to Government Code 54957.6: Conference with Labor Negotiator**
 - a. Agency Designated Representative: Agency Chair Unrepresented Employee: Executive Director**

No public comment was received..

Chair Broadway explained that there is nothing to report out.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Upon motion by Dowdin Calvillo and second by Cortez, the PCTPA Consent Calendar items as shown below were approved by the following roll call vote:

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

NOES/ABSTAIN: None

ABSENT: Holmes

1. FY 2023/24 City of Lincoln Claim for Local Transportation Funds (LTF) - \$3,632,640
2. FY 2023/24 City of Lincoln Claim for State Transit Assistance (STA) - \$518,593
3. FY 2023/24 City of Lincoln Claim for Local Transportation Funds (LTF) Bicycle and Pedestrian Funds - \$144,031
4. FY 2023/24 County of Placer Claim for Local Transportation Funds (LTF) - \$7,075,683
5. FY 2023/24 County of Placer Claim for State Transit Assistance (STA) - \$1,413,091
6. FY 2023/24 County of Placer Claim for State of Good Repair (SGR) Program Funds - \$359,186

EQUITY PLANNING STUDY / 2024 EQUITY POLICY PLAN

Presentation provided by Mike Costa, Principal Transportation Planner

Mike gave an overview on the purpose of the Equity Planning Study. He introduced Kendall Flint, PCTPA’s on-call Communications Consultant with DKS, who provided a presentation on the Equity Planning Study and Policy Plan. A video of this presentation can be found here:

<https://www.pctpa.net/2024-01-24-pctpa-board-meeting>

Public comment was provided by Michael Garabedian, Placer Tomorrow, and Peter Eakland, Rocklin resident.

Upon motion by Houdesheldt and second by Dowdin Calvillo the Board adopted the 2024 Equity Policy Plan with amended changes as follows: (1) add “when appropriate” to Draft Policy E-1.2, E-2.1, E-2.2; 2) add “where appropriate” to Draft Policy I-2.0, I-6.0 and Draft Environmental Policy E-1.0; and (3) add “bus stops” in Draft Policy S-6.0. The 2024 Equity Policy Plan was approved by the following roll call vote:

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

NOES/ABSTAIN: None

ABSENT: Holmes

I-80 / SR 65 INTERCHANGE TRUCK ALTERNATIVE FUELING DRAFT FEASIBILITY STUDY

Presentation by David Melko, Senior Transportation Planner

David gave an overview on the purpose of I-80/SR 65 Truck Alternative Fueling Draft Feasibility Study. David introduced Luke McNeel-Caird, Jacobs Engineering, who provided a summary presentation on the Study. A video of this presentation can be found here: <https://www.pctpa.net/2024-01-24-pctpa-board-meeting>. David went through consultant recommendations and conclusions. No Board action was necessary or taken. Public comment was provided by Michael Garabedian.

EXECUTIVE DIRECTOR’S REPORT

- Office Transition
 - ✓ Our office transition is complete. We have a fully functional meeting room with video-conference capabilities. This is available for use for member jurisdictions, public entities. and other organizations.

- I-80/SR 65 Federal Funding Activity
 - ✓ Matt met with U.S. Transportation Secretary Buttigieg’s office. At this meeting he explained the project details of 80/65 and our commitment to come up with a local match. If a local measure is passed, we asked for their financial partnership in the rebuilding and improvement of this section of the federal interstate.
 - ✓ Had a conversation with the Build America Bureau who cover TIFIA loans and loan money at a much cheaper rate than what can be found in open market.
- CARTA – Capitol Area Regional Tolling Authority
 - ✓ We have a new JPA in the region, which is three party agreement between Yolo Transportation District (YTD), Caltrans, and SACOG. It allows SACOG as the RTPA for YTD to put forward a tolling application for I-80 managed lanes in Yolo County.
 - ✓ PCTPA has been coordinating and collaborating with our regional partners and in February we will bring back an item to take action on appointing a non-voting member of the CARTA Board.
 - ✓ Tolling does not apply to our county, and we are not considering pricing or tolling inside of the County. It will allow us to be part of the discussion in shaping how the region thinks through this.
 - ✓ Should we decide we wanted to move forward with pricing or tolling we could either (1) choose to join CARTA or (2) become our own tolling authority as the RTPA for Placer County.
- **Funding Measure**
 - ✓ We will be bringing the Ordinance and Expenditure Plan to the Board in February.
 - ✓ In March and April, we will be going out to the jurisdictions and presenting the Expenditure Plan. They will be asked to approve the Expenditure Plan itself. They will not be asked to approve the Ordinance.
- **Performance Evaluations:** Matt announced that Mike Costa was promoted to Principal Planner

Public comment was provided by Michael Garabedian, Placer Tomorrow.

BOARD DIRECTION TO STAFF

There was no direction to staff provided by the Board.

OPEN SESSION: EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT AMENDMENT

Chair Broadway noted that this item was moved off calendar, and it’s expected to be reviewed at our next meeting on February 28, 2024.

ADJOURN: The meeting adjourned at approximately 12:11 PM. A video of this meeting is available online at <https://www.pctpa.net/2024-01-24-pctpa-board-meeting>.

Matt Click, Executive Director

Ken Broadway, Chair

Solvi Sabol, Clerk of the Board

ss:mbc

TO: PCTPA Board of Directors

DATE: February 28, 2024

FROM: Matt Click, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the February 28, 2024, agenda for your review and action.

1. PCTPA Audited Financial Statements & TDA Compliance Report
Staff recommends acceptance of Placer County Transportation Planning Agency's Financial Audit & TDA Compliance Report for fiscal year 2022/23. The audits of the financial statements of PCTPA, the Transportation Development Act (TDA) Local Transportation Fund and State Transit Assistance funds have been completed by Richardson & Company. The results of the audit were a clean opinion and complied with TDA statutes. The Audited Financial Statements, Governance Letter and Management Letter are available for public review at pctpa.net/transportation-development-act-tda-financial-audits. Hard copies are available upon request.
2. Amendment of Budget Authorization for Bicycle/Pedestrian LTF Funds:
Staff is requesting an amendment to increase the authorized FY 23/24 spending budget for bicycle/pedestrian LTF funds by the amount of \$674,354.47. This is based on two claims that have been submitted to and approved by the PCTPA Board in previous fiscal years. These claims are:
 - \$637,102 to the City of Roseville (approved in FY 20/21)
 - \$37,252.47 to the City of Roseville (approved in FY 08/09)

Bicycle/Pedestrian LTF funds are allocated to each jurisdiction through a five-year cash flow plan, last updated by the PCTPA Board in October 2021. Claims are then submitted to PCTPA staff for Board approval, and funds are paid by the Auditor-Controller (following instruction from PCTPA) on a reimbursement basis upon project completion. This results in bicycle/pedestrian LTF claims being paid in a different fiscal year than when the claim was submitted.

The Placer County Auditor-Controller's Office recently changed accounting systems and bases the spending budget of bicycle/pedestrian LTF on the apportionment of the current fiscal year (in FY 23/24, this amount is \$606,493). If payment of claims in a particular fiscal year exceeds this amount, additional spending authorization from the PCTPA Board is necessary. Such authorization is also necessary when funds are claimed in a particular fiscal year, but not paid out by the end of the same fiscal year. In such cases, the Auditor-Controller's Office needs authorization to move these funds to the next fiscal year. Funds are available in the bicycle/pedestrian LTF account held in

trust with the County Treasury to pay these claims. There is no change in the amount of the apportionments or claims; the action is simply requesting authorization to spend previously approved claims. The new bicycle/pedestrian spending authority for FY 23/24 will be \$1,280,847.47. Staff recommends approval.

3. Amendment of Budget Authorization for State Transit Assistance (STA) Funds:
Staff is requesting an amendment to increase the authorized FY 23/24 spending budget for State Transit Assistance (STA) funds in the amount of \$346,243. This amount is based on City of Lincoln's unclaimed STA funds at the end of FY 22/23 that need to be accrued to the current fiscal year. The Placer County Auditor-Controller's Office recently changed accounting systems and now requires PCTPA Board authorization to move funds between fiscal years that remain unspent at the end of the fiscal year. There is no change to the STA apportionments or claims, the action is simply requesting authorization to spend previously approved apportionments. The new STA spending authority for FY 23/24 will be \$4,834,383. Staff recommends approval.

4. Amendment of Budget Authorization for State of Good Repair (SGR) Funds:
Staff is requesting an amendment to increase the authorized FY 23/24 spending budget for State of Good Repair (SGR) funds in the amount of \$70,979.11. This amount is based on City of Roseville's unclaimed SGR funds at the end of FY 22/23 that need to be accrued to the current fiscal year. The Placer County Auditor-Controller's Office recently changed accounting systems and now requires PCTPA Board authorization to move funds between fiscal years that remain unspent at the end of the fiscal year. There is no change to the SGR apportionments or claims, the action is simply requesting authorization to spend previously approved apportionments. The new SGR spending authority for FY 23/24 will be \$656,174.11. Staff recommends approval.

CP:MBC:RC:ss



Western Placer
Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors
FROM: Matt Click, Executive Director
SUBJECT: CONSENT CALENDAR

DATE: February 28, 2024

Below are the Consent Calendar items for the February 28, 2024 agenda for your review and action.

1. Audited Financial Statements & TDA Compliance Report
Staff recommends acceptance of Western Placer CTSA's Financial Audit & TSA Compliance Report for fiscal year 2022/23. The results of the audit were a clean opinion and complied with TDA statutes. The Audited Financial Statements and Governance Letter are available for public review at <https://www.pctpa.net/transportation-development-act-tda-financial-audits>. Hard copies are available upon request.

JL:rc



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** February 28, 2024

FROM: David Melko, Senior Transportation Planner

SUBJECT: 9:00 A.M. - PUBLIC HEARING: PLACER COUNTY HOUSING
ELEMENT REZONE PROJECT CONSISTENCY DETERMINATION

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of the Placer County Housing Element Rezone Project with the Placer County Airport Land Use Compatibility Plan.
2. Find that the proposed Placer County Housing Element Rezone Project is consistent with the Placer County Airport Land Use Compatibility Plan subject to the recommended conditions.

BACKGROUND

PCTPA serves as the ALUC for Placer County's three public use airports. ALUC's protect public health, safety, and welfare by: (1) ensuring orderly expansion of airports; and (2) promoting compatibility between airports and surrounding land uses. ALUC's achieve this by: (1) adopting an Airport Land Use Compatibility Plan; and (2) reviewing for consistency plans, regulations, and other actions of local agencies and airports.

Placer County Airport Land Use Compatibility Plan (ALUCP)

The 2021 ALUCP contains Compatibility Plans for each of Placer County's public use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review.

Consistency Requirement

State law requires that any General Plan and/or Community Plan amendments and rezoning that affects land within an airport influence area be reviewed for consistency with the ALUCP.

Proposed Action

Placer County's Planning Services Division is requesting the ALUC review the Placer County Housing Element Rezone Project to determine whether the proposal is consistent with the ALUCP. The proposed Housing Element Sites Rezone project would require the following County actions and approvals:

- **Amend the General Plan** and associated maps to enable the densities proposed by the project.
- **Amend the Housing Element** and Program HE-1 to remove references to an overlay zone and adjust the unit shortfall due to "pipeline projects" implemented since the Housing Element adoption and make any additional changes required by HCD.
- **Amend Chapter 17 of Placer County Code** text and land use tables to be consistent with the project.
- **Rezone** up to 72 properties from their current zoning designation to RM30.

**PUBLIC HEARING: PLACER COUNTY HOUSING ELEMENT REZONE PROJECT
ALUC CONSISTENCY DETERMINATION**

February 2024

Page 2

- **Certify the EIR** and make environmental findings and adopt a Mitigation Monitoring and Reporting Program (MMRP) pursuant to CEQA.

Project Description

The Board of Supervisors adopted the Placer County 2021-2029 Housing Element in May 2021. The County’s Housing Element included several programs to help Placer County achieve its housing goals. The proposed Housing Element Sites Rezone project would implement Program HE-1 of the Housing Element. Program HE-1 is a rezoning program to accommodate the need of low- and very low-income households as required by the State’s Regional Housing Needs Allocation (RHNA) for the County. The Housing Element included an inventory of properties identified as candidate sites for a potential rezone program. The proposed Housing Element Sites Rezone project would rezone 72 properties dispersed throughout unincorporated Placer County. The sites are in established communities such as North Auburn, Dry Creek, Bowman, Penryn, Granite Bay, Sheridan, and Applegate communities, as well as south of Truckee within the Lake Tahoe region, but outside of the Tahoe Basin. The County’s final list of sites proposed to be rezoned is expected to contain fewer properties as the list is further refined.

As part of the Housing Element Sites Rezone project, the County proposes to create a new zoning district called Residential Multifamily 30 (RM30) to plan for potential sites to accommodate the RHNA calculations of units that would be suitable for low- and very low-income units. The RM30 zoning district would require residential development at a minimum density of 20 units per acre and a maximum density of 30 units per acre.

In addition to rezoning the 72 sites to RM30 to allow higher-density residential, the General Plan Land Use designations and associated tables would need to be amended to add a new land use designation called “High Density Residential 20/30” for the sites to allow for the increased density. The project would also require an amendment to the Housing Element and Program HE-1 to remove references to an overlay zone and adjust the unit shortfall due to “pipeline projects” implemented since adoption of the Housing Element, subject to review by the California Department of Housing and Community Development (HCD).

Public Notice

ALUC review requires notice to be provided to the public ten days prior to the hearing. A public hearing notice was published in the Auburn Journal on February 14, 2024. Notice was also posted on PCTPA’s website and interested stakeholders received by email a notice of this public hearing.

DISCUSSION

Of all the proposed rezone sites, none are located within the Lincoln Regional Airport or Blue Canyon airport influence areas. However, 11 of the proposed rezone sites are located entirely in the Auburn Municipal Airport influence area (Sites #35, #36, #42, #51, #56, #57, #61, #65, #66, #70, and #74); Site #43 is split between Zone C1 (one-third) and C2 (two-thirds); and Site #58 is located partially within the airport influence area. Table 1 compares the proposed rezone sites to the ALUCP compatibility zones. Map 1 depicts the proposed rezone sites on the Auburn Municipal Airport Land Use Compatibility map.

One of the proposed rezone sites is located within the Truckee Tahoe Airport influence area. Truckee Tahoe Airport is not located within Placer County. A portion of the airport’s overflight

**PUBLIC HEARING: PLACER COUNTY HOUSING ELEMENT REZONE PROJECT
ALUC CONSISTENCY DETERMINATION**

February 2024

Page 3

zone, however, is within Placer County boundaries. Staff referred the project to the Truckee Tahoe ALUC for their review and follow-up action.

Consistency Review

The ALUCP consistency analysis focuses on four factors: noise, safety, airspace protection, and overflight provisions.

1. **Noise** from individual aircraft overflights may adversely affect certain land uses, particularly those with outdoor activities. As shown in Map 2, the rezone sites located closest to the Auburn Municipal Airport are all located outside of the 60 dBA Ldn noise contours. Exterior noise levels at these sites would comply with the 60 dBA Ldn exterior noise standard and would not expose people residing or working in the project area to excessive noise levels.

Recommendation: The proposed project is consistent with ALUCP noise provisions.

2. **Safety** can be a concern when uses involve high concentrations of people, particularly risk-sensitive uses such as schools and hospitals. All rezone sites within Auburn Municipal airport influence area, except for Site #43, are in airport land use compatibility zones that allow multi-family residential as a compatible use. Nine of the sites are solely in Compatibility Zone C2, one is partly in C2 and partly in D, one is in D, and one is partly in D and mostly outside of the airport influence area. Site #43 is split between Zone C1 (one-third) and C2 (two-thirds). Zone C1 does not permit multi-family as compatible use although lower density residential, such as single-family residential and short-term lodging are conditionally compatible uses. The portion of Site #43 within Zone C1 would need to be developed as a lower density residential or as an alternative use, such as parking, open or public space. All the rezone sites in Zones C1 and C2 will require compliance with ALUCP Policy 3.6.1. Policy 3.6.1 will be required as a condition of approval.

Recommendation: The proposed project is consistent with ALUCP safety provisions provided rezone sites in Compatibility Zones C1 and C2 comply with ALUCP Policy 3.6.1. The portion of Site #43 within Compatibility Zone C1 would need to be developed as lower density residential or as an alternative use, such as parking, open or public space. Multifamily residential would not be permitted in the portion of Site #43 in Compatibility Zone C1.

3. An **airspace protection** review by the Federal Aviation Administration (FAA) is required of any structure, including construction cranes, located in Zones C2 and D greater than 150 feet high. Proposed residential development under the RM30 designation is not anticipated to reach heights of 150 feet, approximately 12 plus stories.

Recommendation: The project is consistent with ALUCP airspace protection provisions provided any structures, including construction cranes, do not exceed 150 feet in height, which would require an airspace review by the FAA.

4. **Overflight compatibility** concerns encompass a combination of noise and safety issues. Compatibility Zones C1 and C2 encompass areas routinely overflowed by aircraft approaching and departing Auburn Municipal Airport but less frequently or at higher altitudes than areas closer to the Airport. Zone C2 contains the Airport's north-side traffic pattern plus additional areas on the south-side of the Airport where aircraft fly wide traffic patterns and within the

**PUBLIC HEARING: PLACER COUNTY HOUSING ELEMENT REZONE PROJECT
ALUC CONSISTENCY DETERMINATION**

February 2024

Page 4

common arrival and departure corridor to the west. Annoyance is a major concern in Zone C2 as aircraft typically overfly areas at an altitude of 1,000 to 1,500 on visual approaches or as low as 600 feet when using the circle to land procedure. Compatibility Zone D includes areas sometimes overflown by aircraft arriving and departing the Airport.

Zones C1 and C2 require buyer awareness measures, including recorded Overflight Notifications for residential projects. An overflight notification informs property owners that the property is subject to aircraft overflight and generation of noise. There are no overflight compatibility issues for residential in Zone D. Policy 3.6.1 will be required as a condition of approval for Zones C1 and C2.

Recommendation: The project is consistent with ALUCP overflight provisions provided residential projects in Compatibility Zones C1 and C2 require buyer awareness measures, including recorded Overflight Notifications.

- 4. Other Considerations.** The project’s Notice of Preparation noted that additional sites could be added later if necessary. Any such additions located within an airport influence area would be subject to ALUC review if they are proposed after ALUC review of the current proposal. Also, important to note is that if other rezoning sites are added in the future, multi-family residential zoning in locations within Compatibility Zones A, B1, B2, and C1 would be inconsistent with the ALUCP. While portions of Zone C1 fall within the Auburn Municipal Airport Infill Green Zone, which allows multi-family residential uses, the ALUCP density is limited to 20 units per acre. To allow densities greater than 20 units per acre as proposed under the rezoning project, a Special Conditions Exception from the ALUC in accordance with ALUCP Policy 3.2.4 must be obtained, certain listed development conditions must be met, and approval by the ALUC is required.

Staff Recommendation

Before Placer County can take final action to approve the Housing Element Rezone Project the ALUC must find the proposal consistent with the ALUCP. The ALUC has three choices, finding the Housing Element Rezone Project: (1) consistent with the ALUCP; (2) consistent subject to conditions; or (3) inconsistent based on specific conflicts.

Staff recommends the ALUC find that the Placer County Housing Element Rezone Project is consistent with the ALUCP subject to the previously noted recommended conditions and authorize the Executive Director to sign and submit a consistency determination letter to Placer County. The PCTPA TAC concurred with the staff recommendation.

DM:rc:ss

Table 1 – Proposed Housing Element Sites Rezone Sites - Auburn Municipal ALUCP
Compatibility Zones

Map 1 – Auburn Municipal ALUCP Compatibility Map with Housing Element Rezone Sites

Map 2 – Auburn Municipal Airport Noise Contours with Housing Element Rezone Sites



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

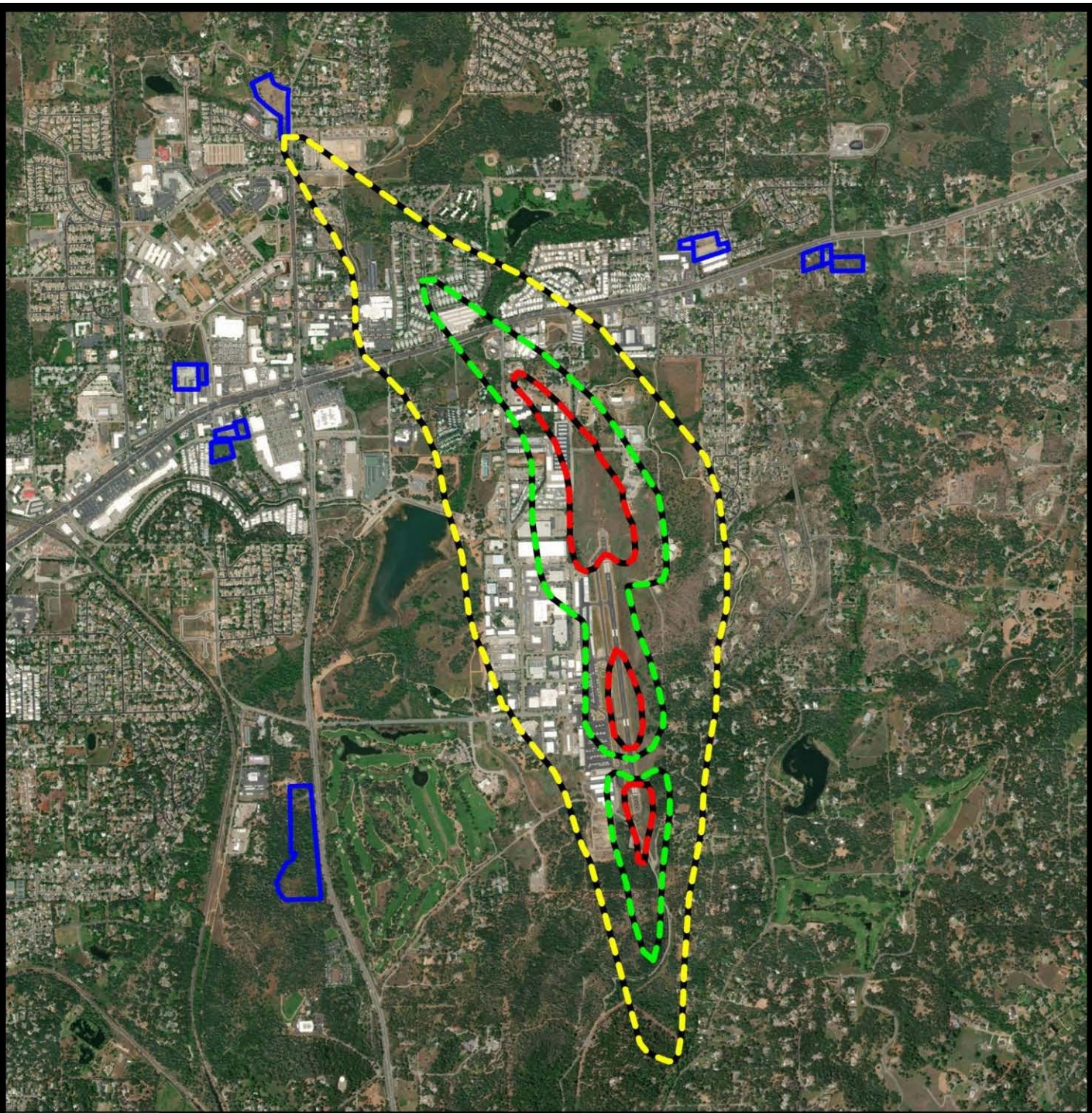
- Sutter Auburn Faith Hospital
- Placer County Government Center
- Infill Green Zone - Mixed Use Residential
- Infill Green Zone - Multi-Family Residential

Notes:

1. This ALLUCP 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)







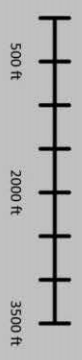
Placer County Housing Element Rezone Sites

Placer County, California

Auburn Municipal Airport Noise
Contours (CNEL)

Legend

-  Rezone Sites
-  Noise Contour – 55 dBA
-  Noise Contour – 60 dBA
-  Noise Contour – 65 dBA



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 12/01/2023

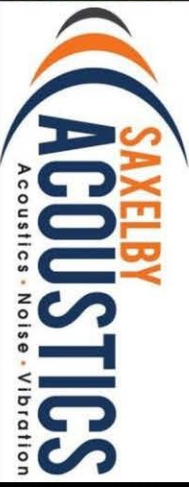


Table 1: Proposed Placer County Housing Element Sites Rezone Sites Auburn Municipal ALUCP Compatibility Zones Comparison						
Site Number	Location	Land Use	Zoning	RM30 Rezoning	ALUCP Zones	
35	Masters Court	Mixed Use	CPD-DC-AO	20-30 DU/Acre	C2 & D	
36	Willow Creek Drive	Mixed Use	CPD-DC-AO	20-30 DU/Acre	C2	
42	Graeagle Lane	General Commercial	C2-DC-AO	20-30 DU/Acre	C2 (borders C1)	
43	HWY 49 & Dry Creek	General Commercial	C2-DC-AO	20-30 DU/Acre	C1 & C2	
51	Plaza Way 3	General Commercial	CPD-DC-AO	20-30 DU/Acre	C2	
56	Plaza Way 1	General Commercial	CPD-DC-AO	20-30 DU/Acre	C2	
57	Plaza Way 2	General Commercial	CPD-DC-AO	20-30 DU/Acre	C2	
58	4960 Grass Valley Highway	HDR 10-15 DU/Acre	CPD-DC	20-30 DU/Acre	Outside AIA & D	
61	HWY 49 & Freeman Circle	MDR 5-10 DU/Acre	RM-DC-AO	20-30 DU/Acre	C2	
65	4362 Grass Valley HWY	MDR 5-10 DU/Acre	RM-DC-AO	20-30 DU/Acre	C2	
66	4390 Grass Valley HWY	MDR 5-10 DU/Acre	RM-DC-AO	20-30 DU/Acre	C2	
70	3120 Deseret Drive	LDR-MDR 2-5 DU/Acre	RS-AG-B-43	20-30 DU/Acre	D	
74	Bell Road	Open Space	IN-DC-AO	20-30 DU/Acre	C2	



TO: PCTPA Board of Directors

DATE: February 28, 2024

FROM: Mike Costa, Principal Transportation Planner

SUBJECT: **ANNUAL UNMET TRANSIT NEEDS ASSESSMENT REPORT AND FINDINGS FOR FY 2024/2025**

ACTION REQUESTED

Staff recommends that the PCTPA Board of Directors adopt Resolution No. 24-07 making the following findings and recommendations regarding the annual Unmet Transit Needs Assessment pursuant to the Transportation Development Act (TDA):

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

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of TDA funds, which include Local Transportation Funds (LTF). While LTF is primarily intended to address transit-related expenses, such as operations and/or capital costs, the funding can be used by jurisdictions for other non-transit purposes such as street and road maintenance. Before LTF can be used by any jurisdiction for these non-transit purposes, PCTPA must conduct the annual Unmet Transit Needs Assessment (UTN Assessment) process and make a finding that there are no unmet transit needs that are reasonable to meet with LTF funds in the year following the assessment (i.e., the next fiscal year). The UTN Assessment process consists of four steps:

1. Soliciting comments regarding potential unmet transit needs that may exist in Placer County, excluding the Lake Tahoe Basin, which is administered by the Tahoe Regional Planning Agency (TRPA),
2. Evaluating potential unmet transit needs in accordance with the PCTPA Board's adopted definitions of "unmet transit needs" and "reasonable to meet" criteria (refer to Attachment 1, Appendix B for PCTPA's definitions and criteria adopted in February 2022),
3. Consulting with PCTPA's Social Services Transportation Advisory Council (SSTAC) regarding the evaluation of comments and staff's recommended finding, and
4. Adopting a finding regarding unmet transit needs that may or may not exist for implementation in the next fiscal year.

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

DISCUSSION

For this fiscal year's UTN Assessment, PCTPA solicited comments and input from the public and various stakeholders via the following methods implemented between September 5, 2023, and October 31, 2023.

- An online survey was made available during this period for the public to evaluate existing transit services and identify potential unmet transit needs. PCTPA, its member agencies and partnering social service agency stakeholders promoted the survey via social media, various public newsletters, PCTPA's Constant Contact e-mail list, informational materials placed onboard transit vehicles, and agencies' respective public websites. The survey was translated into Spanish (and Tagalog upon request) pursuant to PCTPA's Language Assistance Plan and Title VI Program, and a hard copy of the survey was made available to receive via mail from PCTPA's office upon request.
- A public hearing was held by the PCTPA Board of Directors on October 18, 2023, which was noticed in the local newspaper (The Auburn Journal) on September 13, 2023 (refer to Attachment 1, Appendix D).
- PCTPA staff visited the Town/City Council meetings for Loomis, Colfax, Rocklin, Lincoln, and Auburn, the Placer County Board of Supervisors meeting, and the Roseville Transportation Commission meeting during September and October to provide information about the annual UTN Assessment process and solicit public input and comments.
- Information regarding the unmet transit needs assessment process was shared at various local pop-up events that were attended by PCTPA staff between September and October 2023.

Of the 230 comments evaluated, 27 were identified as unmet transit needs. However, based on PCTPA's adopted definitions and criteria, none of these were determined to be "reasonable to meet" in FY 2024/25. A comprehensive analysis of all the comments is contained in Appendix A of the *Annual Unmet Transit Needs Assessment Report for FY 2024/25* (refer to Attachment 1). In summary, the following themes were identified from the comments evaluated during this year's UTN Assessment process:

- Similar to previous years, there were many comments submitted pertaining to a request for services that already exist, which reflects a continued need for more education and outreach regarding current public transit services and other social service transportation programs available in the Placer region. The Western Placer Consolidated Transportation Services Agency (WPCTSA), in partnership with the region's transit operators and social service agency stakeholders, developed a marketing plan that was adopted by the WPCTSA Board of Directors in January 2023. Over the past year, staff has worked with PCTPA's Transit Operators' Working Group (TOWG), the SSTAC, and other WPCTSA partnering agencies and stakeholders to develop a fully branded program, referred to as "South Placer Transit Information, Education & Training", that consolidates informational resources about the region's transit services and WPCTSA's programs into one unique, promotional identify. A corresponding online website, www.southplacertransitinfo.com, has further been launched and contains, among other things, interactive transit service

maps, schedules, and the general operation and fare information for Auburn Transit, Placer County Transit, and Roseville Transit. Additionally, transit outreach and training (formerly known as mobility training) practices and tools have been established to better track stakeholder engagement and support more efficient and effective transit education efforts throughout the Placer region. Branded collateral and informational materials have also been prepared to promote the South Placer Transit Information, Education & Training program and help bring awareness to the Placer region's transit services and WPCTSA programs. Through all these efforts, staff continue to work with the WPCTSA's partners and other transit stakeholders to promote existing transportation solutions and transit opportunities that help address transportation needs in Placer County.

- Several comments pertaining to more direct and frequent transit service connections within and between Lincoln, Rocklin, and Roseville, were received and evaluated. These were not identified as unmet transit needs because both Placer County Transit (PCT) and Roseville Transit currently provide multiple fixed-route and dial-a-ride services that could address the needs identified with transfers between these services. However, PCTPA staff and the respective transit operators will consider and evaluate these comments further as part of the current comprehensive operational analysis (COA) and short-range transit plan (SRTP) planning efforts that have been underway since the August 2023. These efforts are intended to improve the coordination, delivery, and connection of public transit services provided throughout the South Placer County region.
- Various comments pertaining to interregional service needs were received, which included requests for more direct services from multiple Placer jurisdictions to the Sacramento International Airport, downtown Sacramento and/or the Watt Avenue/Interstate 80 light rail station where Sacramento Regional Transit District's (SacRT's) bus and light rail services can be accessed to travel throughout the greater Sacramento region, the Bay Area via Capitol Corridor passenger rail services, and to the Tahoe-Truckee and/or Grass Valley/Nevada City areas of Nevada County. Existing public bus and rail services operated by different transit providers can address many of these connections between Placer County and other surrounding regions, which is why these comments were not identified as unmet transit needs. However, the upcoming South Placer Transit Express Service (also known as the Rapid Link) and the Capitol Corridor Third-Track projects may help to improve service frequency and direct connections between these regions upon implementation in the near future. These projects are discussed further in the *Annual Unmet Transit Needs Assessment Report for FY 2024/25* included in Attachment 1.
- Several comments pertaining to a lack of public transit services to/from/within unincorporated areas of Placer County, including Sheridan, Foresthill, and Western Placer County outside of Roseville, as well as a lack of any public transit services on Sunday or in the evenings during weekdays in Placer County (outside of Roseville) were identified as unmet transit needs. However, potential services implemented to address these needs did not demonstrate long-term feasibility and/or address all the PCTPA Board's adopted "reasonable to meet" criteria. Regardless, these unmet transit needs will be further considered and evaluated as part of the on-going COA/SRTP efforts in coordination with the region's public transit operators.

PCTPA Board of Directors
Unmet Transit Needs Assessment Report and Findings for FY 2024/25
February 28, 2024
Page 4

PCTPA staff presented its evaluation of comments contained in Appendix A of the *Annual Unmet Transit Needs Assessment Report for FY 2024/25* and recommended finding to a joint meeting of the Transit Operators Working Group (TOWG) and SSTAC on January 30, 2024. The TOWG/SSTAC concurred with staff's analysis and recommended finding. Subsequently, PCTPA staff presented the UTN report and finding for FY 2024/25 at the February 13th Technical Advisory Committee (TAC), which further concurred with staff's recommendations.

MC:rc:ss



Annual Unmet Transit Needs Assessment For Fiscal Year 2024/25



EXECUTIVE SUMMARY

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

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

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

TABLE OF CONTENTS

About Unmet Transit Needs	Page 2
About PCTPA.....	Page 2
TDA Definitions and Requirements.....	Page 3
Transit Funding.....	Page 4
Outreach Process.....	Page 5
Last Year’s Unmet Transit Needs Assessment.....	Page 5
About Unmet Transit Needs	Page 6
Transit Operators.....	Page 6
Transit Planning.....	Page 7
Interregional, Intercity, and Commuter Service.....	Page 7
Local Service.....	Page 7
Demand Response and Paratransit Service.....	Page 8
Annual Ridership Report for FY 2022/23	Page 9
Placer County Transit.....	Page 9
Roseville Transit.....	Page 9
Auburn Transit.....	Page 9
Post Pandemic Conditions and Impacts.....	Page 10
Analysis and Recommendations	Page 11
Official Finding for FY 2024/25.....	Page 11
Analysis of Comments.....	Page 11
Current Transit Planning Efforts.....	Page 12
Appendices	A – F
Appendix A – Public Comments and Responses	
Appendix B – Adopted Unmet Transit Needs Definitions (February 2022)	
Appendix C – Adopted TDA Fare Revenue Ratios	
Appendix D – Copy of Public Hearing Notice and Proof of Publication	
Appendix E – Adopted Unmet Transit Needs Finding for FY 2024/25	
Appendix F – Transit Dependent Analysis	

ABOUT UNMET TRANSIT NEEDS

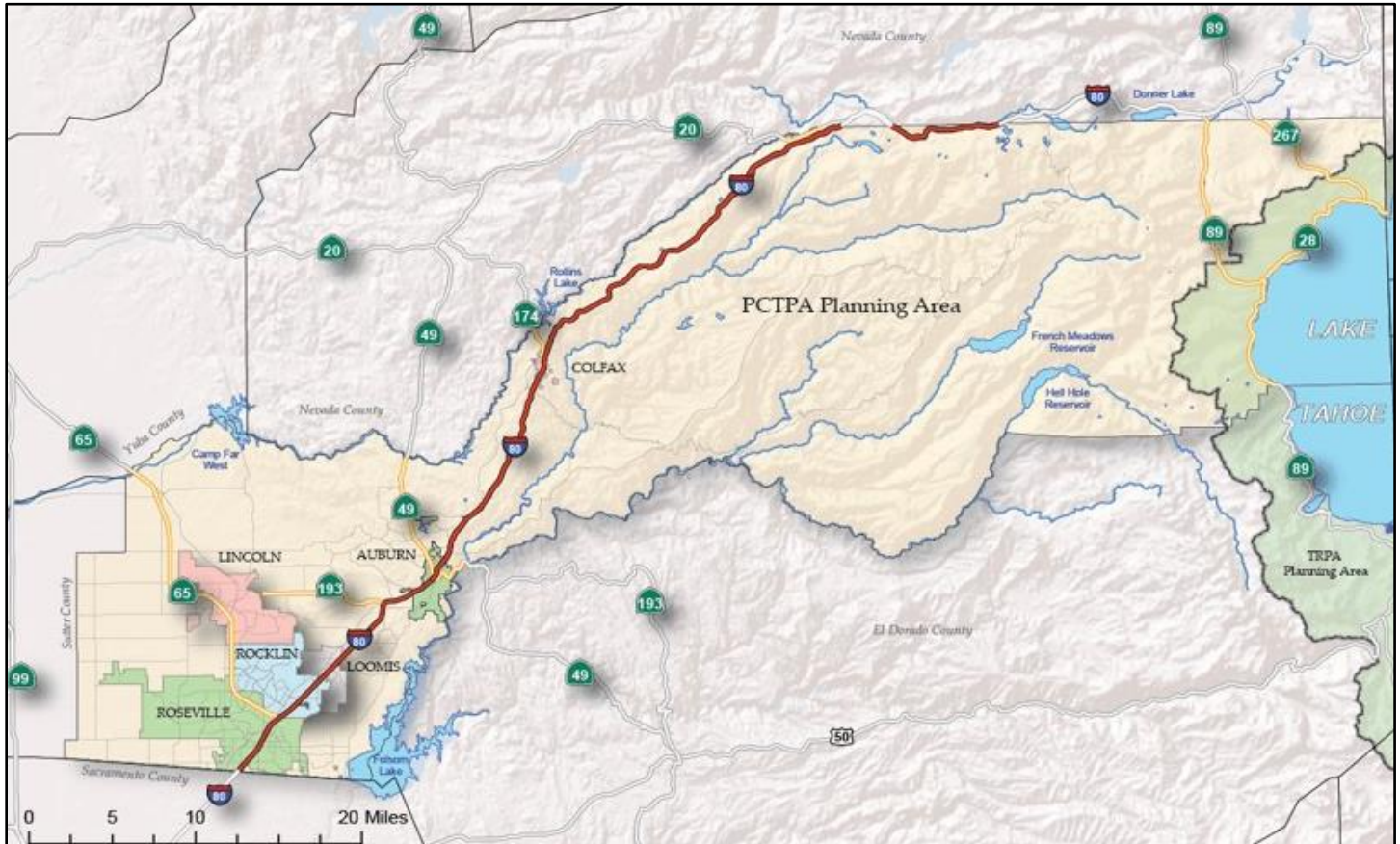
About PCTPA

Placer County Transportation Planning Agency (PCTPA) is the state-designated Regional Transportation Planning Agency (RTPA) for the western slope of Placer County. PCTPA's jurisdiction includes the five cities of Roseville, Rocklin, Lincoln, Auburn, and Colfax, the town of Loomis, and the unincorporated areas and communities in Placer County. PCTPA's jurisdiction does not include the Tahoe Basin, where the Tahoe Regional Planning Agency (TRPA) serves as the RTPA. However, PCTPA does plan for areas along the State Route (SR) 89 and 267 corridors, located between the northern shore of Lake Tahoe and the Town of Truckee. References to Placer County within this report refer only to the portion of Placer County that is within PCTPA's jurisdiction unless otherwise noted.



One of PCTPA's duties is to administer the Transportation Development Act (TDA), which makes Local Transportation Funds (LTF) available to Placer's jurisdictions to spend on transportation projects. While LTF revenues are primarily intended to support public transit operations and capital needs, jurisdictions can spend it for other transportation purposes, such as street and road maintenance/repair, so long as PCTPA annually determines that there are no "unmet transit needs". Thus, each year PCTPA conducts the Unmet Transit Needs (UTN) Assessment process to identify and address potential unmet transit needs before any LTF is used by jurisdictions for other, non-transit purposes. This process involves extensive public outreach and collaboration with PCTPA's partnering transit operators, local jurisdictions, and social service transportation agencies.

PCTPA Jurisdiction Map



UTN Definition

“An Unmet Transit Need is defined as a request for transit service that is not currently offered, inclusive of requests that are required to comply with the Americans with Disabilities Act. Transit service is generally assumed to exist if it is within 0.75 miles walking distance of a trip’s starting and end point.”

Adopted February 2022

TDA and ADA Requirements

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

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

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

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

ADA regulations require that all public transit buses be accessible to individuals with disabilities and that transit authorities provide origin-to-destination paratransit services to individuals with disabilities within a three-quarter mile boundary around all fixed-route transit services. According to the PCTPA unmet transit needs definition, improvements that are necessary to meet ADA requirements are automatically considered unmet transit needs that are reasonable to meet to comply with these regulations.

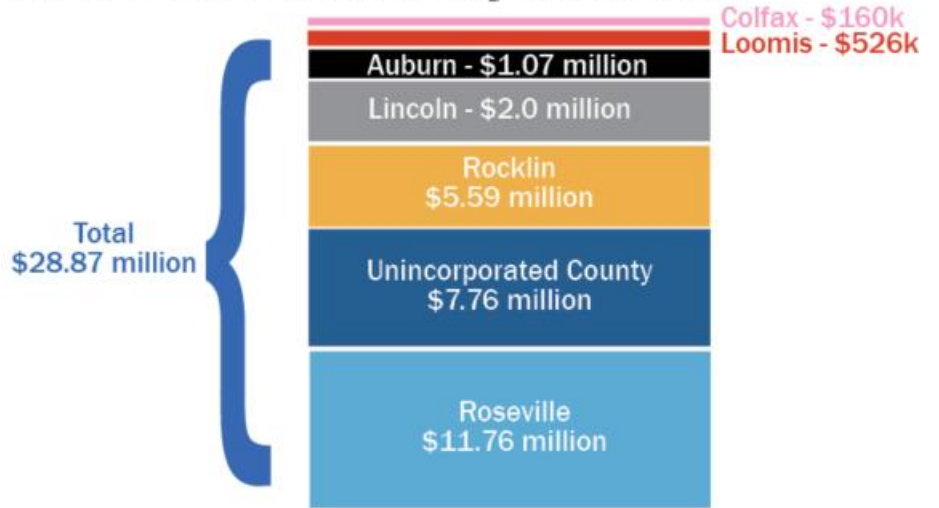
Using these established definitions and criteria, PCTPA staff evaluate every public comment received during the annual UTN Assessment process to determine whether the requested service is a) an unmet transit need and b) reasonable to meet. If it is determined that there are any unmet transit needs that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



Transit Funding

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

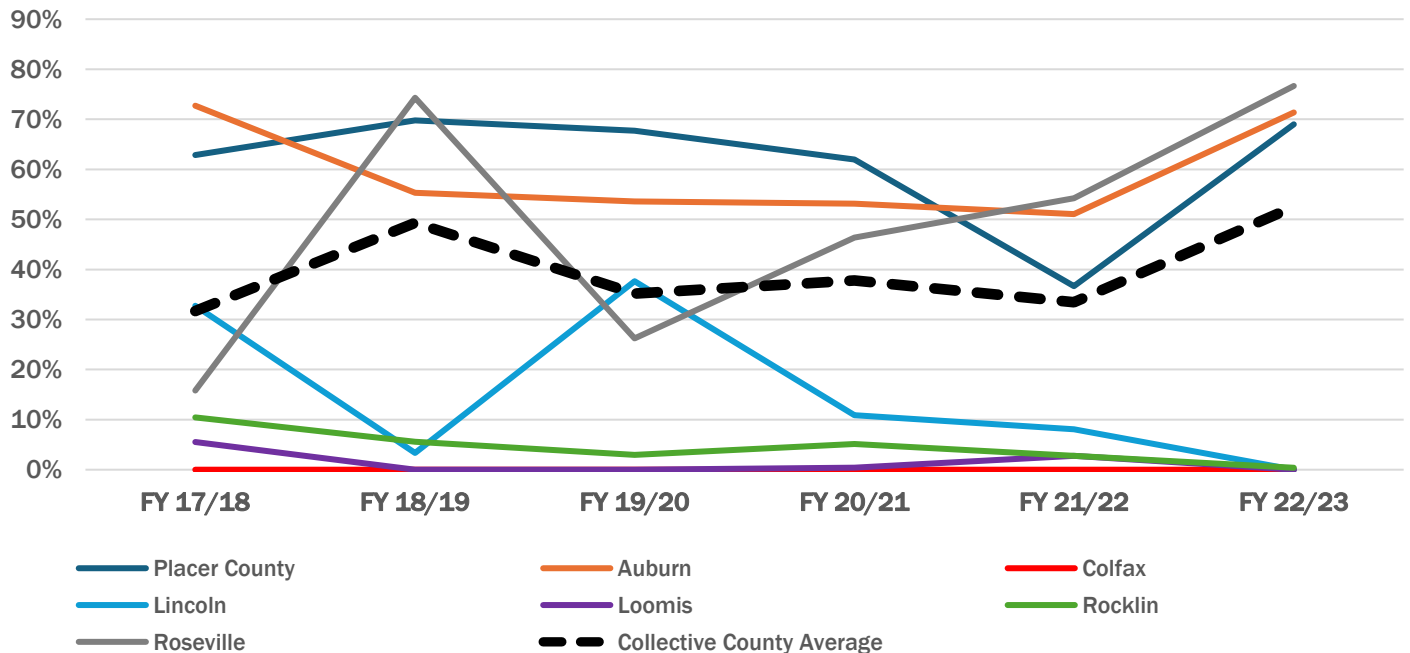
FY 2023 LTF Allocation by Jurisdiction



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

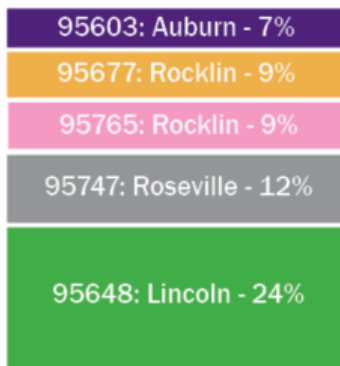
The proportions of LTF claimed for transit and non-transit purposes vary each year depending on transportation costs, availability of other funding sources, and local spending priorities. As shown in the line graph, below, Roseville, Auburn, and Placer County increased their respective LTF spending on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

Percentage of LTF Spent on Transit Annually by Jurisdiction



Outreach Process

Top 5 Participant Zip Codes

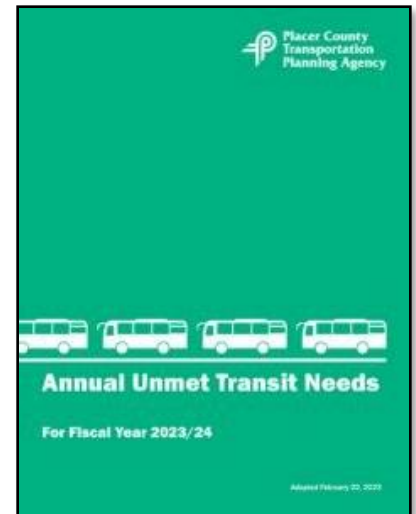


Following the success of online surveys in prior years, PCTPA administered and promoted an online survey to solicit most of the potential unmet transit needs comments during this year's UTN Assessment process. Social media platforms, local agency electronic newsletters, onboard flyers, and press releases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

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

Last Year's Unmet Transit Needs Assessment

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



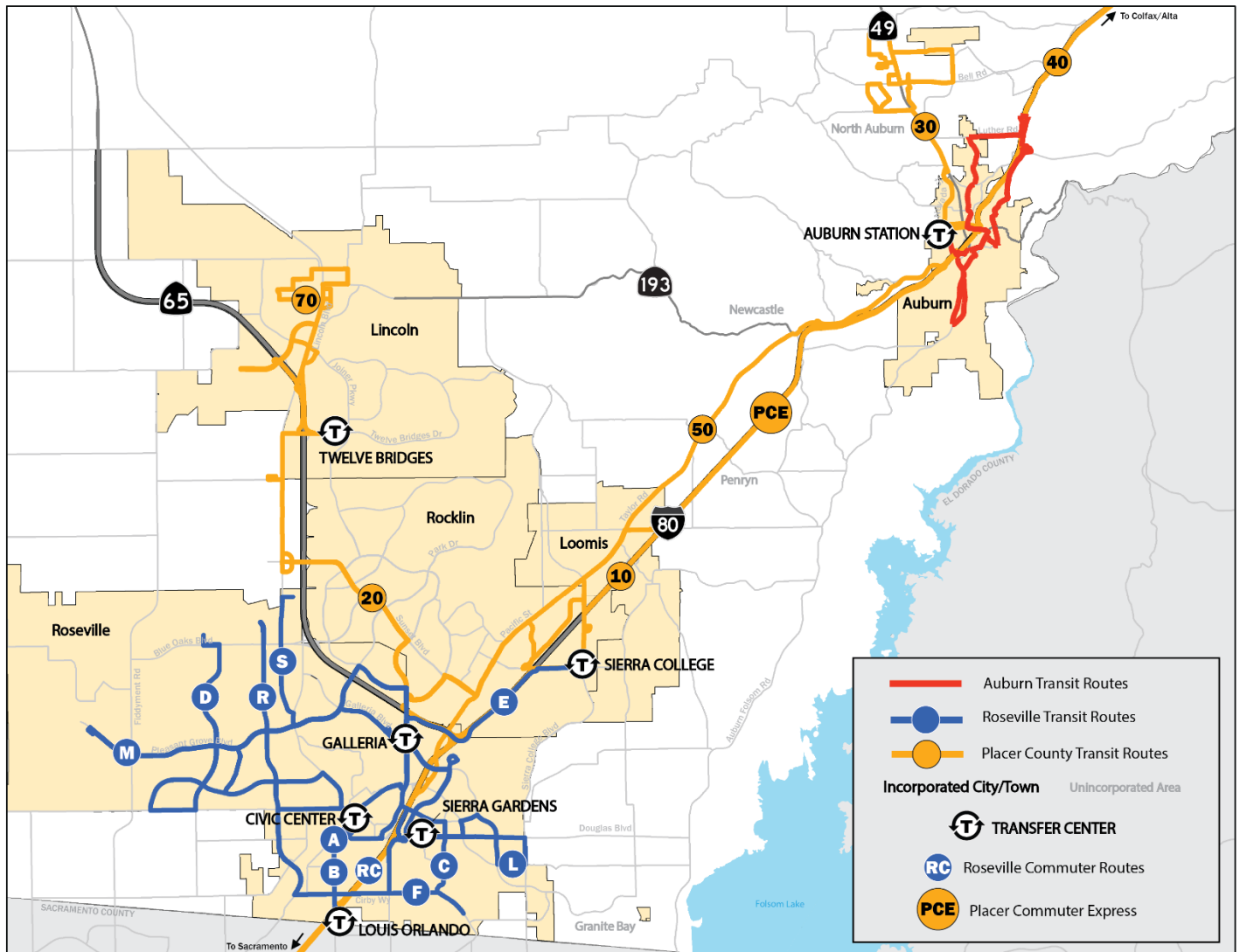
Similar to last year's UTN Assessment process, and per TDA requirements, this report additionally analyzes the locations and demographics of residents who may be "transit dependent". Transit dependent populations generally include seniors, persons with disabilities, low-income residents, and households without access to vehicles. These factors weigh heavily into the development of transit services. The 2018 Short Range Transit Plans highlighted the following transit dependency characteristics:

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

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

EXISTING TRANSIT SERVICE

Fixed-Route Service in South Placer County



Transit Operators

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

Transit Planning

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

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

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

www.southplacertransitinfo.com

WPCTSA programs:

www.pctpa.net/western-placer-consolidated-transportation-services-agency-wpctsa

Tahoe Truckee Area Transit services:

www.tahoetruckeetransit.com

Capitol Corridor passenger rail service:

www.capitolcorridor.org

Interregional, Intercity, and Commuter Service

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

Local Service



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

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

Demand Response and Paratransit Service

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



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

ANNUAL RIDERSHIP REPORT – FY 2022/23

Auburn Transit

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

Operating Subsidy per Trip

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

Annual Trips per Hour

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

Placer County Transit

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

Operating Subsidy per Trip

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

Annual Trips per Hour

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

Roseville Transit

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

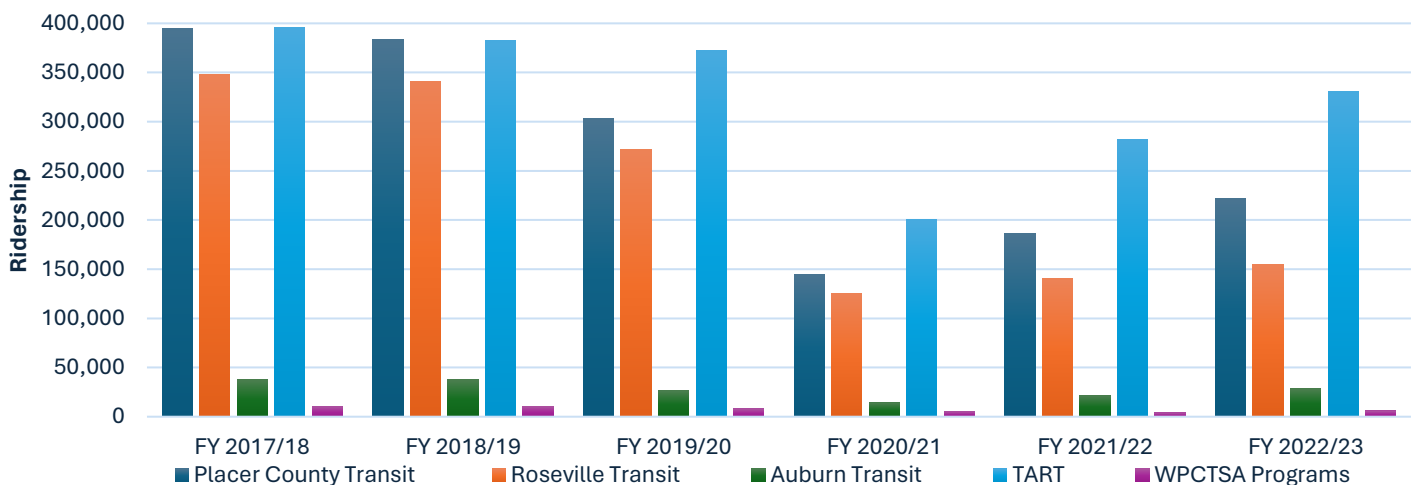
Operating Subsidy per Trip

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

Annual Trips per Hour

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

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

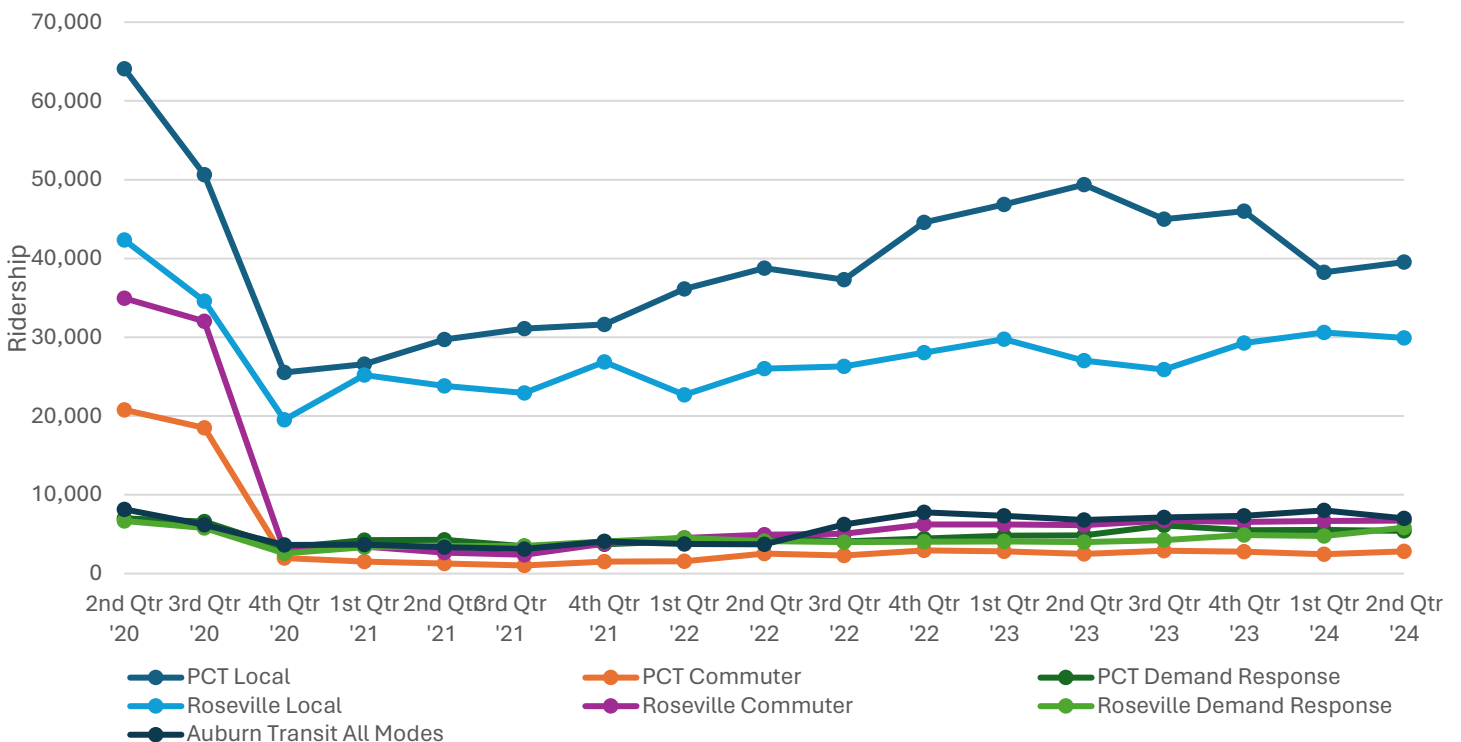


Ridership Recovery Post COVID-19 Pandemic

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

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

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



ANALYSIS AND RECOMMENDATIONS

Staff Recommendation and Finding

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

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

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

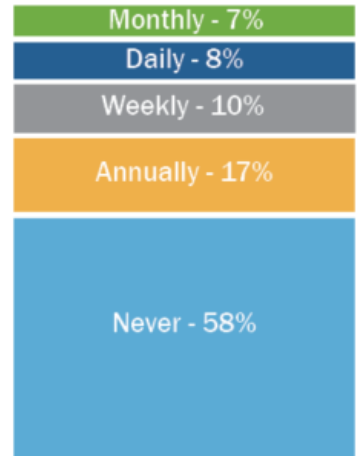
Analysis of Comments

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

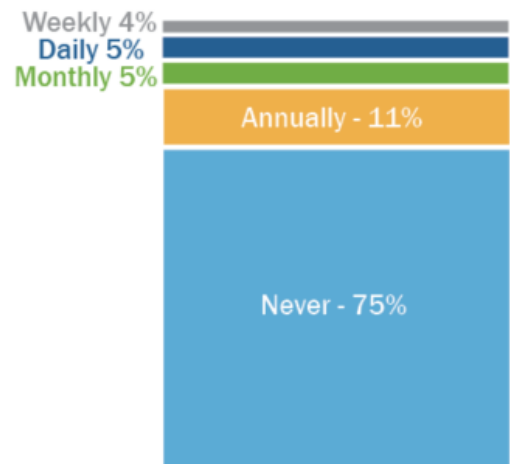
Of the 230 potential unmet transit needs comments analyzed during this UTN Assessment (refer to Appendix A), 27 were identified as potential unmet transit needs that were subsequently determined to not be reasonable to meet. Approximately 49% of the comments received pertained to intracounty, intercity,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

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

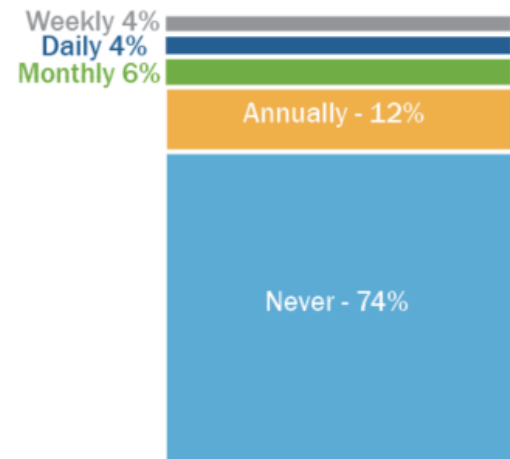
How Often Do You Ride Local Transit?



How Often Do You Ride Commuter Transit?



How Often Do You Ride Demand Response Services?



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

Current Transit Planning Efforts

Regional Marketing Plan

SOUTH PLACER TRANSIT INFORMATION EDUCATION & TRAINING



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

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

Comprehensive Operational Analysis and Short-Range Transit Plan

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

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

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

Microtransit in Placer County

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



South Placer Transit Express Service (known as Rapid Link)

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

Reno Rail Service Planning

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

APPENDIX A: PUBLIC COMMENTS & RESPONSES

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

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

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

INTRACITY COMMENTS

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

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

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

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

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

INTERCITY COMMENTS

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

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

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

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

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

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

INTRACOUNTY COMMENTS

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

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

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

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

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

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

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

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

INTERREGIONAL COMMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Comment #	Comment	Finding	Explanation	Jurisdiction
	comments): Wants services connecting from Incline to other west shore communities at night and more service on weekdays with expanded geographical boundaries. Express routes on SR 89 and SR 267 that don't include resorts is an issue.	transit need	Truckee and the north shore of the Tahoe basin, including locations along the SR 89 and SR 267 highway corridors, and to Incline Village, daily. It is unclear from these comments what specific resorts may have a transit need. For more information about TART's service contact (530) 550-1212. This comment will also be provided to TART staff for future planning efforts and/or service improvement considerations.	Incline Village (Nevada)
129	From October 5 th Truckee North Tahoe Transportation Management Agency meeting (summarized comments): Wants an express bus from Truckee to the Tahoe basin so that people would see where mainline buses travel so that users could compare their fixed-route travel with TART Connect. Nighttime service needed between resorts and Truckee similar to Northstar service, which is being funded by Truckee.	This is not an unmet transit need	Tahoe Truckee Area Regional Transit (TART) currently provides both fixed-route and on-demand services between Truckee and the north shore of the Tahoe basin, including locations along the SR 89 and SR 267 highway corridors, and to Incline Village, daily and into the evening hours. It is unclear from these comments what specific resorts may have a transit need. Express services could only be considered if there is sufficient demand and infrastructure capacity to support the service. For more information about TART's service contact (530) 550-1212. This comment will also be provided to TART staff for future planning efforts and/or service improvement considerations.	Truckee, Placer County, and Tahoe
130	Nevada County to and from Auburn is a very long trip with many stops, looking for an "express" trip at convenient times. Add another route besides just commuter that is fully train from Auburn.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Existing transit services between Nevada County and Auburn are provided by the Nevada County Connects (NCC) transit service, which connects to Auburn Transit's services at the Auburn Nevada Station.	Nevada County, Auburn
131	Ideally, from house to Sierra View Country Club and back. But more realistically from Meadow Vista to Roseville near (within a 1/2 mile of) Sierra View Country Club, around 7am westbound and 4pm eastbound on Wednesdays, Fridays, and Saturdays, to play golf. I honestly think this is an unreasonable request, and frankly I doubt I'd really use it. But I'm trying to help you with the survey. The country is generally sprawled out all over the place. I'm not sure transit is appropriate for my needs. I'm retired and well enough off that I really don't use public transit much at all. Occasionally, if we go to Sacramento or San Francisco, we use light rail or the Capitol Corridor. But otherwise, my transportation	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need and is more of a general evaluation of current transit services and not a specified need. Placer County Transit's (PCT's) Route 40 provides daily service from Colfax to Auburn's Nevada Station at 8:20am, with reserved service stops in Applegate and Meadow Vista upon request, and return trips from Auburn to Colfax at 3:15pm. Connections to Roseville Transit fixed-route and on-demand services can be made from Auburn's Nevada Station via PCT's Route 10: Auburn to Watt/I-80 Light Rail fixed-route service, with further required transfer connections to Roseville's fixed-route transit services at the Roseville Galleria to access Sierra View Country Club from PCT's Route 10 service.	Placer County, Roseville

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

MISC COMMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B: ADOPTED DEFINITIONS

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

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Amended 2/23/22

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

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

Unmet Transit Need

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

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

Reasonable To Meet

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

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

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

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

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

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

Common examples of unmet transit needs could include:

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

Operational Comments

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

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

APPENDIX C: TDA FARE REVENUE RATIOS

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

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

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

Amended and Effective September 28, 2016

Public Transit Operator	Systemwide Fare Revenue Ratio	Findings	PUC Section
Auburn Transit	10%	Serves the City of Auburn located within the non-urbanized area of western Placer County; a county which has a population of less than 500,000.	99268.2
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

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

LEGAL NOTICE

106200

NOTICE OF PUBLIC HEARING
UNMET TRANSIT NEEDS

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

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

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

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

PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 13, 2023.

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

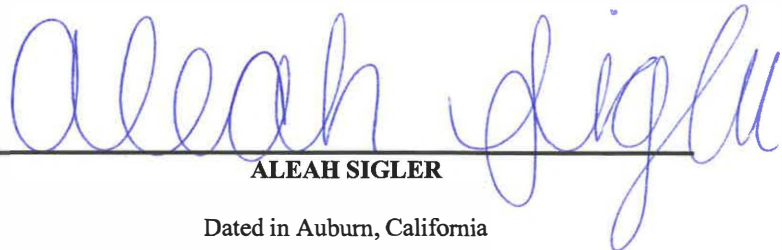
PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Placer

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

SEPTEMBER 13

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



ALEAH SIGLER

Dated in Auburn, California

SEPTEMBER 13, 2023

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

APPENDIX E: UTN FINDINGS FOR FY 2024/25

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

To be provided following Board action

APPENDIX F: TRANSIT DEPENDENT ANALYSIS

Transit Dependency in Placer County

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

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

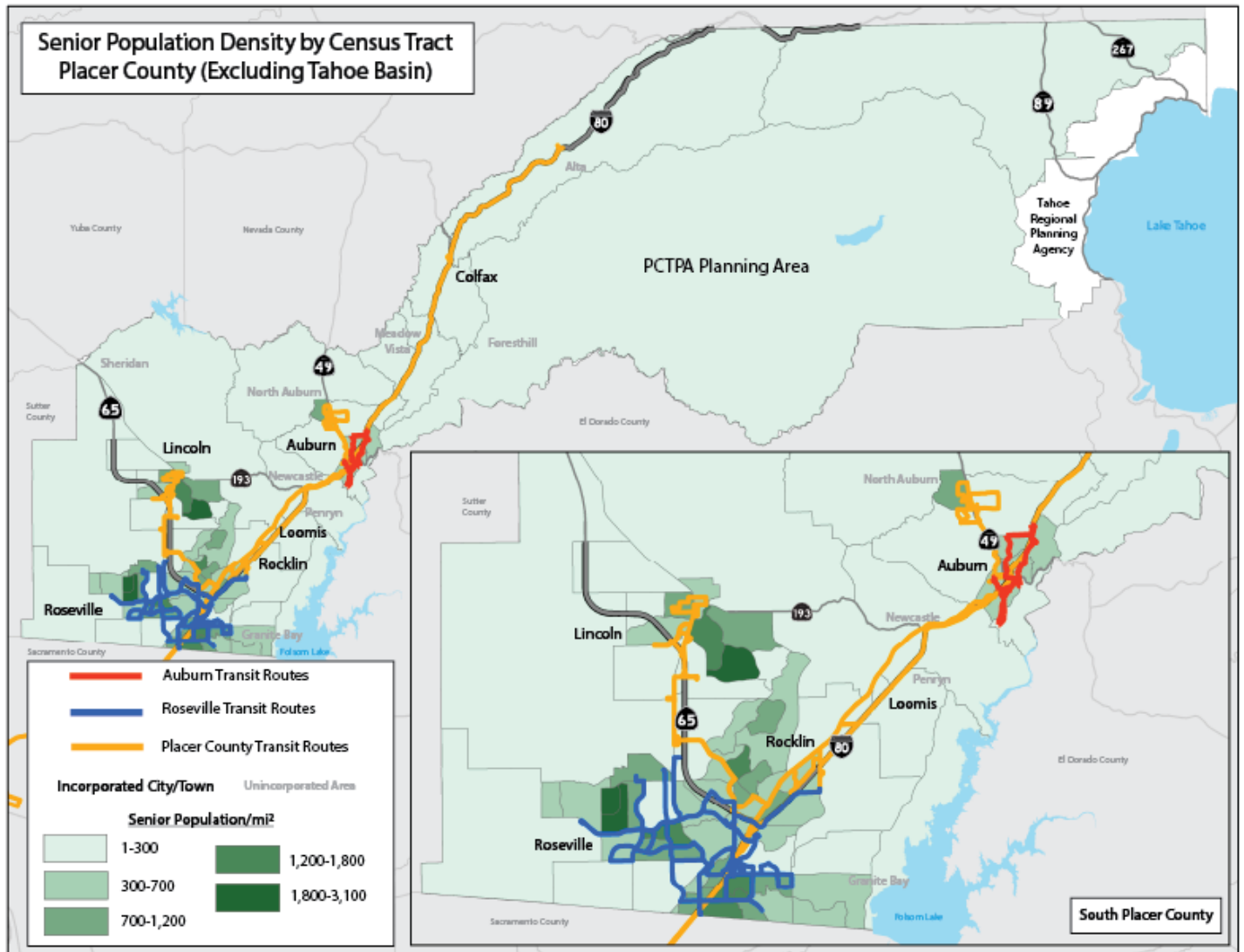
- **Senior Population (60+):** As residents age, they may become more likely to depend on public transit for shopping trips, medical appointments, and other activities.
- **Low-Income Residents:** Individuals with limited means may have a higher reliance on biking, walking, and transit for daily activities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

Senior Population Location and Density

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

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

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



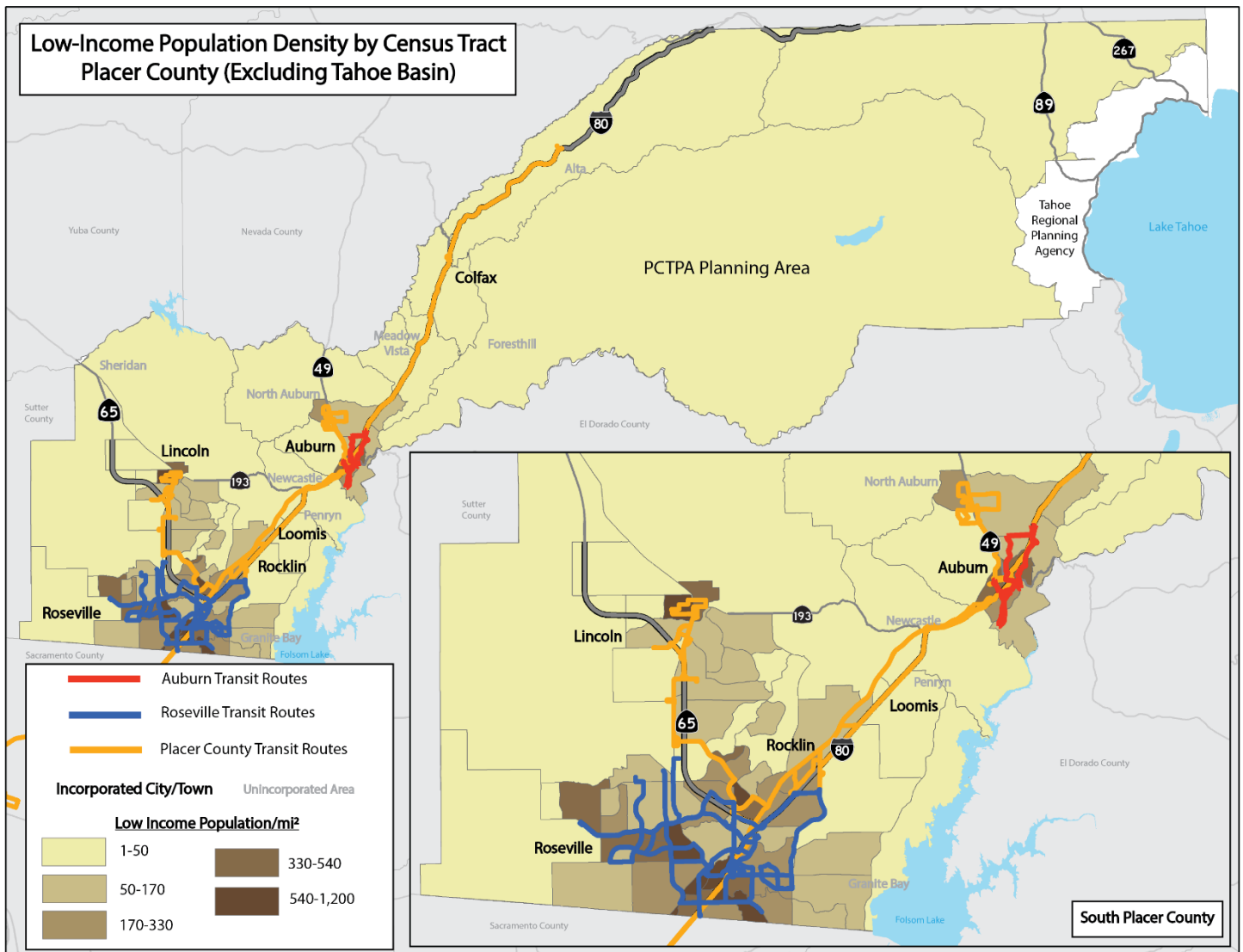
Low-Income Population Location and Density

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

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

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

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



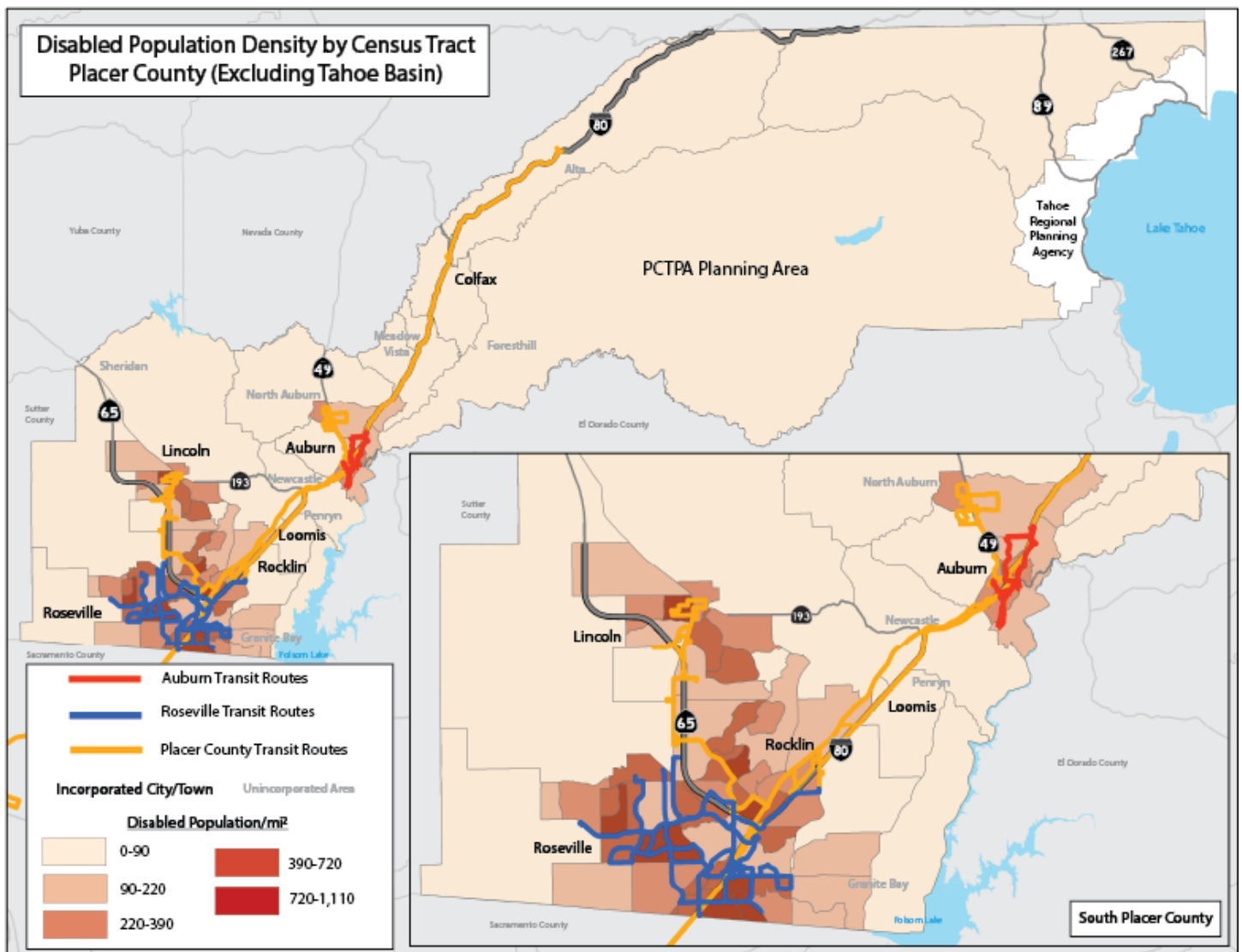
Persons with a Disability Location and Density

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

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

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

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



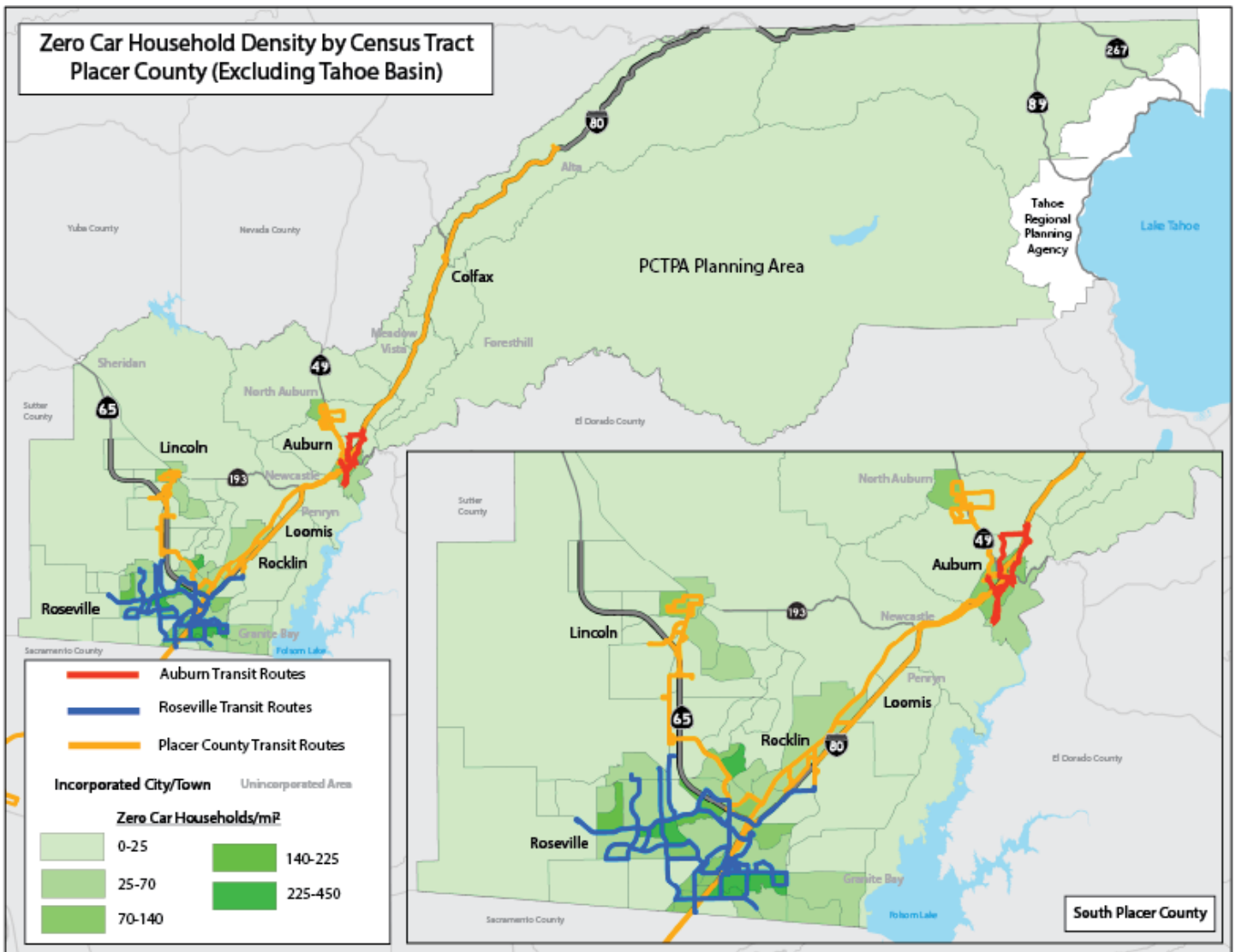
Zero Vehicle Households Location and Density

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

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

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

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



PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

RESOLUTION NO. 24-07

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

AYES:

NOES:

ABSENT:

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

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

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

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

WHEREAS, each item of testimony received was analyzed and compared with the definitions of "unmet transit need" and "reasonable to meet" as adopted by the PCTPA Board of Directors on February 23, 2022, and is documented in the *Annual Unmet Transit Needs Assessment Report for Fiscal Year 2024/25*; and

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

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

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

Signed and approved by me after its passage:

Ken Broadway, Chair
Placer County Transportation Planning Agency

Matt Click, AICP
Executive Director

TO: PCTPA Board of Directors

DATE: February 28, 2024

FROM: Cory Peterson
Senior Transportation Planner

SUBJECT: FISCAL YEAR 2024/25 PRELIMINARY TDA FINDINGS OF APPORTIONMENT AND FUND ESTIMATES

ACTION REQUESTED

Approve the FY 2024/25 Preliminary Findings of Apportionment for the Local Transportation Fund (LTF), Preliminary State Transit Assistance (STA) Fund Allocation Estimate, and the Preliminary State of Good Repair (SGR) Fund Allocation Estimate.

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 passage of Senate Bill 1 (SB 1) added the State of Good Repair (SGR) program, which funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair.

Below is a table showing the FY 2024/25 preliminary apportionments for each fund compared to the final apportionments from FY 2023/24, adopted by the Board of Directors in October 2023.

<u>Fund Source</u>	<u>FY 24/25 Preliminary Apportionment</u>	<u>FY 23/24 Final Apportionment</u>	<u>Percent Change</u>
LTF	\$29,644,182	\$28,985,125	2.3%
STA	\$4,338,473	\$4,448,140	-2.5%
SGR	\$602,752	\$585,195	3.0%

Local Transportation Fund Revenue Trends

Placer County’s sales tax revenue has mostly continued to grow 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. FY 2021/22 saw continued growth with revenues reaching \$33.1 million.

PCTPA Board of Directors
FY 2024/25 PRELIMINARY FINDINGS OF APPORTIONMENT
February 28, 2024
Page 2

However, in FY 2022/23, Placer County saw a revenue decline to \$32.6 million, or a 1.5% decrease when compared to the previous fiscal year. In the first five months of FY 2023/24, revenues have further slowed with three out of the five months seeing decreases in revenue when compared to the same month in FY 2022/23. Overall, revenues in the first five months of FY 2023/24 have decreased by 4% compared to the same five months in the prior year. The FY 2023/24 adopted revenue estimate is \$32.2 million.

State Transit Assistance and State of Good Repair

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. An estimated \$931 million will be available statewide in FY 2024/25.

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 (SGR) program is one component of SB 1. A statewide total of \$129 million is estimated to be available for FY 2024/25 to eligible recipients.

DISCUSSION

Local Transportation Fund

Through past 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 on this information, HdL estimated that \$40,000 should be reduced from the FY 2023/24 apportionment to cover potential overpayment corrections. PCTPA has not yet received notice that this correction occurred, so the \$40,000 reduction is being carried over into FY 2024/25.

PCTPA staff reviewed projections of sales tax revenues statewide and found that while HdL is noting decreases in sales tax revenue statewide in FY 23/24, they are optimistic it will rise again in FY 2024/25. However, in order to have a more conservative estimate and match the growth rate set for the final apportionment of FY 2023/24 where revenues had decreased, staff set the LTF growth rate to 0%.

The preliminary apportionment by PCTPA of \$29.6 million assumes the following:

- An estimated FY 2022/23 fund balance of approximately \$775,000
- Approximately \$40,000 in downward adjustments to Placer County LTF receipts will occur in FY 2023/24
- Adjustments to account for unpaid farebox penalties and capital reserve withholdings
- An effective 0% growth rate over FY 2023/24 revenues

PCTPA Board of Directors
FY 2024/25 PRELIMINARY FINDINGS OF APPORTIONMENT
February 28, 2024
Page 3

The FY 2024/25 Preliminary Findings of Apportionment for LTF are attached to this staff report and shows a total balance of \$32.9 million, \$29.6 million of which is available to West Slope jurisdictions (apportioned by PCTPA), and \$728,348 available to the Tahoe Basin (apportioned by the Tahoe Regional Planning Agency). This represents a 2.3% decrease from FY 2023/24 apportionments due to a positive fund balance in the FY 2024/25 preliminary apportionment. The remaining balance is apportioned to PCTPA administrative costs, County Auditor administrative costs, Bicycle/Pedestrian allocation, and Community Transit Service Article 4.5 allocation.

State Transit Assistance and State of Good Repair

The State Controller's Office (SCO) released the preliminary State Transit Assistance estimate for FY 2024/25 on February 1, 2024. The preliminary fund estimate totals \$4.3 million and the jurisdictional distributions should be used for budgeting purposes. This is a 2.5% decrease in estimated revenue compared to the FY 23/24 final revenue estimate. A revised estimate will be presented to the Board of Directors after the close of the Fiscal Year in August or September.

At the same time, the State Controller's Office released Allocation Estimates for the State of Good Repair program for FY 2024/25. Placer County's share of the statewide total is \$602,752, a 3% increase over FY 2023/24's 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 or September and will fully identify the projects to be funded pending the release of Caltrans SGR Program Guidelines.

Recommendation

Staff recommends that the Board approve the attached FY 2024/25 Preliminary Finding of Apportionment for LTF, as well as the Preliminary STA Fund Allocation Estimate and the Preliminary SGR Fund Allocation Estimate. The PCTPA TAC concurred with this recommendation at its February 13, 2024 meeting.

CP:rc:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)
PRELIMINARY FINDINGS OF APPORTIONMENT FOR FY 2024/2025

LOCAL TRANSPORTATION FUND (LTF)

February 2024

		FY 2023/2024 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2024/2025 Revenue Subtotal	FY 2024/2025 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE		\$775,882	\$32,112,810	\$32,888,692
TRPA Revenue Estimate ⁽²⁾	2.44923904%		\$778,352	\$778,352
TRPA LTF Fund Balance		(\$49,740)		(\$49,740)
TRPA TOTAL			\$778,352	\$728,612
County Auditor Administrative Costs			\$264	\$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA				\$728,348
PCTPA Revenue Estimate	97.55076096%		\$31,334,458	\$31,334,458
PCTPA LTF Fund Balance		\$823,797		\$823,797
PCTPA TOTAL			\$31,334,458	\$32,158,255
County Auditor Administrative Costs			\$8,736	\$8,736
PCTPA Administrative and Planning Costs ⁽³⁾			\$475,000	\$475,000
Pedestrian and Bicycle Allocation ⁽⁴⁾		\$16,476	\$617,014.44	\$633,490
Community Transit Service Article 4.5 Allocation ⁽⁵⁾		\$36,329	\$1,360,517	\$1,396,846
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA		\$770,992	\$28,873,191	\$29,644,182

Apportionment of FY 2024/2025 PCTPA LTF Revenue Estimate by Jurisdiction						
Jurisdiction	Population January 1, 2023	Percent (%)	FY 2024/2025	FY 2023/2024 Carryover	Revenue	
			Allocation Subtotal	Apportionment ⁽⁶⁾	Apportionment	
PLACER COUNTY	101,952	25.46508143%	\$7,352,582	\$196,334	\$7,548,915	
AUBURN	13,365	3.33824558%	\$963,858	\$25,738	\$989,596	
COLFAX	2,016	0.50354681%	\$145,390	\$3,882	\$149,272	
LINCOLN	52,313	13.06649016%	\$3,772,713	\$100,742	\$3,873,454	
LOOMIS	6,607	1.65026476%	\$476,484	\$12,723	\$489,207	
ROCKLIN	71,179	17.77874913%	\$5,133,292	\$137,073	\$5,270,365	
ROSEVILLE	152,928	38.19762214%	\$11,028,872	\$294,500	\$11,323,373	
TOTAL	400,360	100.00%	\$28,873,191	\$770,992	\$29,644,182	

Apportionment of FY 2024/2025 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	Available to Claimant ⁽⁸⁾
PLACER COUNTY	\$7,548,915	(\$301,957)	\$7,246,959
AUBURN	\$989,596	(\$39,584)	\$950,012
COLFAX	\$149,272	(\$5,971)	\$143,301
LINCOLN	\$3,873,454	(\$154,938)	\$3,718,516
LOOMIS	\$489,207	(\$19,568)	\$469,639
ROCKLIN	\$5,270,365	(\$210,815)	\$5,059,550
ROSEVILLE	\$11,323,373	(\$452,935)	\$10,870,438
TOTAL	\$29,644,182	(\$1,185,767)	\$28,458,415

NOTES:

- 1) FY 2023/24 LTF balance based on February 1, 2024 Preliminary LTF Fund Estimate provided by the Placer County Auditor.
LTF balance has been adjusted for claims owed to jurisdictions and online sales tax adjustment per HDL to occur during FY 2024/25.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2022/23 Final Overall Work Program and Budget, May 25, 2022.
- 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 2024/25 Article 4.5 allocation is set at 4.5%.
- 6) FY 2023/24 carryover apportionment (see next page) uses May 2023 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of federal planning requirements.
- 8) Assumes 0% growth in revenue over FY 2023/24 per HDL statewide sales tax projection:

January 1, 2022 DOF Population Estimates ¹		
TRPA Population ²	9,945	2.42380668%
PCTPA Population	400,360	97.57619332%
TOTAL	410,305	100.00000000%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2022 to January 1, 2023, DOF, released May 2, 2023.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2023, DOF, June 15, 2023.

Calculation of FY 2023/2024 PCTPA LTF Carryover

Using 2023 Population - Western Slope

Amount of FY 2023/2024 Carryover: **\$770,992**

POPULATION				
JURISDICTION	January 1, 2023⁽¹⁾	PERCENT	FY 2023/2024 CARRYOVER ALLOCATION	TOTAL CARRYOVER ALLOCATION
PLACER COUNTY	101,952	25.47%	\$196,334	\$196,334
AUBURN	13,365	3.34%	\$25,738	\$25,738
COLFAX	2,016	0.50%	\$3,882	\$3,882
LINCOLN	52,313	13.07%	\$100,742	\$100,742
LOOMIS	6,607	1.65%	\$12,723	\$12,723
ROCKLIN	71,179	17.78%	\$137,073	\$137,073
ROSEVILLE	152,928	38.20%	\$294,500	\$294,500
TOTAL	400,360	100.00%	\$770,992	\$770,992

Sources:

1. Table E-1: City/County Population Estimates January 1, 2022 to January 1, 2023, DOF, May 2, 2023.
2. FY 2023/24 LTF balance based on February 6, 2024 Preliminary LTF Fund Estimate provided by the Placer County Auditor (adjusted for capital reserve and farebox penalties being held; as well as anticipated online sales tax adjustments).

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2024/25 STATE TRANSIT ASSISTANCE (STA) FUND PRELIMINARY ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 February 2024**

PUC 99313 Allocation	\$3,798,322
PUC 99314 Allocation	\$540,151
Total STA Allocation ⁽¹⁾	\$4,338,473

4.5 Percent Allocation of PUC 99313 to WPCTSA⁽²⁾ \$170,924

Total PUC 99313 Allocation Available to Jurisdictions: \$3,627,398

FY 2024/2025 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2023 Population ⁽³⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	101,952	25.47%	\$923,720
Auburn	13,365	3.34%	\$121,091
Colfax	2,016	0.50%	\$18,266
Lincoln	52,313	13.07%	\$473,974
Loomis	6,607	1.65%	\$59,862
Rocklin	71,179	17.78%	\$644,906
Roseville	152,928	38.20%	\$1,385,580
TOTAL	400,360	100.00%	\$3,627,398

Notes: (1) 2024/2025 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, February 1, 2024.

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

(3) Table E-1: City/County Population Estimates January 1, 2022 to January 1, 2023, DOF, released May 2, 2023.

PUC = Public Utilities Code

FY 2023/2024 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%	\$442,249	\$1,365,969
Auburn	\$21,830	0.3%	\$1,785	\$122,876
Colfax	\$0	0.0%	\$0	\$18,266
Lincoln	\$0	0.0%	\$0	\$473,974
Loomis	\$0	0.0%	\$0	\$59,862
Rocklin	\$0	0.0%	\$0	\$644,906
Roseville	\$1,175,827	17.8%	\$96,117	\$1,481,697
TOTAL	\$6,607,798	100.0%	\$540,152	\$4,167,549

Notes: (4) 2024/2025 State Transit Assistance Allocation Preliminary Estimate, California State Controller Division of Accounting and Reporting, February 1, 2024.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2024/2025 STATE OF GOOD REPAIR (SGR) FINAL ALLOCATION ESTIMATE
(EXCLUDING TAHOE BASIN)
February 2024

PUC 99313 Allocation	\$527,708
PUC 99314.8 Allocation	\$75,044
Total SGR Allocation ⁽¹⁾	\$602,752

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

Total PUC 99313 Allocation Available to Jurisdictions \$527,708

FY 2024/2025 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2023 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	Reallocation to Transit Operator ⁽³⁾	PUC 99313 Total Allocation
Placer County	101,952	25.47%	\$134,381	\$174,139	\$308,520
Auburn	13,365	3.34%	\$17,616	\$0	\$17,616
Colfax	2,016	0.50%	\$2,657	(\$2,657)	\$0
Lincoln	52,313	13.07%	\$68,953	(\$68,953)	\$0
Loomis	6,607	1.65%	\$8,709	(\$8,709)	\$0
Rocklin	71,179	17.78%	\$93,820	(\$93,820)	\$0
Roseville	152,928	38.20%	\$201,572	\$0	\$201,572
TOTAL	400,360	100.00%	\$527,708	\$0	\$527,708

Notes: (1) FY 2024/2025 State of Good Repair Final Allocation Estimate, California State Controller Division of Accounting and Reporting, February 1, 2024

(2) Table E-1: City/County Population Estimates January 1, 2022 to January 1, 2023, DOF, released May 2, 2023.

(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 2024/2025 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%	\$61,442	\$369,962
Auburn	\$21,830	0.3%	\$248	\$17,864
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%	\$13,354	\$214,926
TOTAL	\$6,607,798	100.0%	\$75,044	\$602,752

Notes: (4) FY 2024/2025 State of Good Repair Final Allocation Estimate, California State Controller Division of Accounting and Reporting, February 1, 2024.

FY 2024/2025 SGR Project Summary

Jurisdiction	Project Title	FY 2024/25 Allocation Amount
Placer County	TBD	\$369,962
Auburn	TBD	\$17,864
Roseville	TBD	\$214,926
	FY 2024/25 Total	\$602,752

TO: PCTPA Board of Directors

DATE: February 28, 2024

FROM: Cory Peterson
Senior Transportation Planner

SUBJECT: PLACER COUNTYWIDE ACTIVE TRANSPORTATION PLAN
CONSULTANT CONTRACT AWARD

ACTION REQUESTED

Authorize the Executive Director to negotiate and execute a contract with Kittelson & Associates to prepare the Placer Countywide Active Transportation in an amount not to exceed \$370,000.

BACKGROUND

In September 2023, PCTPA was awarded a Caltrans Sustainable Communities Grant in the amount of \$424,293 to prepare the Placer Countywide Active Transportation Plan (PATP). Coupled with a \$54,972 LTF match from PCTPA, the total expected project cost is \$479,265. The PATP will be developed for and in coordination with the Cities of Auburn, Colfax, Lincoln, Rocklin; Town of Loomis, and County of Placer. The City of Roseville is developing their own Active Transportation Plan that started in fall 2023, but will be closely involved in the development of the PATP in order to coordinate the two plans. Note that the PATP will cover PCTPA's planning area only, therefore, it does not include the portion of unincorporated Placer County that is within the Tahoe Basin. The Tahoe Regional Planning Agency (TRPA) is updating their Active Transportation Plan and routes/projects crossing jurisdiction lines will be coordinated.

Placer County has never had a countywide vision for active transportation. Past active transportation planning efforts have been primarily focused on bicycle routes and generally siloed within city/town boundaries or in the unincorporated area. As such, the PATP seeks to help to craft this countywide vision and set up Placer's jurisdictions for success in future active transportation funding opportunities. The PATP will identify priority projects countywide and within each jurisdiction that help reduce VMT, improve connectivity within and between jurisdictions, and improve safety for bicyclists and pedestrians across Placer County.

DISCUSSION

In order to select a consultant team to prepare the PATP, PCTPA conducted a competitive Request for Proposals (RFP) process. The RFP was released to the public on December 1st, 2023 and proposals were due on January 25, 2024 to PCTPA's office. PCTPA received six proposals from the following firms (in alphabetical order):

- Alta Planning & Design
- DKS Associates
- GHD
- Kittelson and Associates
- TJKM
- WSP

PCTPA Board of Directors
FY 2024/25 PRELIMINARY FINDINGS OF APPORTIONMENT
February 28, 2024
Page 2

Written proposals were scored by a four-person committee of representatives from PCTPA, City of Rocklin, and Placer County. Scores were based on five categories and out of a total of 100 points as shown below:

Evaluation Criteria	Maximum Points
Project Understanding	10
Approach and Management Plan	20
Work Plan and Schedule	35
Reference Projects	15
Staffing Plan	20
TOTAL	100

Following this process, each firm was scored and the selection committee met to deliberate. They agreed to move Alta, Kittelson, and WSP on to the interview stage. Interviews were conducted on February 14, 2024 and scores were further adjusted based on the results of the interview. The committee unanimously recommended to award the PATP contract to Kittelson & Associates. Kittelson prepared Placer County’s Regional Bikeway Plan in 2018 and the Resort Triangle Transportation Plan. They also have experience in counties with similar suburban/rural interfaces elsewhere in California, such as Shasta and San Joaquin.

Scores for all six firms are shown below (averaged amongst all of the committee members).

Firm	Score
Kittelson	91.0
Alta	90.8
WSP	89.0
DKS	85.5
GHD	78.8
TJKM	77.3

PCTPA will negotiate the terms and final cost of the contract (not to exceed \$370,000) with Kittelson & Associates. If negotiations fail to result in an agreement, PCTPA reserves the right to move to the next ranked consultant team. It is expected that work on this contract will begin in March 2024, with a planned completion date of summer 2025.

Recommendation

Staff recommends that the Board of Directors authorize the Executive Director to negotiate and execute a contract with Kittelson & Associates to prepare the Placer Countywide Active Transportation Plan in an amount not to exceed \$370,000.

CP:rc:ss

TO: PCTPA Board of Directors

DATE: February 28, 2024

FROM: Matt Click, Executive Director

SUBJECT: CAPITOL AREA REGIONAL TOLLING AUTHORITY

ACTION REQUESTED

Appoint Executive Director Matt Click as the non-voting Director to the Capitol Area Regional Tolling Authority (CARTA).

BACKGROUND

The Yolo 80 Corridor Improvement Project (Yolo 80) includes the implementation of Tolloed Managed Lanes on Interstate 80. In order to implement the project, the Yolo Transportation District (Yolo TD) needs to have tolling authority. Tolling authority is granted by the California Transportation Commission (CTC). Only RTPAs and designated JPAs can apply to the CTC for tolling authority. Yolo TD is not an RTPA and cannot independently apply for tolling authority.

This requirement for the Yolo 80 project initiated the need for Yolo TD to investigate options to obtain tolling authority. Conversations around the formation of a JPA for the purpose of tolling managed lanes in Yolo County and surrounding counties began in earnest in early 2023. Conversations included Yolo TD, SACOG, Caltrans, PCTPA, EDCTC, and STA.

Monthly meetings were held between the above referenced parties to tackle the issues surrounding tolling, toll policies, and governance. These meetings culminated in a unanimous staff recommendation that the Capital Area Tolling Authority (CARTA) be formed as a three party JPA between Yolo TD, SACOG, and Caltrans. This JPA will give Yolo TD the ability to toll their project and keep the project development process on track.

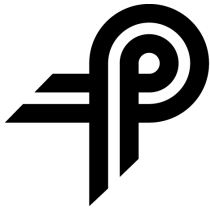
The JPA is structured to allow PCTPA, EDCTC, and STA a seat at the table on day one. The JPA allows each entity to appoint a non-voting Director to the CARTA Board. In the future, should PCTPA decide to develop a tolling project inside our jurisdiction and wish to join CARTA we would be given two voting Director positions. We also retain all our rights as an RTPA to form our own tolling entity in the future if we so choose.

DISCUSSION

PCTPA needs to appoint a non-voting Director to the CARTA Board. The CARTA Board will meet monthly. Anticipated conversations and issues over the next two years will be highly technical and include topics around tolling technology, toll back-office options and operations, tolling policy, in-lane toll zone options, occupancy enforcement options and technology, et cetera. As a non-voting Director our role is to listen and help shape a future tolling system that

we may one day deploy on projects in PCTPA's jurisdiction. These early conversations and decisions around a tolling system will directly impact the future financial viability of tolling and pricing in the region. It is the staff recommendation to appoint the Executive Director of PCTPA as the non-voting Director of CARTA.

MBC:ss



MEMORANDUM

TO: PCTPA Board of Directors

DATE: February 28, 2024

FROM: Matt Click, Executive Director

SUBJECT: STATE LEGISLATIVE PROGRAM FOR 2024

ACTION REQUESTED

Adopt the State Legislative Program for 2024 as shown in this report and direct staff and State Advocate to represent these positions with electeds and agencies in Sacramento.

BACKGROUND

The Legislature convened the second year of the FY 2023/24 legislative session on January 3, 2024. Staff will follow all relevant bill introductions and over the coming months and will bring recommended bill positions for the Board to consider adopting based on the approved 2024 State and Federal Legislative Platform.

As was referenced in last year's Legislative Platform, the Administration's Climate Action Plan for Transportation Infrastructure (CAPTI) and related state level planning efforts continue to drive state decision-making for system mobility investments. Additionally, the legislature is expected to push a strict alignment of project selections with these policies, meaning that projects selected will be those that best meet climate impact goals and objectives. The reality for PCTPA is this policy environment will necessitate identifying opportunities in our approach to Placer highway and roadway expansion projects that incorporate State regulatory mandates.

The 2024 State Budget saw the decline of revenues in contrast to the experience seen in the previous two years with a Budget Surplus in the range of \$100 billion. More recent, up to date revenue estimates are indicating the state will now be confronting a budget deficit in the range of \$38 billion to over \$60 billion. The early reactions by experienced state budget leaders are to (1) rely on the presence to the substantial budget reserve carefully built over the past decade, and to (2) prioritize extending out over time the commitments made for one-time expenditures.

This year, January 19 was the final date to submit bill requests to the Office of Legislative Counsel while February 19, 2024 will be the final date for bills to be introduced.

2024 STATE LEGISLATIVE PROGRAM

The tailwind of the COVID-19 pandemic continues to impact the state and regional transit agency operations. Solutions to address this deficiency will be a focus of the legislative committee formed under SB 125, namely the Transformative Transit Task Force (TTTF), this year. Additionally, it is also expected that policy initiatives to reform Local Transportation Funds and farebox return requirements may be reconsidered in 2024.

DISCUSSION

The draft State Legislative Program for 2024, as shown below, continues many of the longstanding directives of the Board and has only been modified slightly.

Staff recommends the Board continue its longstanding support for expanded use of locally controlled funding approaches, maximizing discretionary funding opportunities, and streamlining project delivery, while opposing proposals that would inequitably increase burdens on local and regional agencies as outlined in the State Legislative Program for 2024.

PCTPA staff continues working closely with the SACOG representatives for all Placer jurisdictions to urge Placer's state delegation to advance PCTPA and its member agencies transportation priorities including support for SACOG and Northern California Megaregion initiatives.

Finally, collaborate with Caltrans District 3 and the state's consultant team in the ongoing development of the state's managed lane master plan for the region.

State Legislative Program for 2024

- Support proposals to further improve Caltrans efficiencies and streamlining project delivery, including:
 - California Environmental Quality Act (CEQA) exemptions for work in existing right of way and retain the re-enactment of CEQA relief for transit projects.
 - Permanent acceptance of Federal delegations of environmental review authority
 - Early identification of project environmental mitigations
 - Expansion of innovative procurement methods, such as combining design and construction management in a single contract.

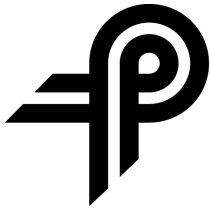
- Continue to support implementation of SB 1 to fund critical transportation infrastructure and the principles it contains, including:
 - Continue to implement the Placer-Sacramento Action Plan to enable PCTPA and its partners to continue to apply for the SB 1 Solution for Congested Corridors Program
 - Monitor potential modification of the Alternative Transportation Program and other SB1 programs to give Placer the best potential source of funding for its projects.
 - Focus on maintaining and rehabilitating the current system. Including looking for opportunities to raise the funding floor for small municipalities.
 - Dedicated funding for high-priority goods movement projects
 - Equal split between state and local projects
 - Leverage for local transportation sales tax programs, including incentives for passage of new measures
 - Strong accountability requirements to protect taxpayer investment; and reliable annual funding levels.

- Participate in coordinated efforts and work groups to develop solutions to the "Transit Fiscal Cliff"

- Support SACOG's Green Means Go program for funding VMT reducing infrastructure in the region.
- Oppose restricting the use of LTF funding to funding only public transit.

- Support modification of fare box return ratio that provides greater flexibility for Placer transit systems.
- Oppose other legislation that reduces or eliminates transportation revenues for transportation purposes.
- Support expanded use of creative funding mechanisms to expedite projects and minimize public costs.
- Promote the use of Cap and Trade funding for transportation projects.
- Support incentives and matching funds for counties to pass new transportation funding programs, such as local option transportation sales taxes.
- Support the establishment of a 55% majority threshold for the passage of a local option transportation sales tax. While ACA 1 provides a reduced threshold for local taxes if it is approved by voters in November, it will be important to monitor legislative efforts to modify the measure through legislative means this year.
- Support efforts to increase amount, flexibility, and local control for use of transportation funds while reducing the redundancies, conflicting directives, and expansion of environmental reviews by regulatory agencies.
- Seek planning and infrastructure funding for the Northern California Mega Region and its local jurisdictions to fund the 3rd Track Project and the long-term goal of increased rail service between Sacramento and Reno/Lake Tahoe.
- Continue our relationship with Washoe County and Northern Nevada to advance projects of mutual interest.
- Support the use of any State Budget surplus for transportation projects that benefit Placer County.
- Work closely with Yuba County to position the Highway 65 corridor for maximum funding potential, including but not limited to getting the project listed in the Interregional Transportation System Program (ITSP).

MBC:mw:ss



MEMORANDUM

TO: PCTPA Board of Directors

DATE: February 28, 2024

FROM: Matt Click, Executive Director

SUBJECT: FEDERAL LEGISLATIVE PROGRAM FOR 2024

ACTION REQUESTED

Adopt the Federal Legislative Program for calendar year 2024 as shown in this report and direct staff and federal advocates to represent these positions.

BACKGROUND

On November 15, 2021, the President signed into law (P.L. 117-58) the “Infrastructure Investment and Jobs Act” (IIJA), aka “The Bipartisan Infrastructure Law (BIL),” which will fund through Federal Fiscal Year 2026 a number of transportation programs here in California and in Placer County, including Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Block Grant Program (RSTBGP), and various safety programs. While some funding is automatically appropriated for programs under the BIL, Congress must appropriate funding on an annual basis for many of the BIL programs as well as programs predating BIL. In addition to program appropriations, Congress provides line-item funding in annual appropriations legislation – known as Community Project Funding (CPF) in the House and Congressionally Directed Spending (CDS) in the Senate – for specific projects in their districts and states, respectively. Regional government entities such as PCTPA are eligible to submit requests to congressional offices requesting CPF/CDS funding.

The Administration is responsible for administering programs and projects for which Congress has provided both authorization and appropriations. Ongoing communications with key federal agencies – including US Department of Transportation officials and staff – is a critical component of a successful federal funding and regulatory strategy.

DISCUSSION

The five-year IIJA provides the largest long-term investment in our infrastructure and competitiveness in nearly a century and the largest increase in Federal highway, bridge, and transit funding in more than six decades. It offers a generational opportunity to repair and modernize every state’s transportation system, while simultaneously delivering tangible economic benefits for years to come. Matching funds will still be needed to compete for competitive federal funding which can only be generated adequately from a potential future transportation sales tax measure.

Congressionally Directed Funding

Congressionally directed funding or earmarks were in earlier House versions of the IIJA but ultimately the Congress could not agree on implementation, and they were not included in the final enacted reauthorization bill. However, in the past three annual appropriation cycles, earmarks have been included in annual appropriations bills and it is likely Congress will continue the practice of CPF/CDS earmarking moving forward.

Funding Policies

Funding policies that maximize funding available to states for highway programs that include local selection of project priorities, as exemplified by the CMAQ and RSTBGP programs, would provide another critical opportunity for leveraging funds. Overall, staff recommends the following policy framework:

- Support efforts to ensure the continued solvency and integrity of the Highway Trust Fund
- Support various congressional funding opportunities, including, but not limited to, the IJA and the annual appropriations process, for critical infrastructure projects to enhance economic opportunity and quality of life
- Seek relief from federal regulations on projects to improve the highway system that do not have federal funding support
- Balance road maintenance and accessibility needs by supporting greater flexibility in the definition of structural and non-structural improvements in triggering American with Disabilities (ADA) improvements
- Support efforts to increase formula-based funding over discretionary, grant based funding

Priority Projects

The program continues the Board's longstanding focus on the highest priority projects for transportation, including:

Regional Roadway Projects

- I-80/SR 65 Interchange Phases 2 and 3
- Highway 65 Widening
- Placer Parkway Phases 2-4 (Foothills Blvd to Highway 99/70)
- Baseline/Riego Road from Foothills Blvd to Highway 99/70

Regional Rail/Transit/Other Projects

- Roseville – Sacramento Third Track Project
- Explore Federal grant opportunities for transit and alternative transportation.

Federal Discretionary Program

In the past, PCTPA has aggressively pursued discretionary funding from programs authorized in the FAST Act and relevant appropriations bill, including Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program, which was replaced by the Infrastructure for Rebuilding America (INFRA) program. PCTPA has also considered the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, which replaced the Better Utilizing Investments to Leverage Development (BUILD) and

PCTPA Board of Directors
FEDERAL LEGISLATIVE PROGRAM FOR 2024
February 2024
Page 3

the Transportation Investment Generating Economic Recovery (TIGER) Grant Program. These and other programs provide opportunities to secure funding for PCTPA and member agency projects. In summary the following formula programs and funding amounts, per the Federal Highway Administration, are what California is to receive from IIJA over five years:

Formula Programs

- \$28.2B for highways and bridges
- \$179M for highway safety traffic programs
- \$555M to reduce transportation-related emissions
- \$631M to increase the resilience of its transportation system
- \$10.3B to improve public transportation
- \$384M for EV charging stations
- \$152.2M for commercial motor vehicle safety programs
- \$1.5B for airport developments

The following competitive grants also offer funding opportunities:

Competitive Programs

- \$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 freight projects of regional or national significance
- \$15B for MEGA projects
- \$8.7B for Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program - PROTECT - a new program to increase the resilience of the transportation system
- \$15.77 B for nationally significant bridges
- \$2.0B for rural transportation grants
- \$1.75B for FTA All Station Accessibility Program - a new program to upgrade rail stations to meet disability standards
- \$5.6B for low and no emission bus programs
- \$2.0B for buses and bus facilities
- \$23B for mass transit capital grants
- \$1B for Strengthening Mobility and Revolutionizing Transportation - SMART - a new program for projects that improve transportation safety and efficiency
- \$10B for rail improvement and safety grants
- \$5.5B for rail grade crossing safety improvements
- \$2.5B for EV charging station
- \$6B for Safe Street for All
- \$5B for airport terminal development and other landside projects

Demand will continue to be great for competitive federal programs. In the past, only about 1-3% of the applications nationally are funded. Previous competitive federal applications submitted by Placer County for Placer Parkway and by the City of Roseville for Washington/Andorra were unsuccessful. However, staff recommends that we continue to monitor opportunities for funding in discretionary programs for priority projects and submit applications as appropriate, and also

recommends ongoing engagement in Congress and the Administration to build awareness and identify opportunities for successful engagement. Caltrans is also attempting to coordinate with local agencies applying for federal competitive funding using the CAPTI program as a requirement to get state blessing on any competitive funding applications.

Local Projects

Member jurisdictions often have more localized transportation priorities that would benefit from PCTPA's assistance in federal advocacy, such as obtaining federal approvals or supporting funding requests. Staff recommends the Board support transportation projects from member jurisdictions.

Advocacy

Staff recommends these positions be forwarded to Mike Miller of The Ferguson Group (TFG) to represent the Agency's interests in Washington DC.

From April 22-26, 2023, PCTPA participated in the 2023 Cap-to-Cap program sponsored by the Sacramento Metro Chamber. As in the past, the program afforded PCTPA the opportunity to meet with key officials and staff of Congress and the Executive Branch to advocate on behalf of various issues. PCTPA also received a comprehensive briefing on federal transportation legislation and policy from Mike Miller of TFG. A 2024 trip has been scheduled for April 13-17, 2024, and will be attended by the Executive Director and the Board Chair.

Federal Legislative Program for 2024

Policy

- Advocate for the appropriation of funding for intercity passenger rail
- Seek relief from federal regulations on projects to improve the highway system that do not have federal funding support
- Balance road maintenance and accessibility needs by supporting greater flexibility in the definition of structural and non-structural improvements in triggering Americans with Disabilities Act (ADA) improvements

Projects / Appropriations

- Actively and strategically pursue Federal funding opportunities provided by the IIJA including formula funds that the State will receive over the next five years for the following priority projects:
 - I-80/SR 65 Interchange Improvements
 - Highway 65 Widening
 - Placer Parkway
 - Roseville – Sacramento Third Track Rail Project

- Baseline/Riego Road Widening
- Advocate for funding over and above the IIJA levels in the annual appropriation process as has been the case the past two years
- Defend against efforts to repeal policy that PCTPA supports
- Advocate for continuation of congressional directed spending (earmarks)
- Continue to assess the potential use of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to jump-start construction of priority projects, including the Placer Parkway and Baseline/Riego Road
- Explore opportunities for federal grants to fund various transportation priorities, including transit and bikeways
- Support member jurisdiction efforts to obtain federal funding and/or approvals for local transportation priorities
- Continue the strategic relationship with Washoe County and Northern Nevada for projects along Interstate 80, Highway 65, Tahoe Area Roads and rail service.
- Support Northern California Megaregional efforts and partnerships through SACOG and CCJPA
- Work closely with Placer SACOG Representatives and the Placer Federal Delegation to initiate field visits by US Department of Transportation representatives to Placer County
- The Chair and the Executive Director will attend Cap-to-Cap and the Placer Business Alliance Annual Trips to Washington, DC. Additional travel to maximize federal funding or to address a regulatory issue may be warranted. Travel for both regular and unplanned trips shall be included in the OWP.

MBC:mm:ss



MEMORANDUM

TO: Placer County Local Transportation
Authority Board of Directors

DATE: February 28, 2023

FROM: Matt Click, Executive Director

SUBJECT: **SOUTH PLACER COUNTY DISTRICT TRANSPORTATION
EXPENDITURE PLAN AND PROCESS UPDATE**

ACTION REQUESTED

1. Direct staff to forward the Draft South Placer County Transportation Expenditure Plan (Plan) shown in Attachment 1 for jurisdiction approval.
2. Request the Cities/Town Councils and the Board of Supervisors of Placer County consider resolutions to approve the proposed Plan identifying transportation projects eligible to be funded by a potential November 2024 Transportation Sales Tax Measure as presented in this report.
3. If both a majority in number of the Cities/Town Councils and the Board of Supervisors, and a majority of those entities representing a majority of the population of Placer County approve the proposed Plan, direct staff to return to the Authority on April 24, 2024, with a first reading of an Ordinance to approve the Plan and place a ½ cent Transportation Sales Tax Measure on the November 2024 ballot.

BACKGROUND AND DISCUSSION

TAC Review of Transportation Expenditure Plan

The Draft South Placer County Transportation Expenditure Plan has been reviewed by the TAC and recommend forwarding the document to jurisdictions for approval. Attachment 1 provides a detailed narrative of the Draft South Placer County Transportation Expenditure Plan. The Plan identifies the projects to be funded by a potential ½ cent transportation sales tax. The Draft Placer County Transportation Sales Tax Ordinance provided in Attachment 2 was provided to the TAC for information only. The Ordinance is not being acted upon by the Cities/Town Councils or the Board of Supervisors.

Subcounty District Legislation – AB 1413

Assembly Bill 1413 was signed into law in October 2019 by Governor Newsom permitting the formation of a sub-county sales tax district in the counties of San Diego, Solano and Placer. The proposed district must contain only contiguous cities, and either all the unincorporated area of the county or none of the unincorporated area of the county. If authorized by the applicable majority of the voters in the proposed district, AB 1413 permits the revenue from the measure to fund transportation projects that would benefit the proposed district as set forth in the Expenditure Plan.

City Council/Town Council/Board of Supervisor Review of Expenditure Plan

If a majority of the city councils, town councils and the Board of Supervisors approve the

PCTPA Board of Directors

TRANSPORTATION SALES TAX EXPENDITURE PLAN AND PROCESS UPDATE

February 28, 2024

Page 2

Draft South Placer County Transportation Expenditure Plan, the Authority would consider the first reading to adopt the Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance together with the Expenditure Plan to place the matter on the November 2024 General Election at their April 24, 2024 meeting. A second and final reading of the Ordinance by the Authority would occur on May 24th. A schedule for this process is attached to this report as Attachment 3 and was prepared by staff and legal counsel with input from the Placer County Elections Office and the Clerks of each jurisdiction.

Proposed Constitutional Amendments

ACA 1 is a proposed Assembly Constitutional Amendment that will also be on the November 2024 Presidential Ballot. ACA 1 is pertinent to this discussion because if it is approved by the voters, PCTPA's funding measure if in compliance with ACA 1 may be approved by 55% of district voters instead of a 2/3 majority. PCTPA's proposed Ordinance and Expenditure Plan is ACA 1 compliant meaning funds generated by our Transportation Tax are for the sole purpose of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure for transportation purposes, or the acquisition or lease of real property for public infrastructure for transportation purposes.

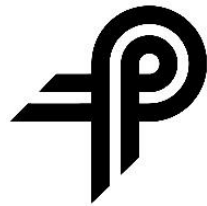
Process Overview

The requirements for the placement of a transportation sales tax on the countywide ballot is governed by Public Utilities Code Sections 180200-180207, as modified by the provisions of AB 1413 applicable to Placer County, and is summarized as follows:

- Jurisdictions are asked to approve the Draft South Placer County Transportation Expenditure Plan. They do not adopt it, nor act on a proposed transportation sales tax ordinance.
- Prior to any action of a transportation sales tax ordinance on the countywide ballot, the Expenditure Plan must receive approval by (1) the city or town councils representing both a majority of the cities or towns in the county and a majority of the population residing in the incorporated areas of the County; and (2) the Board of Supervisors.
- It is the Placer County Transportation Planning Agency Board of Directors, as the designated Placer County Local Transportation Authority, that considers the adoption of the transportation sales tax ordinance and expenditure plan. If adopted by PCTPA, it would only go into effect if enacted by a 2/3 majority or 55% of the countywide electorate depending on the outcome of ACA 1.
- The Placer County Board of Supervisors does not adopt the ordinance, but acts to place it on the ballot once adopted by PCTPA.

Process Schedule

With Board direction to proceed, the Draft South Placer County Transportation Expenditure Plan would be considered at a regularly scheduled City/Town Council and Board of Supervisors meetings in March through April. The issue would then return for PCTPA actions in late April and May to approve the Ordinance with final action for placement of the measure on the ballot could occur at the Board of Supervisors meeting in July. This will meet the County Elections Office's required timelines for the placement of a measure on the November 2024 ballot.



PLACER COUNTY
LOCAL TRANSPORTATION
AUTHORITY

EXPENDITURE PLAN EXHIBIT A TO ORDINANCE NO. 24-01

South Placer County District Transportation Expenditure Plan

This South Placer County District Expenditure Plan (the "Expenditure Plan" or "Plan"), was prepared by the Placer County Local Transportation Authority (the "Authority") for the purpose of establishing a one-half of one percent (0.5%) retail transactions and use tax for transportation purposes (the "Transportation Tax") within the incorporated territory of the cities of Lincoln, Rocklin and Roseville (collectively referred to as the "District"), to be collected for thirty (30) years, if approved by the voters on November 5, 2024. This is proposed by the Authority as a means to fill the shortfall in funding needed to: implement necessary highway, local road, interchange, rail, and transit projects; secure new transportation corridors through environmental clearance and right of way purchases; provide adequate maintenance and improvements on the local street and road system; promote economic growth throughout the County; and meet the needs of commuters and the specialized needs of the growing senior and disabled population. The Authority has evaluated all alternative funding sources and the funds generated from the Transportation Tax are for the sole purpose of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure for transportation purposes, or the acquisition or lease of real property for public infrastructure for transportation purposes consistent with Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance ("Ordinance").

Chapter 1: Goals and Objectives

1.1 Maintain and Improve the Quality of Life in Placer County by Supplementing Existing Funds for Transportation

Reduce current congestion and provide adequate transportation facilities to accommodate reasonable growth in the future.

Provide funding for the adequate maintenance and improvement of local streets and roads, and transit infrastructure within, or for the benefit of, the City of Lincoln, City of Rocklin, and City of Roseville.

Enhance Placer County's ability to secure state and federal funding for transportation by offering local matching funds.

1.2 Provide for Accountability in the Expenditure of Taxpayer Funds

Provide for mandatory dedication of Transportation Tax funds only for the transportation infrastructure improvements and programs identified in this Plan and no other purpose. Provide for mandatory, annual financial and performance audits of program expenditures to ensure that all funds are spent in accordance with this voter adopted Plan and Ordinance.

Provide for an independent Citizen Oversight Committee to review the mandatory annual financial audits of program expenditures and to produce an annual report of findings to the Authority Board and the public.

Provide for a Maintenance of Effort requirement in funds made available to city governments for local street and road programs to ensure the new money for this purpose is adding to current funding levels.

Provide for the strict limitation of Authority costs in implementing this Plan, by limiting, in law, funds expended for salaries and benefits of Authority staff to implement the Plan to no more than one percent (1%) of the annual amount of revenues raised by the Transportation Tax and prohibiting all expenditures for general employee salaries or other operating expenses of the Authority.

Provide for this Plan to be reviewed at least every ten (10) years for the period it is in effect to ensure that the changing needs and priorities of the jurisdictions are met, as provided in Section XII of the Ordinance.

Provide for the mandatory termination of the Transportation Tax in thirty (30) years from the operative date, requiring additional voter approval at a general election for any extension.

1.3 Provide for Equity in the Distribution of Transportation Tax Revenues

Address the unique needs of each of the areas of the District. Provide a reasonable balance between competing highway, rail, transit, bicycle/pedestrian, and local streets and road needs.

1.4 Provide for Local Control of the Transportation Improvement Plan

Provide cost effective, local administration of the Plan through the existing Placer County Transportation Planning Agency which is designated as the Placer County Local Transportation Authority. No new agency will be created to administer these funds.

Delegate appropriate administrative responsibility to the cities and other local agencies designated by a city or the Authority for local programs.

Chapter 2: Taxpayer Accountability Safeguards

2.1 Legal Dedication of Funds

Funds generated by the Transportation Tax, net of the amount of fees paid to the California Department of Tax and Fee Administration (CDTFA), may only be used for transportation purposes as described in the Ordinance governing this Plan, including the acquisition, construction, environmental mitigation, and maintenance of streets, roads, highways, including state highways and public transit systems and equipment, and for related transportation purposes. These purposes include but are not limited to expenditures for planning, environmental reviews, engineering and design costs, related right-of-way acquisition, and construction, engineering, project management, and administration.

2.2 Mandatory Annual Fiscal and Performance Audit

No less than annually, the Authority shall conduct an independent fiscal audit of the expenditure of all funds generated by the Transportation Tax and an independent performance audit to ensure the expenditure of funds is consistent with the Plan and Ordinance. The audits, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 5, 2024. In addition, the audits shall determine compliance with the Maintenance of Effort requirements and requirements described in Section 3.3 of this Plan entitled "Local Transportation Program."

2.3 Independent Citizen Oversight Committee

A four (4) member Independent Citizen Oversight Committee shall be formed to review the annual independent fiscal and performance audits of the expenditures of the Transportation Tax funds and issue to the Authority Board of Directors an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance. The annual report shall also be made available to the public by posting it in a manner that is easily accessible to the public. Membership in the Independent Citizen Oversight Committee shall be composed of one registered voter appointed by the governing body of each District city council and one appointed by the Placer County Board of Supervisors. The appointee of the County shall reside in the District. Persons currently

employed by the Placer County Transportation Planning Agency, County of Placer or any District incorporated city therein, or currently serving as a city councilmember or member of the Board of Supervisors, are not eligible for membership on the Citizen Oversight Committee.

2.4 Mandatory Plan Update and Termination of Transportation Tax

This Plan shall be reviewed by the Authority at least every ten (10) years that the Transportation Tax is in effect to reflect current and changing transportation priorities and needs in the District, as defined by the duly elected local government representatives on the Authority Board. Any changes to this Plan must be adopted in accordance with Section XII of the Ordinance and with current law in effect at the time of the update and must be based on findings of necessity for change by the Authority. The Transportation Tax authorized to be collected by the voters shall expire in thirty (30) years, unless the voters approve an extension of the Transportation Tax prior to the expiration date, as may be required under state law in effect at the time of the vote for extension.

Chapter 3: Specific Transportation Programs to Be Funded

The Transportation Tax shall be allocated by the Authority for projects within or benefiting the District cities consistent with the following provisions and are limited to the purpose of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure for transportation purposes, or the acquisition or lease of real property for public infrastructure for transportation purposes.

3.1 Major Highway and Road Programs – 52%

Many more state highway improvement projects are needed to deal with congestion and safety problems in the District than existing state and federal revenues can fund. Approximately \$3,318 million in major highway/road improvements over the thirty (30) years have been identified in this Plan. Projected state and federal funds are estimated to be \$431 million and will fund about 13% of the improvement costs needed and identified in this Plan. Funds generated by the Transportation Tax will supplement those funding sources with an estimated \$825 million (25% of the improvement costs) and, along with an estimated \$2,062 million in developer impact fees (62% of the improvement costs), will cover the remaining costs estimated to accomplish these improvements. The actual amount of funds available for expenditure on state highway improvement projects from the identified sources and the amount expended for such purposes may vary from these estimates.

52% of the Transportation Tax is allocated to Major Highway/Road Projects. The Major Highway/Road projects to be implemented with the Transportation Tax revenues are as follows:

ROUTE	LIMITS	PROJECT
SR 65	Galleria Blvd. to Twelve Bridges.	Widen to 3-5 lanes each direction
I-80/SR 65	Interchange Improvements	Improve interchange safety and capacity
I-80	I-80/Rocklin Road Interchange and Auxiliary Lane	Improve interchange safety and capacity
Baseline Road	Foothills Blvd to SR 70/99	Widen to 4-6 lanes and grade separation at railroad crossing
SR 65	SR 65/Nelson Lane Interchange SR 65/Nicholas Road Interchange	Improve to grade separated interchange
Placer Parkway	SR 65 to SR 70/99	Construct 4 lane expressway

The final scope and project limits of all improvements proposed for the State Highway system will be determined through the environmental clearance process.

The Authority may add additional Major Highway/Road projects, should the Transportation Tax produce more revenue than now predicted or the Authority be more successful than anticipated in attracting state/federal matching funds, developer impact fees, or obtaining other grants and funds for transportation infrastructure purposes, or due to unforeseen circumstances.

3.2 Rail and Transit Program – 12%

This Plan will provide an estimated \$187 million of Transportation Taxes to expand rail, add bus rapid transit, and implement programs to meet the transit needs of seniors, disabled persons and commuters.

3.2.a. Transportation Services for Seniors, Disabled Persons and Local Residents

Seniors and disabled persons are becoming an increasing percentage of the population each year and will drive demand for more frequent transit service to more areas. In addition, a number of transportation programs have been implemented which meet specialized needs for transportation to medical services, social service agencies and programs, shopping and other purposes that cannot be met by conventional transit. Local residents are also in need of improvements in local transit service. An estimated

\$75 million in Transportation Tax funds will be used for transit infrastructure.

3.2.b. Capitol Corridor Rail and Bus Rapid Transit Service

The existing Capitol Corridor rail service has provided a viable alternative to the automobile for daily commuters to downtown Sacramento and reduces traffic on I-80. The current service level needs to be augmented by expanding capacity between Sacramento and Roseville to bring ten (10) round trips per day to Placer County. In addition, establishment of frequent and timely bus rapid transit service that provides a reasonable alternative to the automobile for existing and future daily commuters who travel to and within the South Placer area is needed. An estimated \$50 million of Transportation Tax funds will be made available for capital of these rail and bus rapid transit infrastructure improvements and to match available federal funds.

3.2.c. Commuter/Express Bus Service

Commuter bus services provide a safe, convenient, and comfortable alternative to driving and removes congestion from highways. There is strong demand to expand this highly popular effective service to connect more residential areas and major employment centers. An estimated \$62 million of Transportation Tax funds will be made available for capital of commuter and express bus infrastructure, and to match available federal and state funds.

The actual amount of funds available for expenditure on transit and other projects described in this Section from the identified sources and the amount expended for such purposes may vary from these estimates.

3.3 Local Transportation Program – 25%

The local transportation systems, particularly local streets and roads are critical to the everyday movement of people within the District.

Much of the road system is aging, has potholes, and is in need of expanded maintenance and rehabilitation. Current resources, without the establishment of Transportation Tax revenues for transportation, cannot provide adequate funding to maintain the local street and road system at the level necessary to adequately serve the public.

The priorities for local transportation vary among individual local jurisdictions. While overlay, reconstruction, repair, and maintenance of the local road system are needs common to all and are specifically allowable as an expenditure of these funds, there are additional needs as well. Transportation Tax funds can be used for transportation projects, as designated by this Plan. Some examples of allowable projects include widening existing local roads, traffic signalization, traffic safety improvements, sidewalks, bike

paths, transit centers, local matching funds for transportation grants or earmarks, charging stations for electric vehicles, compressed natural gas or other alternative fuels, lighting, landscaping, park and ride lots, and Safe Routes to School programs.

This Plan will provide an estimated \$394 million of Transportation Taxes specifically for these purposes. The funds will be distributed to the cities within the District for connecting roadways, trails and transit systems within or benefiting the District cities by a formula based on an equal weighting of each jurisdiction's proportionate share of the total County population. Allocations will be updated annually based on California Department of Finance population data.

The actual amount of funds available for expenditure on local transportation projects from the identified sources and the amount expended for such purposes may vary from these estimates.

In order to be eligible for these funds, each jurisdiction shall satisfy and continue to satisfy the following requirements:

1. By July 1 of each year, file with the Authority a Five-Year Capital Improvement program including all capital transportation projects, including those projects funded by the jurisdiction's share of the Transportation Tax.
2. Adopt and administer a development impact fee program that requires new development to pay a fair share of necessary transportation improvements attributable to the new development.
3. By December 31 of each year, file with the Authority an annual Expenditure Report for the prior fiscal year identifying the amount of Transportation Taxes, developer impact fees and other local agency funds expended by the jurisdiction, and certify that the maintenance of effort requirements of the Ordinance and the Expenditure Plan have been satisfied.

3.4 Bicycle and Pedestrian Program – 5%

Bicycle, pedestrian, and neighborhood electric vehicle (NEV) travel provide a viable alternative for short distance trips and enhance the quality of life in our neighborhoods. Safe, easy to use facilities in key areas support the attractiveness of these clean and healthy transportation modes. An estimated \$75 million in net Transportation Tax funds will be used to match local, state, and federal funds to construct and improve bicycle, pedestrian, and neighborhood electric vehicle facilities and otherwise to support walkable and bikeable communities including Safe Routes to School.

The Authority shall establish the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The initial criteria shall be established by the Authority within one year of the

adoption of the Ordinance. The eligibility and selection criteria may include safety, connectivity to schools and to the overall system estimated demand/usage, ability to attract matching funds, and lack of other funding in the overall Transportation Expenditure Plan.

3.5 Competitive Projects Program – 5%

It is recognized that the Plan cannot anticipate every factor that could affect transportation needs over its thirty (30) year life. New technologies, new travel patterns, and new transportation modes are amongst the many possibilities that may arise in the future. To provide the flexibility to meet those unanticipated needs and opportunities, the Transportation Plan is anticipated to provide approximately \$79 million to a Competitive Projects Program. The Authority shall establish the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The initial criteria shall be established by the Authority within one year of the adoption of the Ordinance. The eligibility and selection criteria may include safety, congestion relief, ability to attract matching funds, and lack of other funding in this overall Transportation Expenditure Plan. Any Competitive Projects Program funds unspent at the conclusion of the thirty (30) year Plan would be added to the Local Transportation Program.

Chapter 4: Bond Financing

Construction of the highway and rail projects and implementation of the local streets and roads and other programs identified in this Plan are needed as soon as possible. In order to accomplish this, some level of borrowing will be required, with debt to be repaid with Transportation Tax revenues. The Authority will determine the extent of borrowing that is reasonable and that can be supported by Transportation Tax revenues as the Plan is implemented.

Chapter 5: Allocations Summary

TRANSPORTATION TAX REVENUE ALLOCATIONS	
Major Highway/Road Program	52%
Rail and Transit Program	12%
Local Transportation Program	25%
Bicycle and Pedestrian Program	5%
Competitive Projects Program	5%
Transparency, Accountability, and Administration	1%
TOTAL	100%

The Authority may reallocate the expenditure of Transportation Taxes in any given year on a different percentage basis provided that the percentage allocations set forth above are achieved over the duration of the Ordinance.

Chapter 6: Funding Flexibility and Bonding to Expedite Projects

To deliver transportation projects more quickly for the benefit of Placer County residents, visitors, and businesses, the Authority may temporarily shift Transportation Tax revenues and developer impact fees administered by the South Placer Regional Transportation Authority ("SPRTA") amongst projects in any given year. However, the proportionate shares for funding contributions and purposes over the 30-year period may not be changed without an amendment of this Plan as required by law and Section XII of the Ordinance. Transportation Tax revenues subject to this temporary shift specifically exclude those annually allocated to the cities under the Local Transportation Program (Section 3.3 of this Plan).

Chapter 7: Informing the Public of Local Funding Support

All projects using \$1 million or more of Transportation Tax revenues shall be signed to inform the public that Transportation Tax revenues support the project.

Chapter 8: Severance Provisions

If any provision of this Plan, or the application thereof, is for any reason held invalid and unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Plan and the application of such provision to other persons or circumstances shall not be affected thereby, and the Authority declares that it would have passed each part of this Plan irrespective of the validity of any other part.



PLACER COUNTY
LOCAL TRANSPORTATION
AUTHORITY

ORDINANCE No. 24-01

Placer County Local Transportation Authority Transportation Improvement Plan and Retail Transactions and Use Tax Ordinance South Placer County District

The Placer County Local Transportation Authority does ordain as follows:

PREAMBLE

A properly functioning and well-maintained transportation system in Placer County is a key component of our high quality of life and ability to attract jobs to our region. However, the increasing decline in gas tax revenues, the increasing restrictions that the state and federal government have placed on using limited available transportation funds, and the increase in transportation capital costs has led to a deterioration of our existing streets, roads and highways, and little to no available funding to expand our transportation network. Our population is expected to continue to grow and with it, the demands on our transportation system will only increase. Already, traffic and congestion are growing, and Placer County residents spend an increasing amount of time stuck in traffic.

Maintenance and repairs of existing roadways and roadway improvements to relieve congestion cannot be accomplished with available funds. Without additional funds, the transportation system will congest further and pavement will crumble into disrepair. State and federal highway funds are inadequate and competition among counties for funds is increasing. Projects in regions of the state which have a local source of transportation funds have been and will continue to be viewed more favorably in the selection process for limited state and federal transportation dollars. Local governments must either generate revenues to expand our transportation system or watch the system collapse and endanger the economy, welfare, and safety of all Placer County residents.

Enactment of a one-half of one percent (0.5%) retail transactions and use tax for transportation in and between the contiguous cities of Lincoln, Rocklin and Roseville, to supplement traditional revenue sources, and revenues to be generated through locally-adopted developer fees and assessment districts for transportation improvements, is a way local governments can generate the funds needed to be sure the transportation system will serve the current and future travel needs within south Placer County.

The Placer County Local Transportation Planning Authority will continue to seek maximum funding for transportation improvements through state and federal programs. The Authority will not provide retail transactions and use tax revenues to any city to replace revenues currently used by the city for transportation purposes; all the funds generated will be used to provide new funding for expanding our transportation network and maintenance of the existing transportation network.

It is important that the people of Placer County know that the funds generated by this proposed retail transactions and use tax for transportation purposes will be used only for the projects in the transportation expenditure plan detailed in this ordinance, and therefore, the Authority will establish a robust system of public accountability in conjunction with the tax, including a taxpayer oversight committee which will perform independent audits of the spending on an annual basis and report the findings of the audit to the people of Placer County.

SECTION I. SUMMARY. This Ordinance provides for the adoption of a South Placer County District Transportation Expenditure Plan, the imposition of a retail transactions and use tax of one-half of one percent (0.5%) for transportation purposes for a period of thirty (30) years, the authority to issue bonds secured by such taxes, the administration of the tax proceeds, and the creation of an independent Citizen Oversight Committee to review the mandatory annual financial and performance audits of program expenditures and to produce an annual report of findings to the Authority Board of Directors and the public.

SECTION II. DEFINITIONS. The following definitions shall apply in this Ordinance:

- A. "Authority" means the Placer County Local Transportation Authority designated by the Placer County Board of Supervisors on August 22, 2006 pursuant to the Local Transportation Authority and Improvement Act commencing with section 180000 of the Public Utilities Code.
- B. "County" means the County of Placer.
- C. "District" or "South Placer County District" means the area composed of the incorporated territory within the City of Lincoln, City of Rocklin, and City of Roseville as authorized by California Government Code Section 67912.
- D. "Expenditure Plan" or "Plan" means the South Placer County District Transportation Expenditure Plan attached hereto as Exhibit A and adopted herein as part of this Ordinance including any future amendments thereto.
- E. "Transportation Tax" means the retail transactions and use tax created by this Ordinance.

SECTION III. AUTHORITY. This Ordinance is enacted, in part, pursuant to the provisions of California Government Code Section 67912, Division 19 (commencing with section 180000) of the Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

SECTION IV. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX. Subject to voter approval within the District, the Authority imposes, in the incorporated territory of the City of Lincoln, City of Rocklin, and City of Roseville, a retail transactions and use tax for transportation purposes at the rate of one-half of one percent (0.5%) for a thirty (30) year period commencing April 1, 2025 (referred to as the "Transportation Tax"). The Transportation Tax shall be imposed pursuant to Section 67912 of the Government Code and in accordance with section 180201 of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue Code Sections 7261 and 7262, unless specifically modified by this Ordinance, are incorporated herein by reference as though fully set forth herein. The Transportation Tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax.

SECTION V. PURPOSES. This Ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

- A. To adopt a retail transactions and use tax ordinance that imposes a transportation sales tax in the District consisting of the City of Lincoln, City of Rocklin, and City of Roseville, and provides a measure therefor that can be administered and collected by the California Department of Tax and Fee Administration ("CDTFA") in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the CDTFA in administering and collecting the California State Sales and Use Taxes.
- B. The funds generated by the Transportation Tax may only be used for transportation purposes only as set forth in the Expenditure Plan, including the administration of the Expenditure Plan, as amended, the construction, acquisition, and maintenance of streets, roads, highways, including state highways and public transit systems and for related transportation purposes, including project management and oversight of the projects to be funded using the Transportation Tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews and mitigation, engineering and design costs, and related right-of-way acquisition and administration of the funds, including the defense or prosecution of legal actions related thereto. Expenditures also include, but are not limited to, debt service on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.
- C. It is the intent of this Ordinance that if Assembly Constitutional Amendment 1 (Aguiar-Curry) ("ACA 1") is approved by the electors and becomes effective, this Ordinance is implemented in compliance with the requirements of ACA 1 and consistent with ACA 1, the Authority has

evaluated all alternative funding sources and the funds generated from the Transportation Tax are for the sole purpose of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure for transportation purposes, or the acquisition or lease of real property for public infrastructure for transportation purposes consistent with this Ordinance.

SECTION VI. BONDING AUTHORITY. Pay-as-you-go financing is the preferred method of financing transportation improvements and programs under this Ordinance. However, the Authority may decide to use bond financing as an alternative method if the scope of planned expenditures makes pay-as-you-go financing infeasible.

Upon voter approval of this Ordinance, the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, in an amount equal to the sum of the principal of, and interest on, the bonds, not to exceed the estimated proceeds of the Transportation Tax, and to secure such indebtedness solely by way of future collection of the Transportation Tax, for capital outlay expenditures for the purposes set forth in Section V hereof, including, but not limited to, carrying out the transportation projects described in the Expenditure Plan.

SECTION VII. MAINTENANCE OF EFFORT. The Authority, by enactment of this Ordinance, intends the additional funds provided to local agencies by this Ordinance is to supplement existing local revenues being used for transportation purposes. The funds generated by the Transportation Tax shall not be used to supplant other transportation revenues or to replace requirements for new development to provide for its own transportation needs. Under this Ordinance, funding priorities should be given to addressing current transportation needs, easing congestion, and improving safety.

The local agencies which receive funds from the Transportation Tax shall maintain their existing commitment of transportation funds for transportation purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies. For purposes of this Section VII, the local agency shall have satisfied this maintenance of effort requirement if it demonstrates that it has expended funds for local street improvements and maintenance other than Transportation Taxes allocated to it in an amount no less than an amount equal to the average percentage of the general fund budget spent for local street improvements and maintenance for the three (3) fiscal years prior to the date when the local agency submits its report as required by the Expenditure Plan. One-time allocations that have been expended for local street improvements and maintenance, but which may not be available on an ongoing basis shall not be considered when calculating a local agency's annual maintenance of effort.

SECTION VIII. ADMINISTRATION OF PLANS. The Authority shall impose the Transportation Tax and enter into an agreement with the California Department

of Tax and Fee Administration to collect the funds, shall allocate revenues derived from the Transportation Tax, and shall administer the Expenditure Plan, consistent with the authority cited herein.

SECTION IX. TRANSPARENCY, ACCOUNTABILITY, AND ADMINISTRATIVE COSTS.

The Authority shall expend only that amount of the funds generated from the Transportation Tax for staff support, audit, administrative expenses, and contract services that is necessary and reasonable to carry out its responsibilities. Consistent with Public Utilities Code section 180109 the funds expended for salaries and benefits of Authority staff to implement this Ordinance and the public infrastructure projects for transportation purposes shall not exceed one percent (1%) of the annual amount of revenue raised by the Transportation Tax and consistent with the requirements of ACA 1, funds shall not be expended for general employee salaries or other operating expenses of the Authority. The Authority will conduct annual, independent performance audits and financial audits to ensure the proceeds of the Transportation Tax have been expended only on the specific projects listed in the Expenditure Plan and consistent with this Ordinance. The annual audits will be posted by the Authority in a manner easily accessible to the public.

SECTION X. OPERATIVE DATE. Subject to voter approval, this Ordinance shall be operative on the first day of the first calendar quarter commencing more than 110 days after adoption of the Ordinance, but in no event earlier than April 1, 2025. Prior to the operative date of the Ordinance, the Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incidental to the administration and operation of the Ordinance; provided that if the Authority shall not have contracted with the CDTFA prior to the operative date, it shall nevertheless so contract and, in such case, the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

SECTION XI. ELECTION. The Authority requests the Board of Supervisors to call an election within the District for voter approval of this Ordinance, which election shall be held on November 5, 2024. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of this Ordinance, and the imposition of the Transportation Tax, shall require the affirmative vote of the applicable majority of the electors voting on the proposition at the election described in this section pursuant to the applicable provisions of the California Constitution. The language to be placed on the ballot shall read substantially as follows:

South Placer Traffic Relief. Shall a measure to reduce traffic congestion and build transportation projects in Roseville, Rocklin, and Lincoln—including widening Highway 65; fixing the 80/65 Interchange bottleneck; funding local road repair; guaranteeing

more State transportation matching funds; and authorizing bond financing—by establishing a half-cent sales tax that cannot be taken by the State and would raise approximately \$41,000,000 annually over 30 years, with independent audits and a citizens’ oversight committee, be adopted?

YES _____ NO _____

SECTION XII. EXPENDITURE PLAN AMENDMENTS. The Expenditure Plan, attached hereto as Exhibit A, for Transportation Tax funds is hereby adopted and may be amended once annually by initiation of the amendment by the Authority reciting findings of necessity consistent with Government Code 180207. Notice of the Authority approved Expenditure Plan amendments shall be provided to the Board of Supervisors and the city or town council of each city or town in the county and shall become effective 45 days after notice is given.

Commencing on or before 2035 and at least every ten (10) years thereafter, the Authority shall review and, when necessary, propose revisions to the Expenditure Plan. Such revisions shall be submitted for approval according to the procedures set forth in this Section XII. Until revisions to the Expenditure Plan have been approved and become effective, the then-existing Expenditure Plan shall remain in full force and effect.

SECTION XIII. ANNUAL APPROPRIATIONS LIMIT. The annual appropriations limit of the Authority established pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code shall be \$450 million. The appropriations limit shall be subject to adjustment as provided by law.

SECTION XIV. SEVERABILITY. If any provision of this Ordinance, or the application thereof, is for any reason held invalid or unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby, and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

SECTION XV. TRANSACTIONS TAX RATE, PLACE OF SALE, AND USE TAX RATE.

A. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated territory of the District at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance.

B. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state

destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration (CDTFA).

C. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this Ordinance for storage, use or other consumption in said territory at the rate of one-half of one percent (0.5 %) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

SECTION XVI. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

SECTION XVII. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of the Authority shall be substituted therefore. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, California Department of Tax and Fee Administration ("CDTFA"), State Treasury, or the Constitution of the State of California;
2. The result of that substitution would require action to be taken by or against the Authority or any agency, officer, or employee thereof rather than by or against the CDTFA, in performing the functions incident to the administration or operation of this Ordinance.
3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - i. Provide an exemption from this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

- ii. Impose this transportation tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.
- 4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.
- B. The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.
- C. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.
- D. EXEMPTIONS AND EXCLUSIONS.
 - 1. There shall be excluded from the measure of the Transportation Tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
 - 2. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
 - i. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the District as defined in this ordinance in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
 - ii. Sales of property to be used outside the District as defined in this ordinance which is shipped to a point outside the District as defined in this ordinance, pursuant to the contract of sale, by delivery to such point by the retailer or the retailer's agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District as defined in this ordinance shall be satisfied:
 - (a) With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and
 - (b) With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under

penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

- iii. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
 - iv. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.
 - v. For the purposes of subparagraphs iii. and iv. of this subsection, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
3. There are exempted from the use tax imposed by this Ordinance, the storage, use or other consumption in this District of tangible personal property:
- i. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.
 - ii. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
 - iii. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
 - iv. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
 - v. For the purposes of subparagraphs iii. and iv. of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
 - vi. Except as provided in subparagraph vii. a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the

retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the District or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

- vii. "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

4 Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

SECTION XVIII. INDEPENDENT CITIZEN OVERSIGHT COMMITTEE. An Independent Citizen Oversight Committee shall be formed as provided in the Expenditure Plan to ensure that the proceeds of the Transportation Tax are expended only for the purposes described in this Ordinance approved by the voters.

SECTION XX. AMENDMENTS. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

SECTION XXI. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

SECTION XXII. EFFECTIVE DATE. This Ordinance relates to the levying and collecting of the District retail transactions and use taxes and shall take effect immediately.

SECTION XXIII. ENVIRONMENTAL. This Ordinance is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is therefore exempt from CEQA requirements. Prior to commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed.

SECTION XXIV. ADOPTION OF ORDINANCE. This Ordinance was introduced and the title thereof read at the regular meeting of the Authority's Board on _____, 2024 and further reading was waived by a vote of the Board present.

On a motion by _____, seconded by _____, the foregoing Ordinance was passed and enacted by the Board of the Placer County Local Transportation Authority at a regular meeting thereof, this ___ day of ____ 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____, 2024

By: _____
Ken Broadway, Chair
Placer County Local Transportation Authority

ATTESTED:

By: _____
Solvi Sabol, Clerk of the Board
Placer County Local Transportation Authority

**Transportation Improvement Plan and Retail Transaction and Use Tax
Timeline and Deadlines: November 5, 2024 Election**

DATE	AGENCY / JURISDICTION	ACTION
February 28, 2024	PCLTA Board of Directors	Direct staff to forward draft Expenditure Plan for jurisdiction approval.
March 20, 2024 @ 6:00 pm	Roseville City Council	Approval of Expenditure Plan
March 26, 2024 @ 6:00 pm	Lincoln City Council	Approval of Expenditure Plan
March 27, 2023	PCLTA Board of Directors	Polling #2 Presented
April 9, 2024 @ 9:00 am	Placer Co Board of Supervisors	Approval of Expenditure Plan
April 9, 2024 @ 6:00 pm	Rocklin City Council	Approval of Expenditure Plan
April 9, 2024 @ 6:30 pm	Loomis Town Council	Approval of Expenditure Plan
April 10, 2023 @ 6:00 pm	Colfax City Council	Approval of Expenditure Plan
April 22, 2024 @ 6:00 pm	Auburn City Council	Approval of Expenditure Plan
April 24, 2024	PCLTA Board of Directors	1st Reading of Ordinance and Expenditure Plan
April 25, 2023		Publish Summary in Auburn Journal, Rsvl PT, Placer Herald
May 22, 2024	PCLTA Board of Directors	2nd Reading of Ordinance and Expenditure Plan
Prior to June 6, 2024	Press Tribune, Placer Herald, Lincoln News Messenger)	Publish Ordinance with Board Votes from May 22 Meeting
July 3, 2024		125 days before election: Last day boundary maps and accompanying resolution can be presented to elections.
August 9, 2024		Impartial analysis due. Tax rate state due if applicable to measure
August 9, 2024		Last day to file arguments against the proposed ballot measure
August 19, 2024		Last day to file rebuttal arguments
September 26, 2023		First Date County Voter Info Guides may be mailed to voters
October 7, 2024		Ballots will be mailed to all registered voters
October 29, 2024		Last day to request ballot be mailed
November 5, 2024		Election Day

TO: PCTPA Board of Directors **DATE:** February 28, 2024

FROM: Matt Click, Executive Director

SUBJECT: PCTPA/SACRAMENTO AREA COUNCIL OF GOVERNMENTS
(SACOG) MEMORANDUM OF UNDERSTANDING

ACTION REQUESTED

Authorize the Executive Director to sign the attached Memorandum of Understanding (MOU) between PCTPA and the Sacramento Area Council of Governments (SACOG).

BACKGROUND AND DISCUSSION

PCTPA and SACOG have worked together under the provisions of a Memorandum of Understanding (MOU) since 1975, which was last updated in 2016. In the Spring of 2021, the Federal Highway Administration (FHWA) issued a Corrective Action to the California Department of Transportation requiring SACOG to update and modify its process for programming federal funds. The result of that Corrective Action was that PCTPA would now participate in a six-county federal funding round administered by SACOG. In February of 2023, SACOG's Board approved this new federal funding process.

Conversations between PCTPA and SACOG executive leadership began in January of 2023 regarding the need to update our MOU to reflect the federal Corrective Action. PCTPA executive leadership also strongly felt that PCTPA's compensation to SACOG, for services performed on behalf of PCTPA as the federally designated MPO, had escalated at a rate far quicker than inflation or population, resulting in PCTPA overpaying SACOG for services provided. This is because the traditional methodology for calculating PCTPA's payment to SACOG was to provide them with 2% of PCTPA's LTF funding annually. This "2%" formula was agreed to in 1981 and never updated as Placer County's population and economy grew. PCTPA will pay SACOG \$522,755 in FY 2023/2024. As a result of the new MOU as provided in Attachment 1, PCTPA will pay SACOG \$330,000 in FY 2024/2025. Further, a new funding escalation methodology rooted in the California Consumer Price Index (CA CPI) will ensure future payments remain in balance to inflation.

This MOU also acknowledges the federal Corrective Action, details the roles and responsibilities of each agency, particularly in the areas of State and Federal transportation planning and funding requirements, and sets forth the basis by which both agencies will cooperatively plan for the transportation system in the region.

MC:rc:ss

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (“MOU”) is entered into between the Placer County Transportation Planning Agency (“PCTPA”) and the Sacramento Area Council of Governments (“SACOG”).

This MOU is only intended to apply within the areas under the jurisdiction of PCTPA and SACOG. References herein to the “Region” or the “area,” or to “Placer County,” shall be interpreted as excluding the Lake Tahoe Basin that is within the jurisdiction of Tahoe Regional Planning Agency.

RECITALS

- A. PCTPA is a Regional Transportation Planning Agency (“RTPA”) formed by Government Code Section 67910 to serve Placer County. PCTPA’s governing board is comprised of representatives from the Placer County Board of Supervisors; the city councils of Auburn, Colfax, Lincoln, Rocklin, and Roseville; and the town council of Loomis.
- B. SACOG is a joint powers authority whose members are the counties and cities within the six-county greater Sacramento Region. SACOG’s membership includes the County of Placer, as well as the cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis.
- C. SACOG is the Metropolitan Planning Organization (“MPO”) for the Region. Among other responsibilities, SACOG prepares transportation plans for federal purposes, prepares the Metropolitan Transportation Improvement Program (“MTIP”) to program federal transportation funds, and prepares the Sustainable Communities Strategy (“SCS”) as required by state law.
- D. As the RTPA, PCTPA updates and adopts a Regional Transportation Plan (RTP) and develops a Regional Transportation Improvement Program (“RTIP”) to program state transportation funding.
- E. Government Code Section 65080 requires consistency between the SCS and RTP. Because SACOG and PCTPA have overlapping jurisdictions with differing but connected responsibilities, SACOG and PCTPA have entered into prior MOUs in order to define their relationship and ensure federal and state transportation planning and programming, and related requirements such as Clean Air Act conformance, are consistent with current federal and state law, regulations and guidance and performed through a collaborative and inclusive approach.
- F. In spring of 2021, the Federal Highway Administration (“FHWA”) and Federal Transportation Administration (“FTA”) issued a Corrective Action to the California Department of Transportation, which in turn required SACOG as the MPO to update and modify its process for programming federal funds. To respond to the Corrective Action, SACOG’s Board in February, 2023, approved a new process to select projects to fund with federal transportation funds after July 1, 2023.

G. PCTPA and SACOG therefore desire to enter into this MOU in order to:

- a. Coordinate transportation planning and programming for the purposes of the Infrastructure Investment and Jobs Act (IIJA), or any successor act, and the federal Clean Air Act, which is the responsibility of SACOG, with the transportation planning and programming for the purposes of state law, which is the responsibility of PCTPA in Placer County.
- b. Achieve governmental efficiency by, where possible, avoiding duplication of efforts and working toward the mutual benefit of each party.
- c. Implement SACOG's adopted procedure that is necessary under the Corrective Action for allocation of federal transportation funds within the Region, including within Placer County.
- d. Establish areas where SACOG can provide technical support to PCTPA and develop means for mutual collaboration between the two agencies.
- e. Ensure PCTPA continues to serve as the RTPA representing Placer County through development of the SACOG MTP/SCS and other transportation planning activities administered by SACOG.
- f. Identify and implement measures for cooperation and coordination amongst SACOG, PCTPA, and their respective member agencies.
- g. Establish a binding mechanism for PCTPA to compensate SACOG for work that SACOG performs for the benefit of PCTPA.
- h. Nothing in this MOU prejudices the negotiations for, or right to receive funds in the amount apportioned by the Department of Transportation in exchange for Placer County jurisdiction's entitlement to federal regional surface transportation block grant funds pursuant to subdivision (g) of Section 182.6 of the Streets and Highway Code.

MUTUAL UNDERSTANDINGS

1. INTRODUCTORY TERMS

1.1 Prior Memoranda of Understanding. This MOU is intended to repeal and replace the prior MOU between the Parties.

1.2 Legal Citations. Legal citations and other references to laws contained within in this MOU are intended for clarity and convenience and not for limitation. To the extent referenced laws are re-codified or re-adopted or otherwise modified, the meaning and intent of this MOU shall remain the same. To the extent that new programs are adopted to which procedures set forth in this MOU would be applicable, the Parties understand that the same

procedures would apply. (For example, if new federal funding sources are established by law which must follow the same selection procedures as STBG and CMAQ as set forth herein.)

1.3 Definitions. For purposes of this MOU, the capitalized terms and abbreviations used herein shall have the meanings set forth in Addendum #1. The Parties acknowledge that terms used under laws relevant to this MOU, or in common practice in the transportation planning industry, may have overlapping or interchangeable meanings. For clarity, the Parties in this MOU are using particular terms in order to clarify their respective responsibilities and obligations.

2. FEDERAL AIR QUALITY STANDARDS

2.1 Conformity. Pursuant to Section 176(c) of the Clean Air Act (42 U.S.C. § 7506(c)), federal agencies, including FHWA and FTA cannot provide financial assistance for activities that do not conform to the State Implementation Plan (“SIP”), and SACOG as the Region’s MPO cannot give its approval to any project, program, or plan which does not conform to the SIP. More specifically, SACOG cannot approve activities that will: (i) cause or contribute to any new violation of any air quality standard; (ii) increase the frequency or severity of any existing violation of any air quality standard; or (iii) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones in the Region. As further set forth in this MOU, SACOG prepares its MTP and MTIP to conform to the air quality standards set forth in the SIP.

2.2 Collaborative Efforts. The Parties recognize that a failure to conform to federal Clean Air Act standards could negatively impact the Region’s ability to qualify for, or compete for, federal funding, which could result in less funding within both Placer County and the greater SACOG Region. The Parties intend for this MOU to ensure that the Parties will not approve non-exempt projects that would negatively impact the Region or the ability of SACOG to meet conformity requirements. The Parties will therefore collaborate to submit non-exempt projects to SACOG for the purpose of analyzing air quality impacts and protecting conformity with Clean Air Act standards.

3. DEVELOPMENT OF SACOG’S MTP/SCS

3.1 Responsibility. Preparation of the MTP/SCS is the sole and exclusive responsibility of SACOG. SACOG and PCTPA will coordinate and cooperate in developing the MTP/SCS as set forth in this MOU.

3.2 Collaborative Efforts Related to the MTP/SCS.

3.2.1 At the commencement of each plan revision, SACOG will consult with PCTPA on the schedule SACOG plans to use during the planning cycle. To the extent possible, the schedule shall specify the dates at which the different draft components (policies, financial, etc.) of the draft MTP/SCS will be first developed and considered. SACOG and PCTPA shall agree to a schedule which shall specify when PCTPA plan and program documents are to be submitted to SACOG in order to be considered pursuant to this Section.

3.2.2 According to a schedule established by SACOG, PCTPA shall submit Plan and Program Documents for consideration by SACOG for inclusion within the draft MTP/SCS. At a minimum, project data submitted shall include project location, project description, completion year, total cost, and funding totals for local and non-local sources. If SACOG needs information directly from local agencies within Placer County pertaining to the MTP/SCS, SACOG will make reasonable efforts to coordinate with PCTPA on these communications. SACOG shall review and accept this information in developing its draft MTP/SCS unless there are reasons why it does not meet federal and state standards or contribute positively to regional performance-based planning objectives. To the extent possible, these submissions shall be presented in a format which is consistent with a database used by SACOG. These submissions shall include all regionally significant projects which are included in the list of funding constrained projects in PCTPA's RTP.

3.2.3 After taking into account the Plan and Program Documents received from PCTPA, SACOG shall submit a proposed draft of the MTP/SCS to PCTPA for review and comment. Prior to excluding or revising any project, SACOG shall consult with PCTPA and attempt to develop mitigation actions or to find another project to substitute, if applicable. SACOG will not substitute or revise projects in Placer County into the Metropolitan Transportation Plan without first consulting with PCTPA.

3.2.4 The procedure for adopting a MTP/SCS shall include:

(a) Collaborating between SACOG and PCPTA staff on the development of the Policy Element of the plan.

(b) Collaborating between SACOG and PCPTA staff on the development of a growth forecast for the six-county region.

(c) PCTPA staff participation in the review of the MTP/SCS by any staff committee which has a role in resolving conflicts between projects or recommending amendments or revisions to an existing or draft MTP/SCS. PCTPA shall be a member of any appropriate technical committee.

(d) Making reasonable efforts to send any draft MTP/SCS to PCTPA in advance of any formal review by SACOG or any committee, to identify or resolve potential conflicts between the PCTPA RTP and SACOG MTP/SCS.

(e) That if a draft MTP/SCS is amended or revised, the amendment or revision shall be sent to PCTPA for review and comment, unless the amendment or revision has no effect upon PCTPA or any jurisdictions which are members of PCTPA.

4. DEVELOPMENT OF PCTPA's RTP

4.1 Responsibility. Preparation of the RTP for Placer County is the sole and exclusive responsibility of PCTPA. In preparing the RTP, SACOG and PCTPA will coordinate and cooperate in developing the MTP/SCS as set forth in this MOU. The RTP shall be consistent

with the state and federal planning and performance standards required of the current and any subsequent MTP/SCS.

4.2 Collaborative Efforts Related to the RTP.

4.2.1 PCTPA will involve SACOG in the development of the RTP to ensure that the RTP does not impede SACOG's ability to meet federal and state requirements including but not limited to (i) greenhouse gas targets as set forth in the SIP, and (ii) the ability of SACOG to adopt an SCS and achieve the California Air Resources Board's acceptance of the adopted SCS.

4.2.2 SACOG will develop financial forecasts in consultation with PCTPA.

4.2.3 PCTPA will include SACOG in county-level discussions for new revenue sources and expenditure plans (such as sales taxes or roadway pricing) to inform SACOG forecasts.

4.2.4 Whenever feasible, SACOG and PCTPA shall collaborate on the collection and development of demographic and land use data required to support the planning process. Each agency shall make available to the other any such data not constrained by proprietary agreement or other legal device. When paying for data or tools, SACOG and PCTPA shall consider in the scope of any agreement access for the other agency. If not feasible to include at the outset, any expense associated with providing such data shall be borne by the requesting agency.

4.2.5 Transportation project/program investments, costs, and completion years will be consistent between the MTP/SCS and RTP.

4.2.6 SACOG and PCTPA shall use data and methodologies which are consistent and compatible in the development of the MTP/SCS, RTP and RTIP.

4.2.7 In developing the RTP, PCTPA shall consider the factors specified in Title 23 of the United States Code.

5. CONFLICT RESOLUTION PROCESS

5.1 The process for planning and adoption of the MTP/SCS, MTIP, RTP, and RTIP includes procedures for the exchange of information, consultation and standards for consideration and inclusion of programs and projects. SACOG and PCTPA agree that it is appropriate to include a conflict resolution process which offers both parties representation in the resolution of a dispute which results from the planning process established by this MOU and cannot be resolved through these procedures.

5.2 Prior to consideration by SACOG of the adoption of the MTP or the MTIP, and at a time which will not delay approval of MTP or MTIP, or jeopardize any funding for the region, either SACOG or PCTPA may request the formation of a conflict resolution committee which shall consist of two members of SACOG's governing board and two members of PCTPA's governing board. If requested by either SACOG or PCTPA, the conflict resolution committee shall meet in an attempt to resolve a disputed issue and, with

the consent of the members of both entities, may designate one or more additional persons, not affiliated with either entity, to assist in the resolution of the issue.

5.3 Whether or not the conflict resolution committee reaches agreement on a particular dispute, a report of the conflict resolution committee shall be presented to the boards of both SACOG and PCTPA; however, nothing in this section shall be deemed to require either SACOG or PCTPA to adopt a recommendation of the conflict resolution committee.

6. FEDERAL FUNDING PROGRAM

6.1 MTIP. SACOG is responsible for preparing and adopting the MTIP every two years, or as otherwise necessary, which will program funds for transportation projects in the Region. The MTIP will list the projects in the MTP that are programmed for funding and intend to begin work. SACOG will initiate public outreach for the MTIP, perform the financial analysis required by law, and perform the air quality conformity analysis. SACOG shall include approved STIP and RTP projects applicable from PCTPA in developing its MTIP unless there are reasons why these projects may not meet federal standards. Prior to excluding any PCTPA project, SACOG staff shall consult with PCTPA staff, attempt to develop mitigation actions, and resolve any conflicts via the Conflict Resolution Process outlined in Section 5. PCTPA will acknowledge the process set forth in this agreement for federal funding allocations and work collaboratively with SACOG through that process.

6.2 Acknowledgment of Corrective Action. SACOG and PCTPA acknowledge and understand that, as a result of the Corrective Action, (i) SACOG cannot suballocate funds by mode or population to cities or counties, (ii) SACOG must be directly involved in the eligibility screening prior to project selection, and (iii) the SACOG Board must approve projects for funding. SACOG intends to continue to coordinate and collaborate with PCTPA in the manner and to the extent allowed by FHWA, FTA and the relevant federal transportation funding programs and implementing regulations. The procedures within this section are as adopted by SACOG in order to comply with the Corrective Action and continue receiving and programming CMAQ and STBG funds within the Region, including within Placer County.

6.3 Procedure For Highway Funding Allocations. SACOG's board has adopted the procedure set forth in Addendum #2 to this MOU, which FHWA has confirmed is in compliance with FHWA's requirements. PCTPA acknowledges this procedure and agrees to coordinate with SACOG for programming of federal funds in the Region, including Placer County, through utilization of this procedure.

6.4 SACOG has programmed federal highway funding (CMAQ or STBG) to PCTPA to fund a portion of Placer County's Freeway Service Patrol (FSP) program. It is the intent of SACOG to establish a set-aside program in its federal funding programs to augment FSP programs within the six-county region no later than December 31, 2025, with annual allocations beginning in fiscal year 2027-2028. So long as PCTPA operates a FSP program, it shall be a recipient of funds for the FSP augmentation program. SACOG staff shall consult with PCTPA

and other FSP providers in the six-county region on the needs for FSP augmentation in developing its recommendations to the SACOG Board of Directors. Once established, the intent is to set a baseline amount that is increased annually at no less than the lesser of the increase in CMAQ or STBG funds received by SACOG.

6.5 Federal Transit Funding Under Title 49. As the MPO, SACOG receives federal transit funds by formula for urbanized areas. This includes areas within Placer County. SACOG provides grants to eligible recipients consistent with the requirements of each program. These funds are awarded by SACOG on a six-county basis, except that some funds have a specific purpose (i.e., fixed guideway transportation or rural transportation) that may limit the geographic areas eligible to receive these funds.

7. STATE/LOCAL FUNDING PROGRAM

7.1 RTIP. PCTPA is responsible for preparing the RTIP and for programming STIP funding in Placer County. PCTPA will submit all Non-Exempt Projects to SACOG for air quality conformity analysis before being funded through the RTIP.

8. SACOG TECHNICAL SUPPORT

8.1 Technical Support to RTPA. PCTPA's use of SACOG's travel demand model, related analytical software tools and parametric data shall remain subject to existing agreements or such future agreements as may be negotiated between SACOG and PCTPA.

9. COOPERATION

9.1 Additional Efforts. SACOG and PCTPA will:

9.1.1 Meet at least quarterly to coordinate on the issues covered in this MOU and any other work between the Parties;

9.1.2 Cooperate on establishment of regional priorities;

9.1.3 Coordinate annually on the development of the Parties' respective Overall Work Plans;

9.1.4 Participate on committees/technical advisory committees/stakeholder groups/steering committees as necessary or convenient to carry out the Parties' missions; and

9.1.5 Engage in such other cooperative efforts to further effective and efficient transportation planning, seek and program transportation funding, achievement of air quality conformity, and other planning and programming tasks.

10. COMPENSATION TO SACOG

10.1 Purpose. The Parties acknowledge that all jurisdictions within the Region should share equitably in the costs of the development of the Metropolitan Transportation Plan and the Metropolitan TIP and air quality conformity; therefore, jurisdictions which are members of

SACOG should not be required to pay for the work performed by SACOG for jurisdictions within the Region that are not members of SACOG.

10.2 Method. To compensate SACOG for performing the transportation planning and programming responsibilities required under Title 23 and Title 49 and the Clean Air Act, PCTPA shall make payments to SACOG in accordance with the following:

10.2.1 PCTPA shall annually contribute to SACOG from PCTPA's annual work program, in consideration for SACOG's federal planning and programming effort in the amount of \$330,000 starting July 1, 2024, and increasing annually based on the California Consumer Price Index (CA CPI). The CA CPI is defined as the "California CPI for all Urban Consumers" as measured by the California Department of Industrial Relations for the 12-month period ending in the December immediately preceding the fiscal year. For example, CA CPI for July 1, 2025, will be the CA CPI for the period from December 2023 – December 2024. This information is typically published mid-February which should provide sufficient time to confirm the amount before either PCTPA or SACOG adopts its final budget.

10.2.2 SACOG shall invoice PCTPA quarterly, providing sufficient details in the invoice to meet Rural Planning Assistance fund reimbursement requirements.

10.2.3 Funds paid to SACOG shall be Rural Planning Assistance funds unless mutually agreed to by SACOG and PCTPA.

10.2.4 The contribution to SACOG may be modified through mutual written agreement, including arrangements for one-time costs for special plans or projects identified by SACOG and PCTPA as part of developing their annual OWPs. Any ongoing modifications will be based upon an analysis of both (1) the SACOG planning work program excluding activities which are primarily due to SACOG's role as an RTPA, ALUC, or COG, and (2) the cost savings to SACOG for PCTPA products provided to SACOG as part of its state-designated RTPA activities.

11. MISCELLANEOUS

11.1 Addenda. This MOU is inclusive of Addendum # 1, Definitions, and Addendum #2, Federal Highways Funding Process.

11.2 Amendments. This MOU shall only be amended in writing.

11.3 Term. This MOU shall become effective upon its approval by all Parties. It shall remain in effect until terminated by one of the Parties after 60 days' written notice to the other Party.

11.4 Counterparts. This MOU may be executed in counterparts, any of which may be used as the original.

11.5 Member Jurisdictions. Nothing herein is intended to limit either Party from working directly with its respective member jurisdictions.

The governing board of each Party has approved this MOU and authorized its execution by the undersigned officers.

PLACER COUNTY
TRANSPORTATION PLANNING AGENCY

SACRAMENTO AREA
COUNCIL OF GOVERNMENTS

Matt Click
Executive Director

James Corless
Executive Director

ADDENDUM #1

DEFINITIONS

ALUC. Airport Land Use Commission, which is another function of both SACOG and PCTPA separate from their responsibilities addressed in this MOU.

COG. Council of Governments, which is another function of SACOG separate from its responsibilities addressed in this MOU.

Clean Air Act. Chapter 85 of Title 42 of the United States Code.

Corrective Action. The corrective action issued by the FHWA and FTA to the California Department of Transportation as part of the certification of the 2021 Federal Statewide Transportation Improvement Program regarding suballocation and administration of STBG and CMAQ funds, which is applicable to SACOG as the MPO for programming these funds.

CMAQ or Congestion Mitigation and Air Quality Improvement Program. The federal transportation funding program set forth at 23 U.S.C. § 149.

Placer County. For purposes of this MOU, references to Placer County exclude the geographical area in the County that are within the Tahoe Basin and under the jurisdiction of TRPA.

MPA or Metropolitan Planning Area. The geographic area determined by agreement between the metropolitan planning organization for the area and the Governor under 23 U.S.C Section 134.

MPO or Metropolitan Planning Organization. The policy board of an organization established as a result of the designation process as defined in 23 U.S.C Section 134. SACOG is the MPO for the Region, including for Placer County.

MTP/SCS. SACOG's plan that contains both the MTP and SCS, which SACOG also refers to as the "Blueprint".

MTIP or Metropolitan Transportation Improvement Program. A transportation improvement program developed by a metropolitan planning organization under 23 U.S.C Section 134; specifically, the MTIP that SACOG prepares for the purpose of programming federal funds.

MTP or Metropolitan Transportation Plan. The long-range transportation plan that is required under federal law pursuant to 23 U.S.C § 134.

Non-Exempt Project. A capacity-increasing project that is not identified in SACOG's MTP/SCS.

Region. The six-county greater Sacramento region that includes El Dorado, Sacramento, Yolo, Yuba, Sutter and Placer Counties, except for the portions of El Dorado County and Placer County that are in the Tahoe Basin and within the jurisdiction of TRPA.

RTIP or Regional Transportation Improvement Program. PCTPA’s programming of county shares of state STIP funds.

RTP or Regional Transportation Plan. The regional transportation plan that is required under state law pursuant to Government Code section 65080, which together with Government Code section 67910 designates PCTPA as the agency to prepare the RTP for Placer County.

RTPA or Regional Transportation Planning Agency. The agency designated under Government Code section 29532 or 29532.1 for regional transportation planning. PCTPA is the RTPA for Placer County; SACOG is the RTPA for Sacramento, Yolo, Yuba and Sutter Counties.

SCS or Sustainable Communities Strategy. The growth strategy that each MPO in California is required to develop as part of an RTP pursuant to California Government Code Section 65080. As the MPO for the Region, SACOG is required to prepare the SCS, including the SCS as it relates to Placer County.

SIP or State Implementation Plan. The plan (or plans, inclusive) that CARB develops pursuant to the federal Clean Air Act to attain national ambient air quality standards by specified dates.

STBG or Surface Transportation Block Grant Program. The federal transportation funding program set forth at 23 U.S.C. § 133.

STIP or State Transportation Improvement Program. The biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.

Title 23. Refers to Title 23, “Highways,” of the United States Code.

Title 49. Refers to Title 49, “Transportation,” of the United State Code.

TRPA or Tahoe Regional Planning Agency. The agency designated by Title 23 as the MPO for the Tahoe region and designated by California Government Code Section 67000 et seq. as the RTPA for the Tahoe region. The boundaries of the TRPA area are defined by Government Code Section 67021.

ADDENDUM #2

FEDERAL HIGHWAYS FUNDING PROCESS

Section 182.6 of the Streets and Highways Code allows the State (Caltrans) to exchange a portion of STBG funds for State funds and allocate these funds to RTPAs for rural areas. These funds are commonly known as “Rural Exchange” funds. These funds are not federal funds and not subject to Federal Highways Funding Process outlined below.

A. Target Setting Process

1. *Federal Funds Available to California by Federal Formula*: States receive a set amount of STBG and CMAQ funds based on formulas established in federal transportation law. The Bipartisan Infrastructure Law, enacted in 2021, set funding levels for five years.
2. *Federal Funds Available to MPOs by State Formula*: Caltrans then sub-allocates a portion to regions and retains a portion for statewide programs or other distributions. Each year, the Caltrans Division of Financial Programming publishes estimated and final amounts for these funds for each federal fiscal year (October 1-September 30).
3. *SACOG Funding Round Federal Funding Estimate*: SACOG will utilize the Caltrans Division of Financial Programming information and its own analysis to estimate the available funding in advance of any given funding round.
4. *SACOG Board Sets Regional Performance Target Criteria and Weighting, Defines Priority Programs*: After the available funds are estimated, SACOG staff will coordinate with PCTPA staff to review available data on performance measurement and make recommendations to the SACOG board on strategic investments to make progress toward these policy goals. Additionally, SACOG staff will recommend priority programs that may be separate from the competitive funding round.
5. *Performance-Based Funding Targets*: With SACOG board direction, staff will calculate targets for all six counties and, if applicable, for the priority programs.
6. *Individual Targets for Six Counties*: SACOG will publish a target for each county. The target will be a range of the amount of federal transportation funding available for that funding round, and will not be tied to a set amount of STBG or CMAQ funds.
7. *Priority Programs (Without County-Level Targets)*: SACOG’s board may establish a set-aside of funds or unique competitive funding programs that would not have county-level targets. SACOG has funded several programs over the last several decades to help achieve regional goals. Key examples are Transportation Demand Management, Sacramento Emergency Clean Air & Transportation Grant Program, and Spare the Air. In recent years, new programs such as Engage, Empower Implement have been funded through a set-aside, or a separate competitive funding program, such as Green Region, that has had different criteria from the primary funding round programs.

B. Project Selection Process

1. *Regional call for projects with approved regional performance criteria:* SACOG will issue a single regional call for projects with unified criteria for all applications for STBG and CMAQ funds.
2. *Project sponsor coordination:* For Placer County, project sponsors will coordinate with PCTPA regarding the potential project scopes and benefits, and PCTPA together with project sponsors will ensure that projects are consistent with the RTP. Because PCTPA is the RTPA for Placer County, PCTPA will assist project sponsors to prepare and submit projects for consideration throughout the process.
3. *Project performance assessment tool:* SACOG will utilize its Project Performance Assessment Tool to generate data about project benefits that can be compared to other projects in the Region. At the outset of the process, SACOG, in cooperation with PCTPA, may also identify other technical tools and data to be used to evaluate projects.
4. *Prioritized lists submitted to SACOG:* Projects sponsors from all six counties will submit applications to SACOG. In Placer County, PCTPA will submit a prioritized list to SACOG on behalf of all applicants in the County.
5. *SACOG reviews eligibility, consistency with MTP goals:* SACOG will work with PCTPA to review all projects for eligibility and consistency with MTP goals before sending them to the review panel. Projects will be reviewed by a six-county committee consisting of technical experts from SACOG, EDCTC, PCTPA, local transportation departments, and other transportation professionals.
6. *Projects prioritized across all six counties by review committee:* Using the criteria established by the SACOG Board of Directors at the beginning of the funding round cycle, the technical experts will score and prioritize projects throughout the Region.
7. *SACOG staff reviews recommendations and ensure all projects are scored using regional performance criteria:* SACOG staff sets final regional list of priorities recommended to the SACOG board.
8. *SACOG Transportation Committee reviews and recommends:* As the policy committee charged with reviewing funding, SACOG's Transportation Committee will review the staff recommendation and make a recommendation to the full SACOG board.
9. *SACOG Board selects projects:* Through its final action on the funding round recommendations, the SACOG board may modify the recommendations and therefore

retain the ultimate authority to select all projects that are consistent with board policy and applicable state and federal requirements.

10. *SACOG staff recommends programming projects with STBG and CMAQ.* After projects are selected through the funding round, projects must be assigned either STBG or CMAQ funds based on their eligibility, the anticipated year of construction, and other factors. SACOG works with project sponsors after they are selected in each funding round to recommend the best fit of projects based on board priorities and project timing.
11. *SACOG Board adopts MTIP:* As the final action in this process, the SACOG board will formally adopt or amend the MTIP, formally assigning federal funding to specific projects or programs.



**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 13, 2024 – 3:30 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Gaby Wentz, Caltrans
Mengil Deane, City of Auburn
Natalie Hampton, City of Auburn
Vin Cay, City of Lincoln
Matthew Medill, City of Lincoln
Wes Heathcock, Town of Loomis
Hunter Young, City of Rocklin
Jason Shykowski, City of Roseville
Rich Moorehead, Placer County

Staff

Rick Carter
Matt Click
Jodi LaCosse
David Melko
Cory Peterson
Solvi Sabol

Legal Counsel

DeeAnne Gillick

Transportation Expenditure Plan and Ordinance

Matt Click provided the Expenditure Plan and Ordinance to the TAC. He explained that we are starting the process of going out to the jurisdictions to present the Expenditure Plan. Matt emphasized that we are not asking them to approve a tax. We are asking that they approve the use of funds for projects identified in the Expenditure should a sales tax pass.

Matt explained that we have crafted the ordinance and the expenditure plan to be compliant with the provisions of ACA 1. If approved by the voters, the transportation funding measure may be approved by 55% of the voters instead of the 2/3 majority. ACA 1 precludes the use of the transportation sales tax money for operations and therefore the Expenditure Plan is strategically infrastructure based. That said, the infrastructure projects have not changed much since the prior Expenditure Plan. Matt noted that the Expenditure Plan can be updated.

This is a South Placer County measure that applies to Roseville, Rocklin, and Lincoln. Measure funds cannot supplant funds – they can only supplement. There must be a maintenance of effort. Funds can only be used for staff costs for projects being delivered with measure funds. There is a mechanism for jurisdictions to borrow funds from one another depending on project readiness. Jurisdictions can independently bond for their future shares.

Matt explained that by process we need to have a majority of the population and a majority of the cities/town and county approve the Expenditure Plan. In addition to the South Placer jurisdictions, it will need to go to Auburn, Colfax, Loomis, and the County. The TAC concurred with bringing the Expenditure Plan to their respective City/Town Councils and the Placer County Board of Supervisors for approval of the Expenditure Plan by resolution.

SACOG and PCTPA Memorandum of Understanding

The TAC was aware that FHWA issued a corrective action to Caltrans which precludes suballocation of CMAQ and RSTBG funds. This results in Placer County competing in the six-county funding round administered by SACOG rather than Placer County getting its 'fair share' and prioritizing projects in Placer County, as identified in the MOU between PCTPA and SACOG.

As a result of this, Matt explained that he has been in ongoing discussions with James Corless, SACOG Executive Director, regarding our MOU. Currently we pay SACOG based on 2% of our LTF. This formula far exceeds the inflation rate given Placer County's growing population and economy. We have renegotiated the methodology based on CA CPI. PCTPA will pay SACOG over \$522,00 in FY 2023/24 and this is reduced to \$330,000 in FY 2024/25. Matt added that we preserved our rights as the RTPA and acknowledged the roles and responsibilities of each agency. The TAC concurred with bringing this to the Board this month.

Capitol Area Regional Tolling Authority (CARTA) Non-Voting Member Designation

CARTA is a newly formed three-party tolling authority between Yolo Transportation District (YTD), SACOG, and Caltrans. Matt explained this month we will be asking the Board to designate him as PCTPA's non-voting Director to CARTA. The purpose of this designation is to ensure that we can participate in regional discussions that pertain to road pricing. PCTPA retains its right to form its own tolling authority should we choose to do so in the future. Matt added that road pricing in Placer County is unlikely inside of the next ten years. The TAC concurred with the recommended Board action.

Unmet Transit Needs Assessment Report and Recommended Findings for FY 2024/25

Cory Peterson explained that Unmet Transit Needs (UTN) is an annual process we do every year as part of PCTPA's responsibilities to administer Transportation Development Act (TDA) funds. He added that PCTPA must consider all comments and determine that there are no unmet transit needs that are reasonable to meet before allocating Local Transportation Funds (LTF) for anything other than transit. This year we received and evaluated 230 comments. These comments were paired with the Comprehensive Operational Analysis (COA) outreach efforts through pop up events throughout the County. There was a public hearing conducted at the October PCTPA Board meeting. The general themes of the comments were (1) better connectivity between Lincoln, Rocklin, and Roseville, (2) lack of service in the unincorporated areas of Placer County including Sheridan and Foresthill, and (3) a request for more direct and frequent service to downtown Sacramento and the Watt and I-80 transfer point. Based on PCTPA's adopted definitions and criteria, none of these were determined to be "reasonable to meet" in FY 2024/25. The draft UTN report and recommendations were reviewed and accepted by the Social Service Transportation Advisory Committee (SSTAC) and the Transit Operators Working Group (TOWG). The TAC concurred with bringing the UTN report and recommended findings to the Board for adoption this month.

FY 2024/25 TDA Preliminary Apportionments

Cory provided the preliminary findings of apportionment for the Local Transportation Fund (LTF), Preliminary State Transit Assistance (STA) Fund Allocation Estimate, and the Preliminary State of Good Repair (SGR) Fund Allocation Estimate. He noted that the preliminary LTF is slightly higher from last year at \$29,644,182. We are recommending a flat growth rate of 0%. STA, which is used solely for transit is down slightly at \$4,338,473. SGR fund allocation estimate is \$602,752. We will come back in August or September once we get a true up from the County Auditor. The TAC concurred with bringing this to the Board this month.

ALUC Consistency Determination: Placer County Housing Element Rezone Project

David Melko explained that the County is looking at rezoning 72 properties to multi housing. Thirteen of these zones are in the Auburn Municipal Airport influence area, in Compatibility Zones C2 and D. One of the proposed rezone sites is split between Zone C1 and C2. Rezone sites in Zones C1 and C2 will be consistent with ALUCP overflight and safety provisions provided that residential projects in these zones have buyer awareness measures, including recorded Overflight Notifications. The other proposed rezones are in compatibility Zone D which do not require buyer notification. David noted that through the rezone process, it is possible that proposed rezones could be dropped, or rezone properties added. Should that happen, the County will need to come back to the ALUC for review. The TAC concurred with the recommended findings as noted.

Placer Countywide ATP Contract Award Update

Cory Peterson said that we received six proposals for the countywide ATP contract. We have narrowed it down to three consultants that we will be interviewing on February 14th. This month, we are recommending the Board to authorize the Executive Director to execute a contract with the selected consultant to prepare the Placer Countywide Active Transportation in an amount not to exceed \$370,000. This would be a 12 to 18-month process. The successful consultant will be prioritizing projects by jurisdiction and provide cost estimates and aerial drawings of the top two projects.

Other Info / Upcoming Deadlines

- a. Federal and State Legislative Priorities: We go to the Board annually with a list of Federal and State legislative priorities. These typically do not change much from year to year. There is always an emphasis on returning as much money back to the County on a formula basis.
- b. David said that we will be asking each of the jurisdictions for a letter in support of the Carbon Reduction Program application that PCTPA will be submitting to SACOG.
- c. Federal 28, 2024: PCTPA Board Meeting Placer County Board of Supervisors Chambers, Auburn (location subject to change)
- d. March 12, 2024: PCTPA TAC Meeting

The TAC meeting concluded at approximately 4:29 p.m.

ss:rc:mbc

TO: PCTPA Board of Directors

DATE: February 28, 2024

**FROM: Cory Peterson, Senior Transportation Planner
Mike Costa, Principal Transportation Planner**

SUBJECT: STATUS REPORT

Senate Bill 1 Annual Status Report

The attached Senate Bill 1 (SB 1) Annual Status Report summarizes the use of SB 1 funds in Placer County during fiscal year 2022/23. The report provides apportionments by SB 1 fund type and highlights key projects. To keep the Board apprised of the use of SB 1 funds in Placer County, staff will provide this report once per year.

Transit Ridership and WPCTSA 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.

Transit Operator	FY 2021		FY 2022				FY 2023					FY 2024			
	4th Quarter (Apr-Jun)	Total FY 2021	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2022	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2023	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	Total FY 2024
Auburn Transit															
Total (all services)	4,089	14,277	3,777	3,705	6,224	7,791	21,497	7,342	6,793	7,141	7,335	28,611	8,039	7,000	15,039
Placer County Transit															
Fixed Route	31,623	119,014	36,130	38,781	37,313	44,574	156,798	46,868	49,382	44,992	45,989	187,231	38,233	39,532	77,765
Dial-A-Ride	3,717	15,706	4,133	4,667	4,103	4,458	17,361	4,827	4,858	6,118	5,499	21,302	5,565	5,430	10,995
Vanpool	1,302	4,784	1,066	895	630	636	3,227	686	466	456	476	2,084	426	390	816
Commuter	1,545	5,379	1,575	2,546	2,287	2,945	9,353	2,832	2,510	2,898	2,797	11,037	2,456	2,845	5,301
Total (all services)	38,187	144,883	42,904	46,889	44,333	52,613	186,739	55,213	57,216	54,464	54,761	221,654	46,680	48,197	94,877
TART															
Total (all services)	50,097	200,805	61,899	62,031	105,196	52,762	281,888	66,989	81,338	136,932	44,990	330,249	52,042	77,658	129,700
Roseville Transit															
Fixed Route	26,885	98,865	22,703	26,004	26,294	28,034	103,035	29,773	27,049	25,889	29,259	111,970	30,618	29,915	60,533
Dial-A-Ride	4,092	14,497	4,545	4,111	4,015	4,044	16,715	4,095	4,012	4,235	4,908	17,250	4,761	5,851	10,612
Commuter	3,806	12,312	4,534	4,955	5,072	6,230	20,791	6,227	6,155	6,731	6,570	25,683	6,696	6,710	13,406
Total (all services)	34,783	125,674	31,782	35,070	35,381	38,308	140,541	40,095	37,216	36,855	40,737	154,903	42,075	42,476	84,551
Western Placer CTSA															
Placer Rides - Volunteer	739	2,697	545	721	737	1,641	3,644	1,171	1,209	1,253	1,418	5,051	1,776	1,980	3,756
Placer Rides - Last Resort	751	2,828	63	53	214	315	645	247	211	193	349	1,000	410	82	492
Total (all services)	1,490	5,525	608	774	951	1,956	4,289	1,418	1,420	1,446	1,767	6,051	2,186	2,062	4,248
Region-Wide															
Total (all services)	128,646	491,164	140,970	148,469	192,085	153,430	634,954	171,057	183,983	236,838	149,590	741,468	151,022	177,393	328,415

Call Summary Data	FY 2021		FY 2022				FY 2023					FY 2024			
	4th Quarter (Apr-Jun)	Total FY 2021	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2022	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	3rd Quarter (Jan-Mar)	4th Quarter (Apr-Jun)	Total FY 2023	1st Quarter (Jul-Sep)	2nd Quarter (Oct-Dec)	Total FY 2024
Calls Answered	8,534	33,072	7,649	7,559	7,444	8,778	31,430	8,765	8,275	8,712	8,422	34,174	10,364	9,709	20,073
% Calls Answered within 90 seconds	83%	83%	88%	83%	86%	84%	85%	80%	83%	76%	70%	77%	78%	87%	83%
% Calls Answered within 3 minutes	91%	91%	93%	88%	93%	91%	91%	88%	91%	85%	81%	86%	88%	93%	91%
% Calls Answered within 6 minutes	97%	98%	99%	91%	99%	98%	97%	97%	97%	99%	99%	98%	99%	100%	100%
Calls Abandoned	973	3,432	631	634	794	911	2,970	1,144	980	1,437	1,755	5,316	1,221	888	2,109
Average Speed Calls Answered	0.62	0.56	0.37	0.29	0.44	0.48	0.39	0.73	0.65	1.08	1.31	0.94	0.91	0.87	0.89
Average Incoming Call Time	1.83	1.55	1.72	1.31	1.42	1.42	1.46	1.5	1.63	1.52	1.62	1.57	1.48	1.49	1.49
Calls Transferred Out	2,198	7,974	1,965	2,066	1,849	2,099	7,979	2,386	2,112	2,261	2,381	9,140	2,426	2,591	5,017

**PCTPA Board of Directors
Status Report
February 2024
Page 2**

MTIP Programming Status Report on Regionally Significant Transportation Projects

The attached Project Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information from the current SACOG 2023 Metropolitan Transportation Improvement Program (MTIP), which have been reviewed and updated by respective PCTPA member agency staff through February 2024. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will continue to provide this report semi-annually.

CP:MC:rc



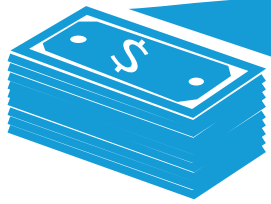
SB1 Annual Progress Report 2023 in Placer County

Placer County received \$67.7 million in new Senate Bill 1 gas tax funds in FY 2022/2023

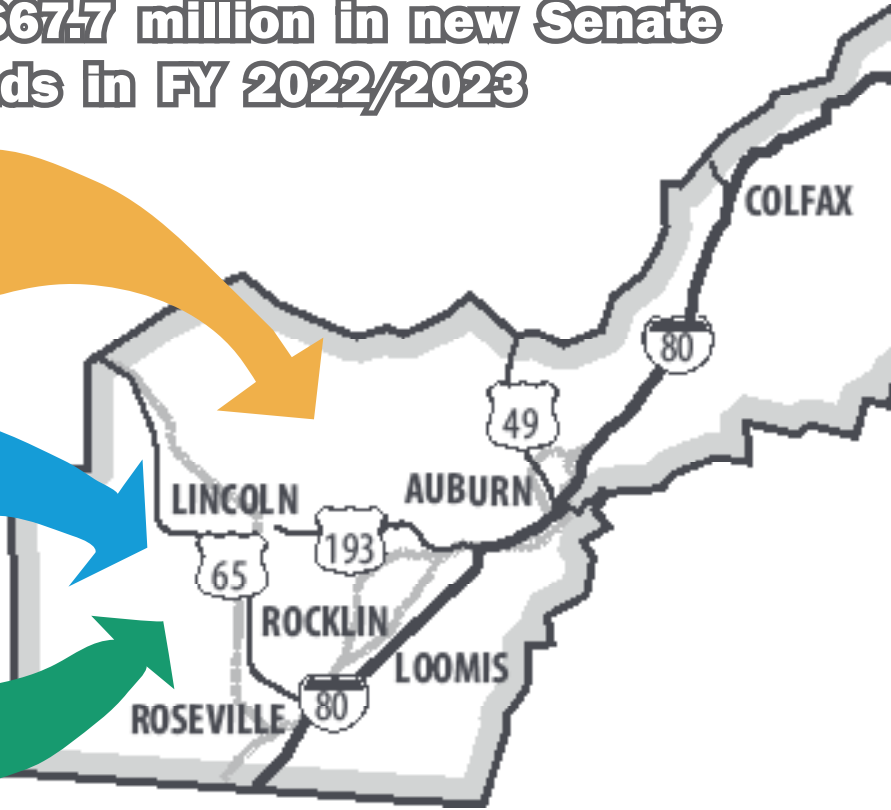
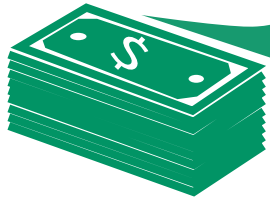
\$17.1 million
Of Formula-Based
Road Repair Funding



\$585,195
Of Formula-Based
Transit Funding



\$50.0 million
Of Competitive
SB 1 Transportation
Funding*



*Awarded in 2023

Key SB1-Funded Projects Completed This Year



Auburn 2023 Street Overlay Project

The City of Auburn completed pavement rehab/repairs, ADA improvements, and striping repairs on nine roadway segments throughout the city, including Maple Street as it meets the I-80 EB exit.



Laird Road Asphalt Rubber Chip Seal Project

The Town of Loomis completed a pavement rehabilitation & repair project along Laird Road between Horseshoe Bar Road and Wishing Well Way.



Sierra College Blvd Reconstruction Project

The City of Rocklin recently completed a reconstruction project along Sierra College Blvd between Clover Valley Rd to the Rocklin/Loomis border. Improvements included pavement and striping repair.



SB1 IS FUNDING...

Public Transit

- Operating Cost for Roseville Transit, Placer County Transit, and Auburn Transit
- Replacement of Retired Buses with More Fuel Efficient and Alternative Fuel Vehicles
- Purchase of Electric Buses and Implementing Electric Charging Infrastructure



Funding Transparency

Proposition 69, which 83% of Placer County residents supported, was passed in June 2018. With this constitutional amendment, all revenue from SB1 is guaranteed to be used for transportation purposes. The interactive map and project list on rebuildingca.ca.gov/ provides residents the transparency to know where their gas tax dollars are going.

Previous SB1 Funding

- 2018 - \$21.0 million
- 2019 - \$23.6 million
- 2020 - \$8.3 million
- 2021 - \$54.4 million
- 2022 - \$53.7 million

Pedestrian & Cyclist Safety

- Reconstruction of the Pacific St Bike Path between Pacific Ave and Pleasant Ave in Auburn
- Bicycle and pedestrian improvements on Lincoln Blvd in downtown Lincoln
- Sidewalk repairs on Taylor Road in Loomis
- Bicycle lane rehab/repair on Springview Dr in Rocklin



Local Congestion Management

- Construct a third track between Sacramento and Roseville to facilitate two additional Capitol Corridor round trips
- Began construction on 4.8 miles of auxiliary lanes on I-80 between Douglas Blvd and Riverside Ave (Westbound) and SR 65 and Rocklin Rd (Eastbound) funded through the Solutions for Congested Corridors and Trade Corridor Enhancement Programs



Road and Bridge Maintenance

- Resurfacing various roadways in the Sun City and Hillcrest Neighborhoods of Roseville
- Resurfacing of roadways in the Mountaingate neighborhood of Rocklin
- Resurfacing of roadways throughout unincorporated Placer County
- Future reconstruction of five streets in Colfax



MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL21393	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33.3/44.9): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$37,900,000	2026	2023	2024	2025
Caltrans D3	CAL20844	Blue Canyon Pavement Rehabilitation (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/29.3); also near Magra from PM 39.5 to 41.4; also near Emigrant Gap from PM 53.0 to 55.1: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	Local, SHOPP - Roadside Preservation (SHOPP AC), SHOPP Roadway Pres AC	\$144,400,000	2028	2021	2022	2027
Caltrans D3	CAL21429	Emigrant Gap Vista Point Upgrade	In Placer County, on Route 80 near Blue Canyon at the Emigrant Gap Vista Point. Upgrade vista point.	SHOPP Mobility AC	\$465,000	2025	2023		2023
Caltrans D3	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (PCTPA is applying for \$26.13 m SB1 discretionary funding.). Toll Credits for ENG, ROW	2016 EARREPU, COVID Relief Funds- STIP, Coronavirus Response and Relief Supplemental Appropriations Act, DEMO HPP, HIP, Local, NCI, National Highway Freight Program, RSTP/STBG, SB 1 - Road Repair and Accountability Act of 2017	\$49,589,635	2024	2014	2020	2022
Caltrans D3	CAL20845	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	SHOPP Roadway Pres AC	\$146,195,000	2026	2021	2022	2023
Caltrans D3	CAL20728	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	SHOPP Collision AC	\$8,919,000	2023	2018	2019	2020
Caltrans D3	CAL21227	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts.	SHOPP Collision AC	\$35,870,000	2026	2020	2021	2022
City of Auburn	PLA25832	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay.	Local, RSTP/STBG	\$479,305	2026			2025
City of Lincoln	PLA25838	1st Street Resurfacing Ph2	On 1st Street from mid-block between K and L Street to H Street: rehabilitation of the existing roadway surface, ADA, drainage, and utility replacement improvements.	Local, RSTP/STBG	\$1,482,283	2023		2021	2022
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$10,568,251	2030	2027		2028

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Lincoln	PLA25868	Industrial Avenue Rehabilitation Project	In Lincoln, CA on Industrial Avenue between Highway 65 and the southern City limit; rehabilitate roadway. This project would consist of removing and repaving 4-inches of asphalt across the entire width of the roadway for the limits described above. The improvements will provide a safe and serviceable roadway a full rehabilitation of the current roadway is necessary.	CMAQ, Local, RSTP/STBG	\$1,420,948	2027	2026		2026
City of Lincoln	PLA25867	Joiner Parkway Pavement Rehabilitation Phase 3	In Lincoln, CA on Joiner Parkway, from a point halfway between 1st and 3rd Street to Venture Drive; roadway rehabilitation including crack seal, areas of base repair, segments of slurry seal, and segments of overlay. Various ADA improvements will be constructed throughout the project limits.	Local, RSTP/STBG	\$2,028,754	2028	2026		2027
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to a point between 1st and 3rd Street on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping for both north and south bound lanes.	Local, RSTP/STBG	\$2,220,464	2024	2018		2023
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2029	2026		2028
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	HBP, Local	\$12,313,800	2029	2013	2026	2027
City of Rocklin	PLA25870	Citywide Roadway Resurfacing	In the City of Rocklin: Micropave full roadway segments of Sunset Blvd., Park Dr., Blue Oaks Dr., Pacific St., Rocklin Rd., and Sierra College Blvd. Asphalt digouts and ADA improvements have been completed in preparation for the resurfacing of these arterial roadways. New striping will incorporate aspects of the City's approved Local Roadway Safety Plan such as green bike lanes near identified paths of travel to schools, parks, and commercial centers.. Toll Credits for CON	RSTP/STBG	\$2,335,000	2027			2026
City of Rocklin	PLA25871	Crest/Stanford Ranch Roundabout	In the City of Rocklin, at the intersection of Crest and Stanford Ranch: Conversion of existing stop controlled intersection with a roundabout.	Local	\$1,000	2027			2027
City of Rocklin	PLA25844	Five Star Blvd & Destiny Drive Road Rehabilitation	Road rehabilitation (remove and replace failed asphalt) in Rocklin: Five Star Blvd, from South Whitney heading south to City Limit; Destiny Drive, from Five Star Blvd to end of drive.	Local	\$1,216,854	2025	2022	2023	2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Rocklin	PLA25859	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet) (PE only, Total Cost = \$10,000,000). Toll Credits for ENG	Local	\$1,400,000	2029	2023		
City of Rocklin	PLA25847	I-80/Rocklin Rd. Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class I bike and pedestrian facility. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope.). Toll Credits for CON	Local, RSTP/STBG	\$40,010,000	2027	2023		2025
City of Rocklin	PLA25678	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. (NEPA covered by PLA25551, STPL-5095-025). Toll Credits for ENG, CON	RSTP/STBG	\$1,900,463	2024	2021		2024
City of Rocklin	PLA25872	Whitney Ranch/University Roundabout	In the City of Rocklin, at the intersection of Whitney Ranch and University: Conversion of existing stop controlled intersection with a roundabout.. Toll Credits for CON	CMAQ, RSTP/STBG	\$1,719,854	2027			2024
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2030	2023	2024	2025
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	Local	\$12,852,055	2025	2020	2021	2022
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2027	2024	2024	2025
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2025	2021	2021	2022
City of Roseville	PLA25873	Blue Oaks west Widening, Woodcreek Oaks to Foothills	Blueprint PLA25710: In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Blvd to Foothills Blvd.	Local	\$500,000	2030	2026		2030
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$4,232,576	2025			2019
City of Roseville	PLA19910	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-infrastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	ATP (Fed), CMAQ, Local, SB 1 - Road Repair and Accountability Act of 2017	\$34,919,343	2027	2011	2020	2023
City of Roseville	PLA25833	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	ATP (State), CMAQ, Local	\$8,386,427	2028	2023	2023	2025
City of Roseville	PLA25852	Electric Microtransit Vans	Purchase four (4) zero emission or electric vans to serve Roseville's Microtransit Pilot Program.	Local	\$700,000	2023			2022
City of Roseville	PLA25849	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddymont Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	CMAQ, Local	\$1,409,000	2028	2023		2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
City of Roseville	PLA25834	Operating Assistance South Placer County Transit Project	Operating assistance for South Placer Express (Rapid Link) between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	CMAQ XFER, LCTOP, Local, SB 1 - Road Repair and Accountability Act of 2017	\$11,400,000	2026	2022		2022
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$7,000,000	2025	2021	2022	2023
City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$1,947,189	2025	2014		2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2025	2020	2021	2023
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2028	2021	2022	2024
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2027	2024	2024	2025
City of Roseville	PLA25861	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	FTA 5339 - E.S., Local	\$700,000	2025			2022
City of Roseville	PLA25850	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of seven (7) commuter electric buses to replace existing diesel commuter buses, eight (8) electric vans to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	FTA 5339 - Discr., Local	\$13,598,496	2026			2022
City of Roseville	PLA25378	Santucci Blvd. Extension Ph 1	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Pleasant Grove Blvd.	Local	\$6,500,000	2025	2020	2020	2021
City of Roseville	PLA25863	Stoneridge - Orvietto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvietto Drive: Design and construct a multi-use bike/pedestrian trail.	Local	\$630,000	2027	2023		2024
City of Roseville	PLA25843	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct median improvements, striping and signage to slow traffic and improve safety.	Local	\$1,498,000	2025	2025		2025
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$6,500,000	2025			2019
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$6,339,276	2030	2019		2022
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2025			2025
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$5,982,000	2023			2021
FHWA	VAR56279	Mountain Quarry Bridge Improvements	In the Auburn State Recreation Area, on the Mountain Quarry bridge (FTBR): Remove the existing railing system and install a new system that meets current code and design practice for pedestrian and equestrian use; regrade gravel bridge deck & install new drainage system.	Federal Lands Highway Program	\$906,371	2023			2021

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, Along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	ATP (State), CMAQ, HIP, Local	\$20,092,989	2024	2018	2021	2019
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$591,500,000	2032	2019	2028	2029
PCTPA	PLA25839	Placer County Congestion Management Program FY 2023-2027	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	CMAQ	\$269,371	2027			2023
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr).	2016 EARREPU, CMAQ, State Cash	\$3,372,258	2023			2014
PCTPA	PLA25842	Placer County Freeway Service Patrol FY 2023+	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65. Toll Credits for CON	Local, RSTP/STBG, State Cash	\$2,247,202	2026			2023
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2027	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,318,000	2027			2019
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane and HOV/transit priority lane on southbound SR 65, and an auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes.. Toll Credits for ENG	CMAQ, Local	\$31,060,000	2027	2013	2025	2027
Placer County	PLA15105	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	Local	\$19,200,000	2025	2012	2024	2024
Placer County	PLA25463	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	Local	\$29,000,000	2028	2014	2024	2026
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts and relocate the existing park-and-ride lot from the south of Bell Road to the north of Bell Road.. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP/STBG	\$7,901,177	2028	2019	2022	2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25875	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Auburn-Foresthill Rd Over N FK American River, East of I-80: Standalone Bridge Preventative Maintenance	HBP, Local	\$4,130,250	2027	2024		2027
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$2,245,000	2027	2023	2027	2027
Placer County	PLA25848	Dowd Rd Bridge Replacement at Markham Ravine Mitigation	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: mitigation for the project to replace existing 2 lane structurally deficient bridge with a new 2 lane bridge (PLA25474).. Toll Credits for CON	HBP	\$50,000	2024			2021
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$1,849,000	2028	2024	2027	2027
Placer County	PLA25876	Edgeline Installation	Various Locations in Lincoln and Auburn: Install edgelines along both sides of Nelson Lane (Moore Road to SR65), along the south side of a portion of Baxter Grade Road and along a portion of Wise Road (Garden Bar Road to the bridge over Doty Creek). (H11-03-014)	HSIP, Local	\$244,900	2025			2024
Placer County	PLA25725	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	Local	\$750,000	2026	2020		2023
Placer County	PLA25853	Fiddymment Road Widening (Phase 1)	Fiddymment Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	Local	\$2,960,000	2025	2024		2025
Placer County	PLA25858	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway: widen from 2 to 4 lanes	Local	\$2,600,000	2025	2022		2024
Placer County	PLA25877	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road. (H11-03-015)	HSIP, Local	\$276,900	2025			2024
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2030	2011	2019	2027
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2025	2012	2013	2022
Placer County	PLA25865	Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area	In Placer County, on the north side of Douglas Boulevard, between Melwood Lane and Oak Knoll Drive: construct pedestrian and bicycle facilities to complete the multi-modal connection from Auburn Folsom Road to the Folsom Lake State Recreation Area (SRA). (Toll credits for PE, ROW, & CON).. Toll Credits for ENG, ROW, CON	CMAQ	\$900,000	2028	2026	2026	2027
Placer County	PLA18390	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	Local	\$1,400,000	2025	2023		2025
Placer County	PLA25299	Placer Parkway (Phase 1)	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local	\$70,000,000	2028	2013	2016	2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25479	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	Local	\$7,890,000	2027	2023		2026
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	\$6,733,000	2026	2023		2026
Placer County	PLA15390	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	Local	\$2,280,000	2026	2022	2024	2025
Placer County	PLA25170	Sunset Boulevard Extension (Phase 1)	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 4-lane road	Local	\$12,238,000	2025	2022	2023	2023
Placer County	PLA25044	Sunset Boulevard Widening (Phase 1)	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$51,250,000	2028	2021	2025	2026
Placer County	PLA25866	Tahoe Truckee Area Regional Transit (TART) Battery Electric Bus	Replace one existing 40' CNG bus with a new battery electric bus (BEB). This will begin the effort of converting the TART fleet to zero emissions as of 2030.	CMAQ XFER, Local	\$1,000,000	2026			2026
Placer County	PLA25855	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area. FY 2023: \$602,012 / FY 2024: \$614,052	FTA 5311, Local	\$4,369,682	2024			2023
Placer County	PLA25831	Transit Vehicle Purchase	Purchase of one (1) diesel bus to replace an older vehicle currently in use by Placer County Transit.. Toll Credits for CON	RSTP/STBG, SB 1 - Road Repair and Accountability Act of 2017	\$727,300	2023			2020
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$30,512,258	2028	2013	2022	2026
Placer County	PLA20700	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	Local	\$2,600,000	2027	2022	2023	2025
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$44,651,000	2028	2011	2026	2027
Town of Loomis	PLA25840	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	CMAQ, Local, RSTP/STBG	\$938,120	2025	2021	2021	2024
Town of Loomis	PLA25864	STBG Paving Project	In the Town of Loomis: Roadway spot reconstruction and overlay on Brace Road between Sierra College Boulevard and Stone Road, and spot reconstruction and overlay on King Road within the limits of Taylor Road and Boyington Road.	Local, RSTP/STBG	\$400,000	2028	2027		2024
USFS Tahoe National Forest	PLA25862	Robinson Flat to China Wall Connector Trail Project	In the Tahoe National Forest, as part of 24 miles of multi-use single-track motorized trail, east of Foresthill, California, in Placer County: Construct two 65' trail bridges along the China Wall to Robinson Flat, 24-mile trail connector and blasting projects in the Beacraft, 23 Corners, Rock Lobster and multiple unidentified/subsurface areas along the China Wall to Robinson Flat route.	Local, RTP	\$921,153	2025			2022

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL21394	Drum Forebay to Troy Drainage System Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/R58.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R); Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$18,009,000	2027	2023	2024	2025
Caltrans D3	CAL20775	I-5 Vertical Clearance Improvements in Yolo and Colusa Counties	On I-5 near Woodland, at County Road 96 OC #22-0155 (PM R14.27), County Road 95 OC #22-0156 (PM R15.85) and Zamora OC #22-0157 (PM R17.62); also in Colusa County, in and near Williams, at E Street OC #15-0067 (PM R17.98) and Lurline Avenue OC #15-0075 (PM R22.74); Establish standard vertical clearance.. Toll Credits for ENG	Local, SHOPP Bridge AC	\$22,490,000	2030	2018	2027	2027
Caltrans D3	CAL21276	I-80 and US 50 Managed Lanes	On I-80 just from the I-80/Kidwell Road interchange in Solano County, through Yolo County, and to the W. El Camino interchange; also on US 50 from the I-80/US 50 interchange to the I-5/US 50 interchange in Sacramento County; Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle facilities, park-n-ride, and Intelligent Transportation System (ITS) elements.. Toll Credits for ENG, ROW, CON	CMAQ, COVID Relief Funds-STIP, INFRA Grant Program, Local, RSTP/STBG	\$465,950,000	2029	2019	2022	2026
Caltrans D3	CAL21419	Rio Vista Bridge Op-Systems Upgrade	Near Rio Vista, at the Sacramento River (Rio Vista) Bridge No. 23-0024; also in Solano County from PM 26.1 to 26.4. Repair and upgrade electrical, mechanical, and structural damaged components of bridge.	SHOPP - Emergency Response (SHOPP AC)	\$19,320,000	2024			2023
Caltrans D3	CAL20788	Rio Vista Bridge Operation Overhaul	In and near Rio Vista, at the Sacramento River Bridge No. 23-0024; also on Route 160 from PM L10.6 to R0.1; also in Solano County, from PM 26.1 to PM 26.4. Rehabilitate bridge by placing polyester concrete overlay on the bridge deck, replace bridge rails, install bridge approach slabs, construct Americans with Disabilities Act (ADA) compliant switchback ramp, and install vertical clearance signs.	SHOPP Bridge AC	\$10,745,000	2025	2019	2020	2022
Caltrans D3	CAL21387	SAC and SUT Bridge Rehab	In Sacramento and Sutter Counties, at the Route 99/5 Connector Overcrossing No. 24-0241F (PM R32.13), at the Garden Highway Undercrossing No. 18-0025R and at Arcade Creek Bridge No. 24-0126: Replace approach slabs.	CT Minor SHOPP AC	\$1,000,000	2023			2022
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2026			2023
Caltrans D3	CAL21402	SR 89 Pavement & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.	SHOPP Roadway Pres AC	\$13,940,000	2026	2023	2025	2025

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	Coronavirus Response and Relief Supplemental Appropriations Act, IIP - Public Transportation Account, Prop 1B PTMISEA, SB 1 - Road Repair and Accountability Act of 2017, STIP-IIP AC, State Cash	\$169,430,000	2027	2011	2021	2023
SACOG	VAR56208	Connect Card Implementation	Implementation and operational activities associated with Connect Card. Connect Card is an electronic transit fare collection system for the transit agencies in the Sacramento Region. (See VAR56207.). Toll Credits for CON	2016 EARREPU	\$198,089	2025			2020
SACOG	VAR56288	Engage, Empower, Implement	In the 6-county region: funding program that will establish and fund community-based outreach and engagement projects. Community-based organizations (CBOs) and SACOG member jurisdictions will partner to plan and implement these projects in their local communities with assistance from the EEI process, technical resources, and tools. EEI will incorporate community-led planning and design principles to identify community priorities and develop projects that meet their needs. Through this collaborative planning process with member jurisdictions and CBOs, the region will be able to identify and create community-driven and equitable projects ready for federal, state, and local funding opportunities.. Toll Credits for CON	2022EAR, Local, RSTP/STBG	\$3,808,345	2030			2025
SACOG	VAR56286	Mobility Zones	The project, which was awarded Federal RAISE grant funds, will fund an equity-centered regional planning project that will engage residents across and disadvantaged communities in designating "Mobility Zones" that address barriers to equitable mobility in the 6-county region. This work will include the the co-creation of clean, shared, and active transportation infrastructure projects that address barriers to equitable mobility and reduce carbon emissions in the locally designated "Mobility Zones". SACOG will work with a planning team and community members to develop and prioritize early action projects across clean, shared, and active mobility layers. Local jurisdictions and a technical advisory task force teams will advance priority projects with design, engineering, and pre-construction activities.	Local, RAISE/BUILD/TIGER Grant	\$6,300,000	2026	2023		
SACOG	VAR56290	PPM - Carbon Reduction Program	In the SACOG region: Planning work in support of the regional carbon reduction strategy including the implementation of the adopted six-county competitive CRP funding program, Regional Trails Plan, and implementation of forthcoming projects identified within the six-county Mobility Zones project funded by the recently awarded federal RAISE grant.	Carbon Reduction Program, Local	\$112,957	2028			2024

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
SACOG	VAR56287	Regional Bike Share Program	In Sacramento and West Sacramento: Implement shared micromobility, including bike share and scooter share. Coordinate with regional partners to plan for shared micromobility system improvements, funding sources, and potential expansion of the program.. Toll Credits for CON	CMAQ	\$536,328	2025			2023
SACOG	VAR56282	Regional Mobility Hub Strategy	The Regional Mobility Hub Strategy project will develop a strategy focused on mobility hub design and features for different types of stations in urban, rural and suburban contexts. Apply design solutions that prioritize people over private vehicles with the goal of mobility hubs reducing greenhouse gas emissions by reducing vehicle miles traveled (VMT). RSTP funds will be used on this project though not transferred to FTA. Toll/Transportation Development Credits will be used as match for the FTA grant funding a portion of this project.. Toll Credits for CON	FTA 5307 - Discr., RSTP/STBG Exch	\$500,000	2024			2022
SACOG	VAR56281	Regional Transit Network Plan	This planning effort will begin implementation the Next Generation Transit Strategies and will focus on developing a regional transit network that improves transit travel speed and near-term infrastructure improvements to support high-capacity transit services to assist our regional transit operators in their post-pandemic transit recovery activities, which includes surveying efforts. This project is funded by FFY 2021 American Rescue Plan Act funds. No matching funds are required for these federal stimulus funds.	FTA 5307 - Discr.	\$1,000,000	2023			2022
SACOG	VAR56277	Remix software and transit technical assistance	Remix Software, Inc. is the sole manufacturer and service provider of the only cloud-based software service that offers an integrated package of data tools to analyze a broad range of transit route planning considerations. SACOG staff will provide transit planning and other technical assistance using Remix. Toll/Transportation Development Credits will be used for match.. Toll Credits for CON	FTA 5307 - Discr.	\$200,000	2024			2020
SACOG	CAL21374	SAC-PLA I-80 Managed Lanes: Project Study Report	On Interstate 80 from El Camino Boulevard in Sacramento County to Rocklin Road in Placer County: Project Study Report- Project Development Support (PSR-PDS) to study the potential conversion of the existing High Occupancy Vehicle (HOV) lane to a different facility, including an evaluation of pricing and/or tolling.. Toll Credits for CON	RSTP/STBG	\$250,000	2025			2022
SACOG	VAR56283	Transportation Demand Management (TDM) Phase 4	In the SACOG region SACOG's TDM program promotes alternative mode use (such as rideshare, carpooling, vanpooling, public transit, bicycling, walking, telecommuting, and bikeshare) through outreach, incentives, programs, grants, and pilot projects. TDM activities are recognized as Transportation Control Measures by EPA. (Emission Benefits: ROG 0.54 and NOx 0.5 kg/day) (This is a continuation of Phase 3, VAR56184.). Toll Credits for CON	RSTP/STBG	\$6,000,000	2026			2024

MTIP Programming Status Report on Regionally Significant Transportation Projects in Placer County, February 2024

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
SMAQMD	VAR56195	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037.) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	CMAQ	\$20,019,428	2025			2017



February 7, 2024

TO: Matt Click, executive director, Placer County Transportation Planning Agency
FROM: Cherri Spriggs, chief executive officer, Meraki Public Affairs
Aldo Pineschi, chief executive officer, Pineschi Consulting
RE: Funding Strategy Outreach Program January 2024 Activities

Below please find a brief summary of Funding Strategy activities that took place in the month of January. Please let us know if you have any questions. Thank you!

Account Management/ Strategic Communications Advice

- Attended biweekly meetings;
- Monthly General Comms Alignment Meetings;
- Met with PCTPA Finance Director;
- Had call with research team to prep for Spring survey;
- Prepared monthly report of activities;

Collateral

- Coordinated with Creative Team on digital advertising;

Community Engagement & Outreach

- Met with local and regional elected leaders;
- Held Stakeholder Meeting
- Engaged various community groups;
- Planned Pizza Night Out with Councilmember Ken Broadway;
- Planned Pizza Night Out with Supervisor Suzanne Jones;
- Planned Coffee with Supervisor Jim Holmes;

Planned Activities for February:

- Weekly team meetings;
- Coordinating and planning additional partnership presentations, community meetings and events;
- Coffee with Supervisor Jim Holmes;
- Pizza Night Out with Councilmember Ken Broadway;
- Pizza Night Out with Supervisor Suzanne Jones;
- Additional research presentations;
- Prepare for Sun City Roseville;
- Prepare for additional Mayor/Supervisor Community Coffees/Dinners;

Fiscal Year 23/24 Budget: \$90,000

Monthly Retainer Fee: \$7,500 for 12 months

Budget Expended: \$52,500

Remaining Budget: \$37,500



February 6, 2024

Placer County Transportation Planning Agency Federal Update

Capitol Hill and Administration

Capitol Hill. Congress continues negotiations on a bipartisan border security and foreign aid supplemental bill. The Senate has a crucial procedural vote scheduled for February 7 on border security and foreign aid, including funding provisions related to Ukraine, Israel, Taiwan, and the Indo-Pacific region. In contrast, lawmakers in the House are considering a vote on an Israel-only aid package. As of this morning it appeared progress on an agreement both within each chamber and between chambers is slowing. Delays continue to push action on FY 2024 budget bills – including the Transportation bill – further into the second quarter of FY24. Temporary funding for most federal agencies including USDOT extends through March 1. Transportation-related committees have recently focused on the FAA and safety in the aftermath of events involving Boeing 737s.

Administration. DOT announced 37 projects will receive \$4.9 billion in funding through two major discretionary grant programs: the National Infrastructure Project Assistance (MEGA) grant program and the Infrastructure for Rebuilding America (INFRA) grant program. [MEGA and INFRA winners](#) came from a large field of applicants. The full list of [MEGA](#) winners is here and the full list of [INFRA](#) winners is here. There were only 11 MEGA awards nationwide, including one grant for Long Beach, California. There were 28 INFRA grants awarded. These programs remain both well-funded and highly competitive.

PCTPA Federal Agenda

In January, TFG continued tracking FY24 appropriations closely, monitoring general funding levels, earmarks of interest to PCTPA, and the timing of the FY25 appropriations process. Most congressional offices are likely to wait for the FY24 process to conclude prior to opening online portals for FY25 earmark requests, although one Florida House Member has already opened and closed their request period. We remain in touch with PCTPA's congressional delegation regarding FY25 timing and will keep you posted.

Project Funding Opportunities – Grants Calendar & Appropriations (FY2025)

We anticipate the following grant programs of interest to PCTPA member agencies will open for applications in February:

- Bus & Bus Facilities
- Low or No Emission Bus Grants
- Safe Streets for All (SS4A)

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

February 13, 2023

To: Matt Click, Executive director

From: Mark Watts, Legislative Advocate

Re: State Advocacy Activities –January 2024

I am pleased to provide the following memo to Placer County Transportation Planning Agency (PCTPA) on recent developments on state legislation, budget matters, and administrative activities of interest to the statewide transportation planning, programming and development industry.

Senate President *pro tem*

On February 5, 2024, Senator Mike McGuire was installed as the Senate president, consistent with the senate agreement made in the fall of 2023. He more recently made appointments to key legislative committee assignments. With previous Transportation Committee Chair, Lena Gonzalez, moving on to serve as the Senate Majority Leader, her Chair position was filled by Senator Cortese (D-San Jose).

Overview – Schedule

February typically sees a couple of major schedule dates. This year January 31, 2024, will be the last date for bills carried over from 2023, yet still in their first house, to move to the second house, or be “dead” for the 2-year session.

In addition, February 16, 2024, is the last date by which bills may be introduced for consideration in 2024. While a large number of bills are being introduced, a matrix of high interest measures will be provided to staff shortly after the deadline date.

State Budget

With the Governor’s January Budget released on January 10 amid significant funding shortfalls it will be likely that a series of mid-year adjustments as leadership begins to contemplate the 2024-25 state budget. The Governor’s January Budget estimated a \$38 billion budget shortfall while the Legislative Analyst’s Office in December 2023 projected the shortfall could be as high as \$68 billion.

Transportation agencies across the state are heavily focused on maintaining state support (via the General Fund) for transit resources committed through last year’s \$5.1 billion transit funding deal as well as ongoing state investment in housing and climate programs, both of which the Governor’s January budget proposed to cut.

The state could also reduce spending on schools and community colleges and reduce one-time spending for about \$27 billion in solutions. While the state has nearly \$24 billion in reserves available

to address the budget problem, the state is facing a multiyear budget issue, and the reserves are insufficient to cover the longer-term deficits. These options and others would allow the Legislature to solve most of the deficit largely without impacting the state's core ongoing service level but again, those solutions do not solve the longer-term fiscal picture. More to come on January 10 after the release of the January Budget.

In the meantime, the Department of Finance recently sent a letter to state departments directing them to limit current year spending given the state's projected budget deficit for 2024-25. The letter directs state entities under the Governor's control "to take immediate actions to reduce current-year General Fund expenditures." Departments also are directed to "ensure more prudent spending from other state funds given the fiscal outlook." Such letters are typical for California and other governments during budget downturns.

ACA 1

Rumors still persist that Assemblymember Aguiar-Curry may be developing with clean-up legislation to last year's Assembly Constitutional Amendment 1. As a reminder, ACA 1 would reduce to 55 percent the threshold for voter approval for local infrastructure bonds and special taxes and is set for voter consideration in the November 2024 elections.

Climate action policies may be reducing transportation Resources.

The Legislative Analyst's Office released a report raising concern about the impending impacts of the state's efforts to reduce the carbon footprint from the transportation sector on transportation revenue sources. The key finding of the report was not unexpected: the adoption of zero-emission vehicles (ZEVs) will decrease the consumption of gasoline and diesel fuels, and consequently reduce the associated state tax revenues that currently provide about one-third of the revenue for the state and local multimodal transportation system.

Specifically, the LAO's analysis found, compared to current levels, that over the next decade the state's gasoline excise tax revenue will decline by \$5 billion (or 64 percent), the diesel excise tax will decline by \$290 million (or 20 percent), and diesel sales tax by \$420 million (or 20 percent). The \$100 annual ZEV registration fee established by SB 1 – the Road Repair and Accountability Act of 2017 – will offset some of the revenue losses, but only minimally. The LAO projects a net reduction in state transportation revenues of \$4.4 billion (31 percent) over the next decade as compared to current levels.

Transit Transformation Task Force

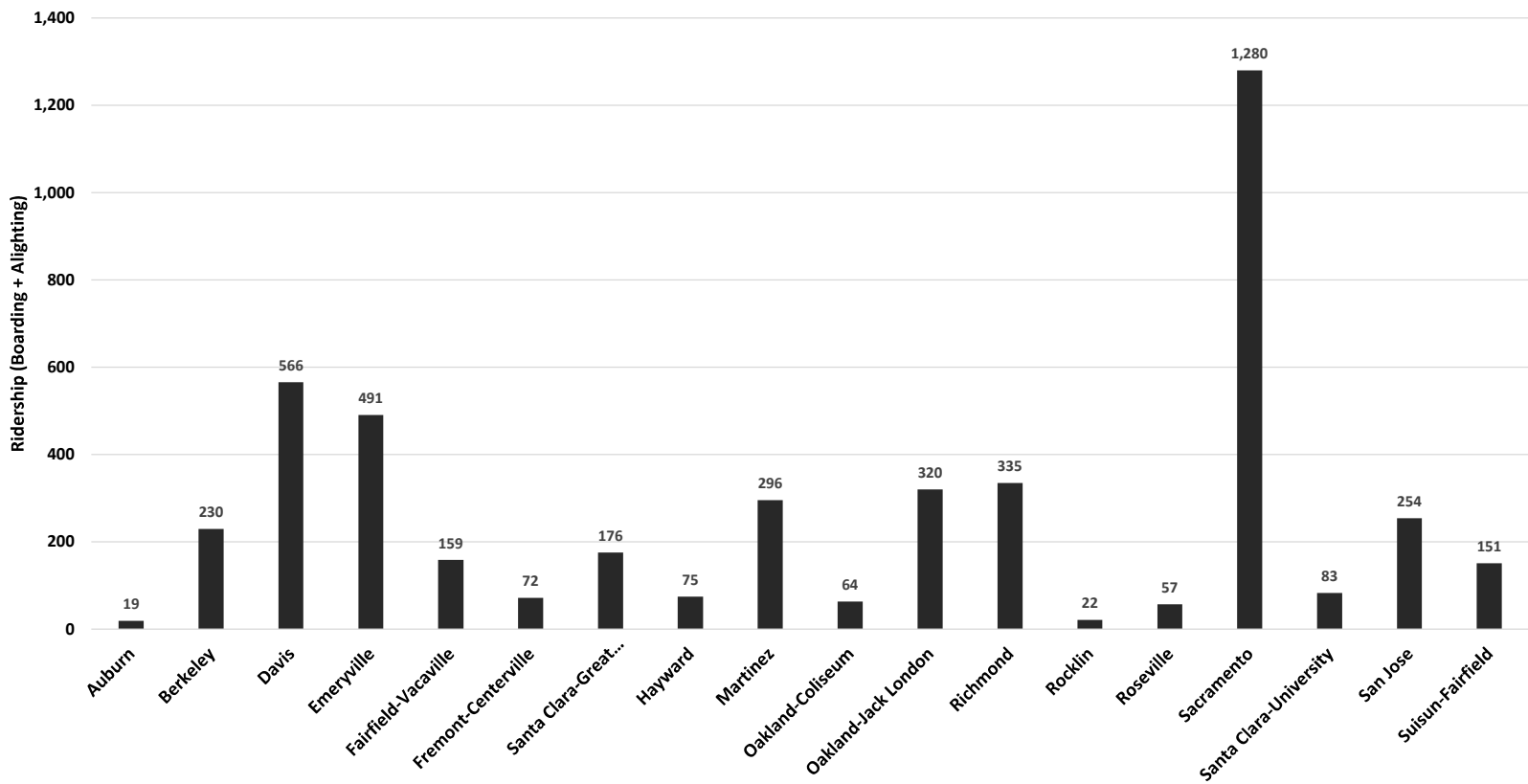
Following the December 19, 2023, formative session for the task force the Secretary's Office recently announced the second session to be conducted on February 29, then every two months after that. In the meantime, CalSTA is hiring a firm for technical assistance and we will be notified then that occurs.

FY 2024 Capitol Corridor Performance Year-to-Date October 2023 – December 2023

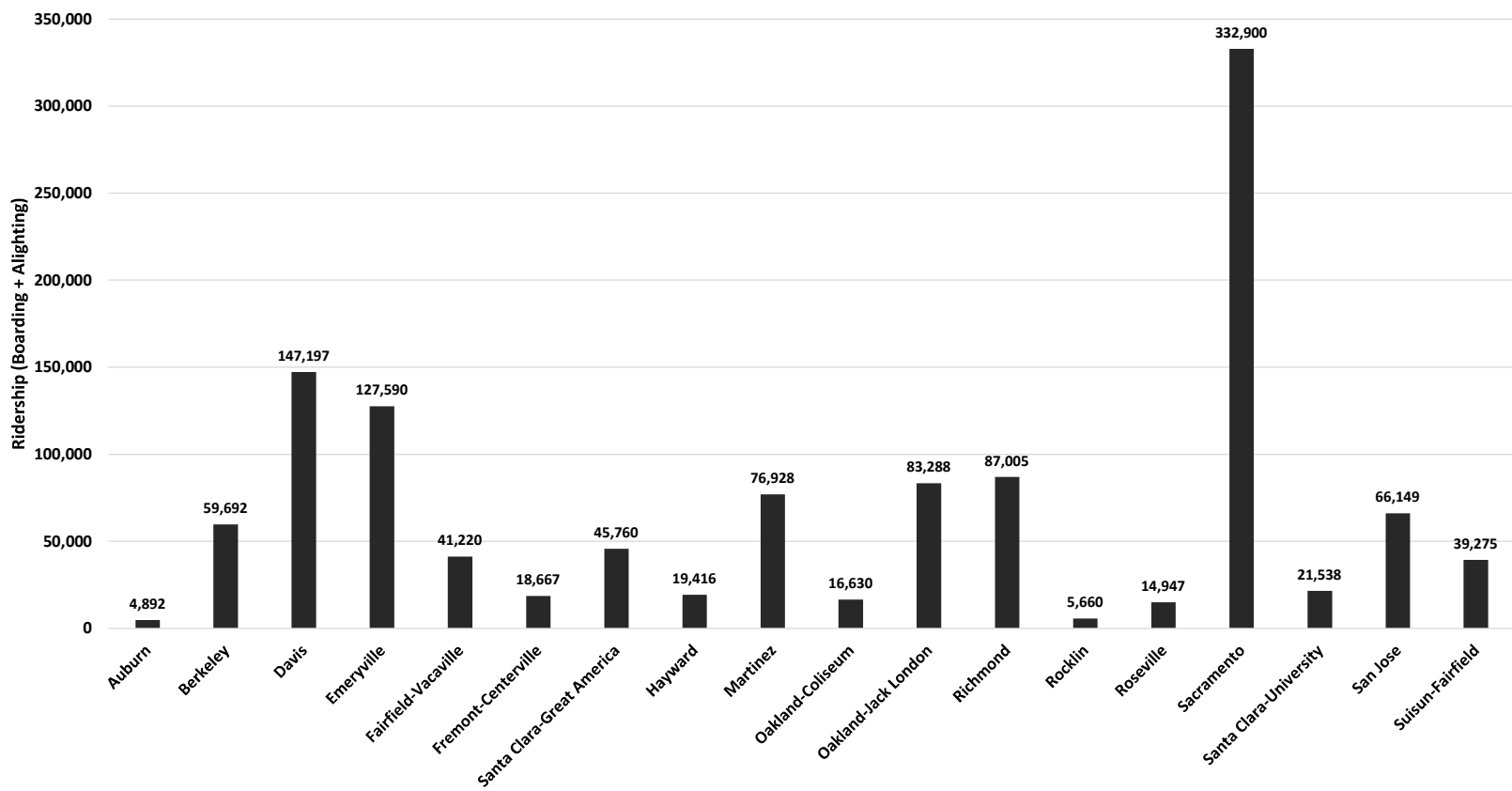
Performance Measure	*FY 24 Actual Year-to-Date (YTD)	vs Budget	vs Prior Year FY23	vs Pre-Pandemic FY 19
*Ridership	264,364	-4%	17%	-40%
*Revenue	\$6.9M	-8%	24%	-29%
End-Point OTP	83%	-8%	5%	-5%
Passenger OTP	85%	-6%	4%	-1%

*FY 24 actual data presented above is preliminary includes metrics received from Amtrak to date, which is generally received within 45 days following the last day of the month. YTD numbers may change based on documentation received from Amtrak. Final YTD numbers are confirmed within 90 days after the close of the federal fiscal year.

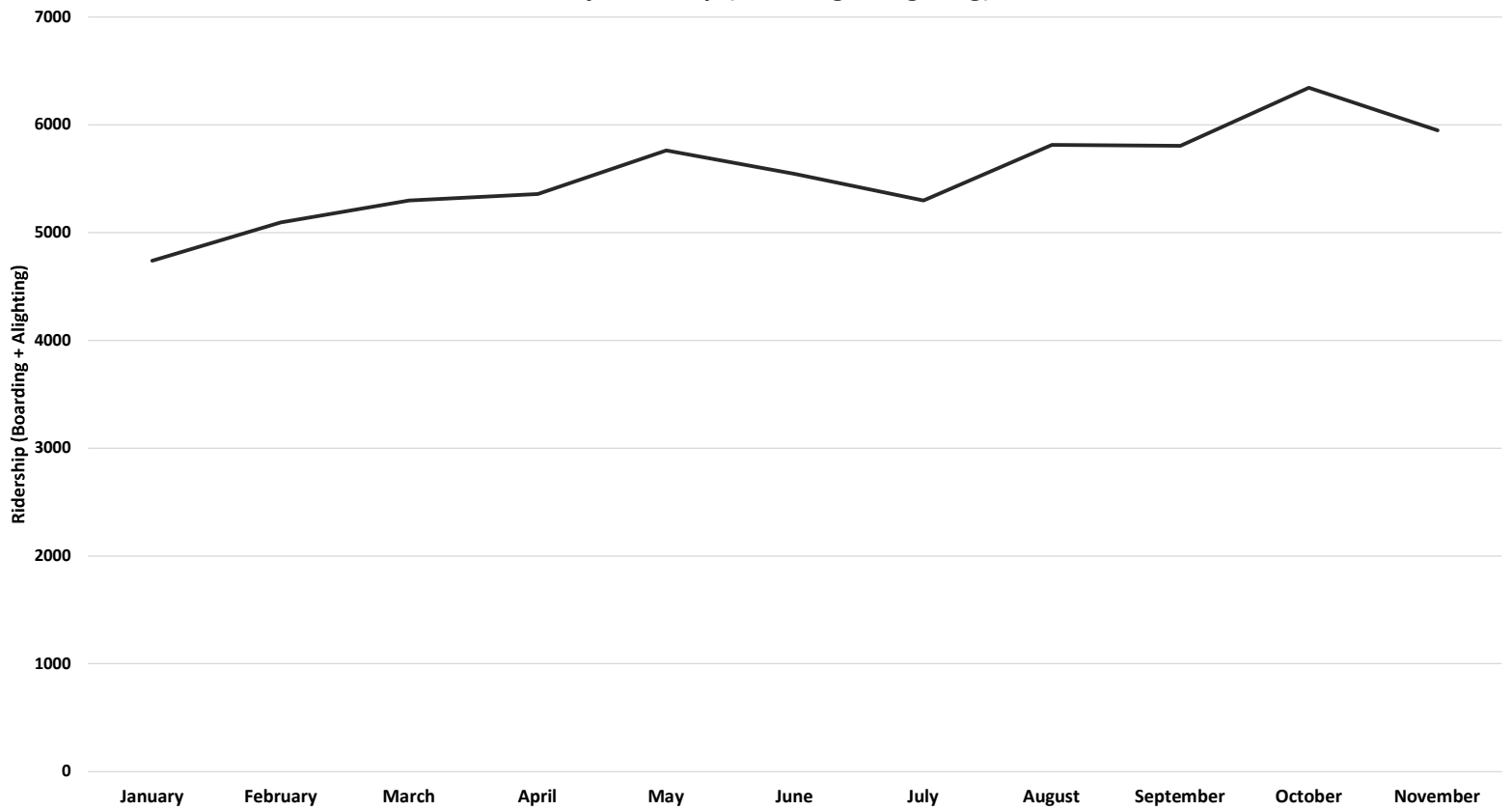
Average 2023 (Boarding + Alighting) Ridership by Station (Weekdays Only)



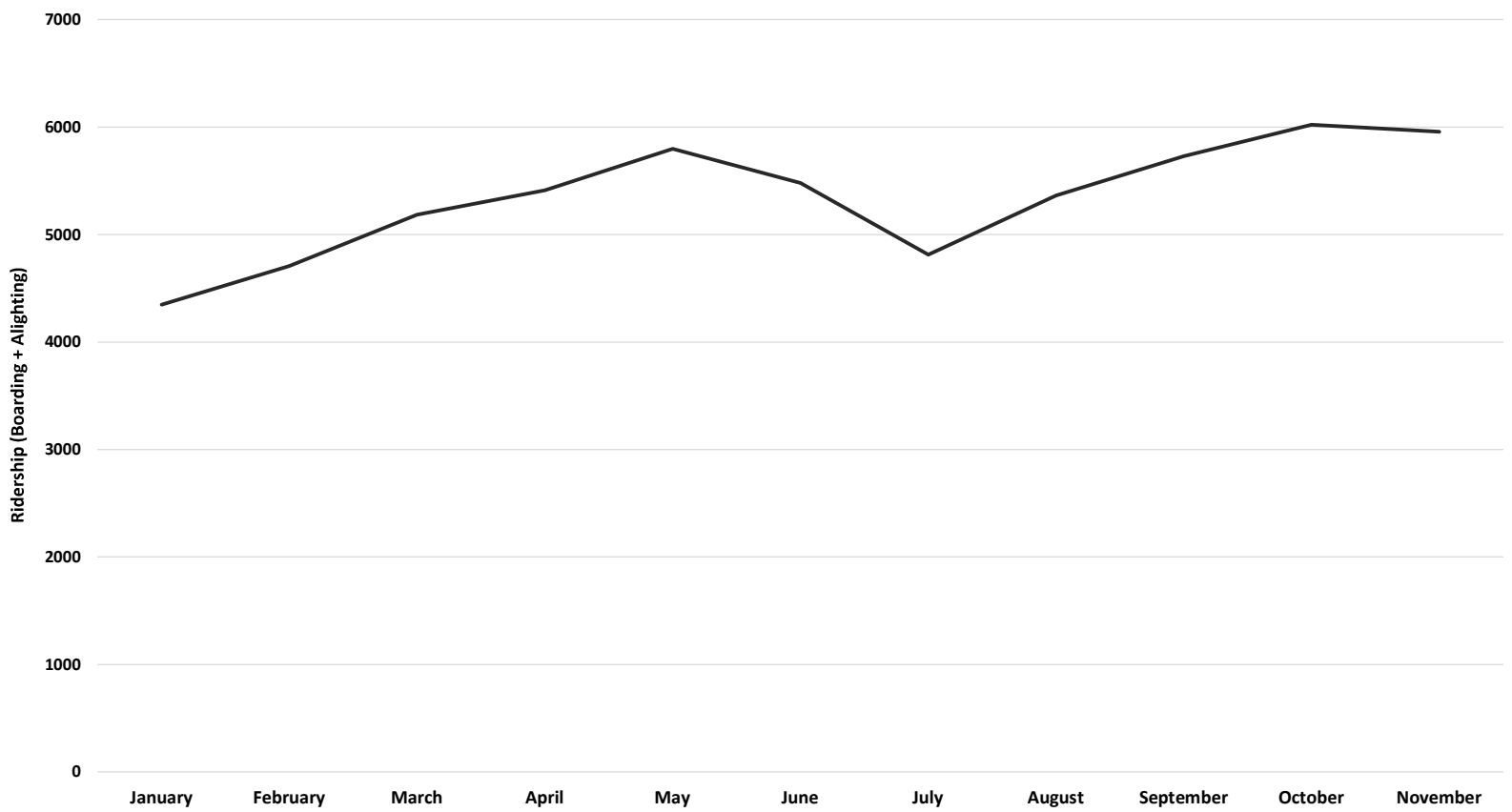
Total 2023 (Boarding + Alighting) Ridership (Weekdays Only)



FFV Station Monthly Ridership (Boarding + Alighting) Jan. – Nov. 2023



SUI Station Monthly Ridership (Boarding + Alighting) Jan. – Nov. 2023



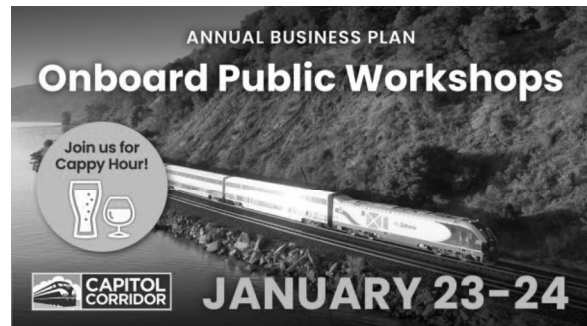
Marketing & Public Relations

Annual Performance Report



CCJPA released its FY2023 Performance Report highlighting achievements and growth from the past year, including 921k+ passengers, \$23 million in revenue, \$42.51 million awarded for project funding, return of special event trains, and more! [Read full report here.](#)

Annual Business Plan Workshops



Between January 23-26, 2024, the Capitol Corridor Joint Powers Authority held three (3) onboard public workshops and two (2) virtually via Zoom to present its [Draft FY 2024-25 – FY 2025-26 Annual Business Plan](#). We are excited to bring back in-person public workshops and engage with our riders!

GM Message to Riders



As part of our commitment to continue our Customer Engagement efforts, we released 2024's first message to riders from our Managing Director, Rob Padgette. This edition included our successes from last year, including launching the Carry-on Pets policy, servicing major events and games at Levi's Stadium, and now, offering GTFS-Realtime data feeds, allowing you to view real-time status and ETAs via your favorite travel apps! [Read more here](#)

49ers Season 23-24 Service



Due to the success of the 49ers this season, more fans have been relying on our service to get to Levi's Stadium. 49er fans deliver well over 12K fans to 8 regular season and 2 playoff games! We'd especially like to thank Union Pacific and Amtrak for collaborating with us and helping fans skip traffic, parking hassles, and providing a relaxed travel option.

Social Media – January 2024

Followers as of 01/31/24

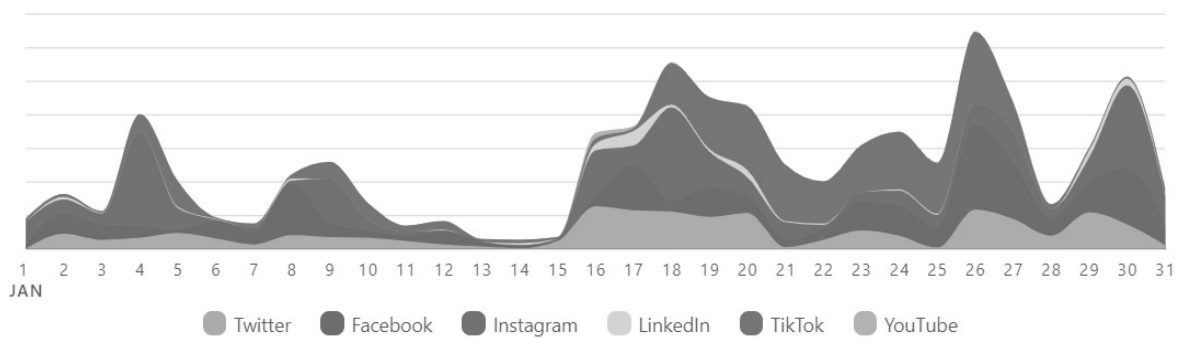
f 17,496
+3

t 7,320
+12

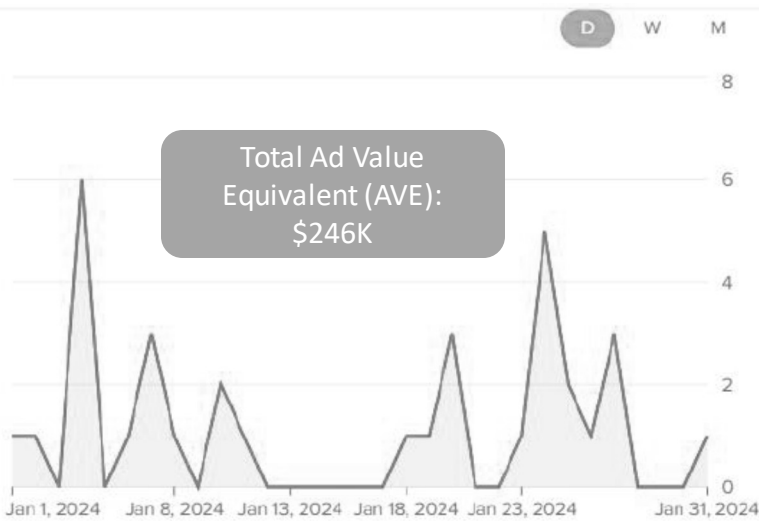
i 5,157
+28

d 4,251
+243

Engagements, by Day



Earned Media – January 2024

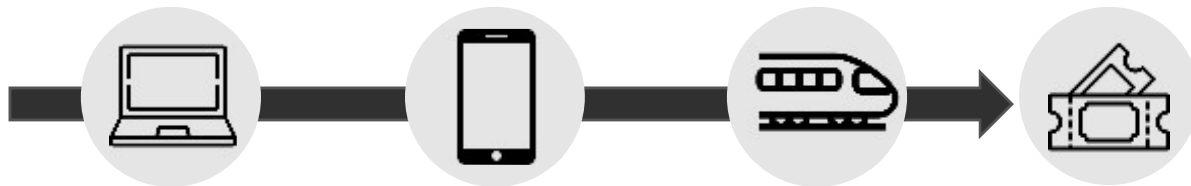


CC Rail Mail – January 2024

January 2024	New Subscribers	Total Subscribers	Engagement Rate
CC Rail Mail	116	7,322	42%
Weekday Service Alerts	141	7,073	30%
Weekend Service Alerts	154	3,821	26%

Number of News Stories: 8
 Number of Broadcast Stories: 19
 Positive: 9 Negative: 0 Neutral: 23

Website – January 2024

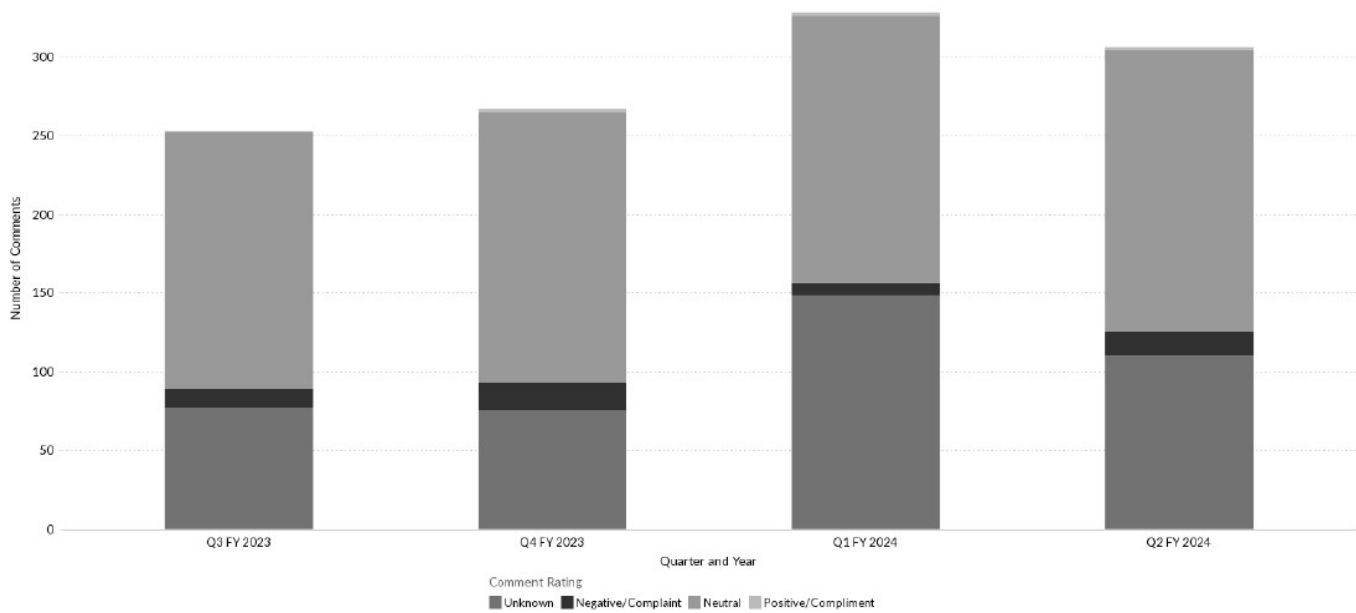


	CapitolCorridor.org visits	Percentage of Visits Via Mobile	Referrals to Amtrak.com from Capitol Corridor.org	Bookings on Amtrak.com initiated from CapitolCorridor.org
January	67,425	66%	8,778	2,682



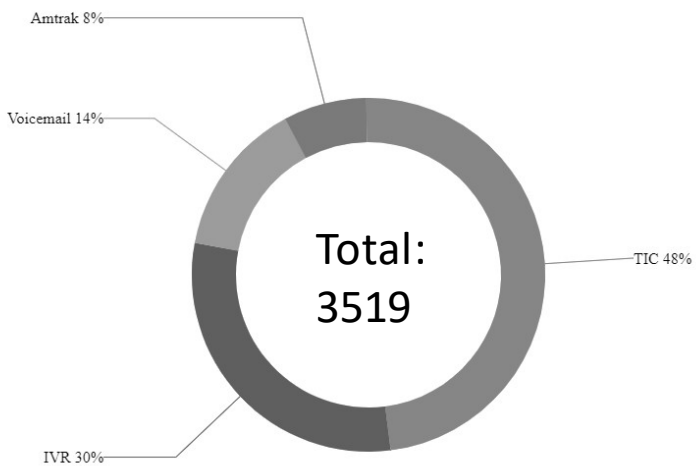
Customer Experience

Customer Comment Rating



IVR – January 2024

Call Distribution



Initial Call Flow	Total
Group Travel	6
Articles - Knowledge Base #	607
PIDS	8
Refunds and Credits	68
Schedules	396
Service Alerts	4
Something Else +	263
Stops Directory	159
Train Status	112
Transfer to Amtrak	278
Transfer to Live Agent	1689
Travel Advisories	41
Trip Planning	242
Voicemail	521
Total *	4394

*Call total discrepancy exists when callers disconnect before being routed.
 #Answer is a pre-written response.
 +Callers can ask questions and IVR will use keywords to resolve.



FY24 Marketing and Communications Overview

<p>July</p> <ul style="list-style-type: none"> ✓ Taylor Swift Concerts ✓ Sacramento Kings Partnership ✓ Sacramento River Cats Partnership 	<p>August</p> <ul style="list-style-type: none"> ✓ Beyoncé Concert ✓ Planning for 49ers Special Schedule ✓ New rotation of complimentary onboard movies ✓ August Drink Specials for Café Car 	<p>September</p> <ul style="list-style-type: none"> ✓ FRA CRISI Award Press Event ✓ Rail Safety Month ✓ Bay Area Transit Month ✓ Ed Sheeran Concert ✓ 49ers special schedule and promotion ✓ 49ers Café Car Drink Specials ✓ Arik Armstead (SF 49ers player/community leader) endorsement
<p>October</p> <ul style="list-style-type: none"> ✓ Cappy Hour event ✓ Café Car Drink Specials ✓ Corridor Conversations Webinar ✓ GM Message to Riders ✓ 49ers special schedule and promotion ✓ 49ers Café Car Drink Specials 	<p>November</p> <ul style="list-style-type: none"> ✓ On-board Pets Policy Launch ✓ Thanksgiving service communications ✓ Holiday Café Car Drink Specials ✓ SF Travel Partnership ✓ Visit Placer Partnership ✓ Downtown Martinez Partnership ✓ 49ers special schedule and promotion ✓ FY23 Annual Performance Report development 	<p>December</p> <ul style="list-style-type: none"> ✓ Holiday travel communications ✓ Planning Cappy Hour event ✓ Development of Tap2Ride Customer Support evolution
<p>January</p> <ul style="list-style-type: none"> ✓ Annual Performance Report ✓ Business Plan Public Workshops ✓ GM Message to Riders ✓ Cappy Hour ✓ Winter Café Car Drink Specials ✓ Café Car price adjustments ✓ 49ers regular season & playoff games promotion 	<p>February</p> <ul style="list-style-type: none"> • Valentine’s Day • Black History Month • Lunar New Years • BOGO Weekends plus Mondays begins 	<p>March</p> <ul style="list-style-type: none"> • St. Patrick’s Café Car Drink Special
<p>April</p> <ul style="list-style-type: none"> • Earth Day • Café Car Drink Specials 	<p>May</p> <ul style="list-style-type: none"> • Bike to Work/Wherever Day • Bike East Bay partnership • Memorial Day – Holiday Service • Café Car Drink Specials • Levis Stadium concert – Luke Combs 	<p>June</p> <ul style="list-style-type: none"> • Annual On-Board Customer Satisfaction Surveys • FY24 Budget Closeout • Café Car Drink Specials

TO: PCTPA Board of Directors **DATE:** February 28, 2024
FROM: Ken Broadway, Chair
DeeAnne Gillick, General Counsel
SUBJECT: **EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT
AMENDMENT**

ACTION REQUESTED

The Board of Directors met in closed session at its January 24, 2024 meeting to consider the performance of the Executive Director and authorize labor negotiations which will be considered further in closed session at this meeting.

It is anticipated that an amended employment agreement with Executive Director Matt Click will be recommended for approval with a yearly annual salary of \$284,115. The final terms and draft agreement amendment will be considered for approval by the Board of Directors pursuant to this open session agenda item and the Board will authorize the Chair to execute any approved amendment to the Executive Director's Employment Agreement. Any changes to the salary schedule for the position of the Executive Director will be made concurrently upon Board approval of this item.

BACKGROUND

District Counsel, Sloan, Sakai, Yeung & Wong, LLP, will prepare any amendment.

DG: