

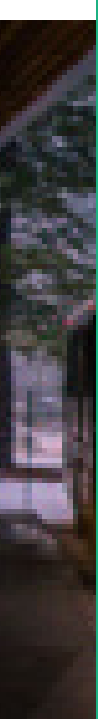


# **Annual Unmet Transit Needs**

**For Fiscal Year 2023/24**




# EXECUTIVE SUMMARY



This year Placer County Transportation Planning Agency (PCTPA) analyzed 127 potential unmet transit needs comments that were received through online survey responses, mail, e-mail, at public events, or at PCTPA's annual public hearing held during the Unmet Transit Needs (UTN) Assessment outreach and engagement period that occurred from October 1, 2022, through November 18, 2022. PCTPA staff also made a concerted effort 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 the October - November engagement period.

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. Additionally, there were a few comments received pertaining to a lack of public transit services in the unincorporated rural communities of Sheridan and Foresthill, as well as a lack of 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 upcoming comprehensive operational analysis and short-range transit planning efforts anticipated to start in Spring 2023.



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 definitions and criteria (refer to Appendix A for full analysis of comments). This report finds that there are no unmet transit needs in FY 2022/23 that are reasonable to meet for Fiscal Year (FY) 2023/24. However, staff will continue to work with regional stakeholders to evaluate and address transit service and operational issues as part of ongoing service improvement and planning efforts.



# TABLE OF CONTENTS

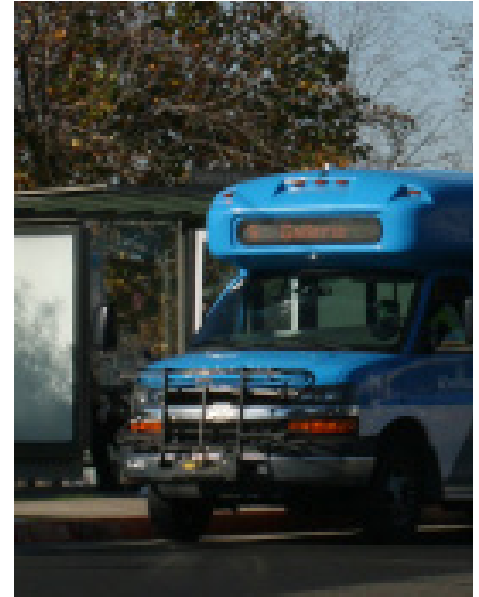
|  |              |
|--|--------------|
| <b>About Unmet Transit Needs .....</b>                               | <b>4</b>     |
| About PCTPA .....  | 4            |
| TDA Definitions and Requirements .....                               | 5            |
| Transit Funding .....  | 6            |
| Outreach Process .....   | 7            |
| Last Year’s Unmet Transit Needs Assessment .....                     | 7            |
| <br>   |              |
| <b>Existing Transit Service .....</b>                                | <b>8</b>     |
| Transit Operators .....  | 8            |
| Transit Planning .....   | 8            |
| Interregional, Intercity, and Commuter Service .....                 | 9            |
| Local Service .....  | 9            |
| Demand-Response and Paratransit Service .....                        | 9            |
| <br>   |              |
| <b>Annual Ridership Report - FY 2021/22 .....</b>                    | <b>10</b>    |
| Placer County Transit .....  | 10           |
| Roseville Transit .....  | 10           |
| Auburn Transit .....   | 10           |
| Ridership Recovery Post COVID-19 Pandemic Impacts .....              | 11           |
| <br>   |              |
| <b>Analysis and Recommendations .....</b>                            | <b>12</b>    |
| Official Finding .....   | 12           |
| Analysis of Comments .....   | 12           |
| Current Transit Planning Efforts .....                               | 13           |
| <br>   |              |
| <b>Appendices .....</b>  | <b>A - F</b> |
| 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 2023/24      |              |
| Appendix F - Transit Dependent Analysis                              |              |

# ABOUT UNMET TRANSIT NEEDS

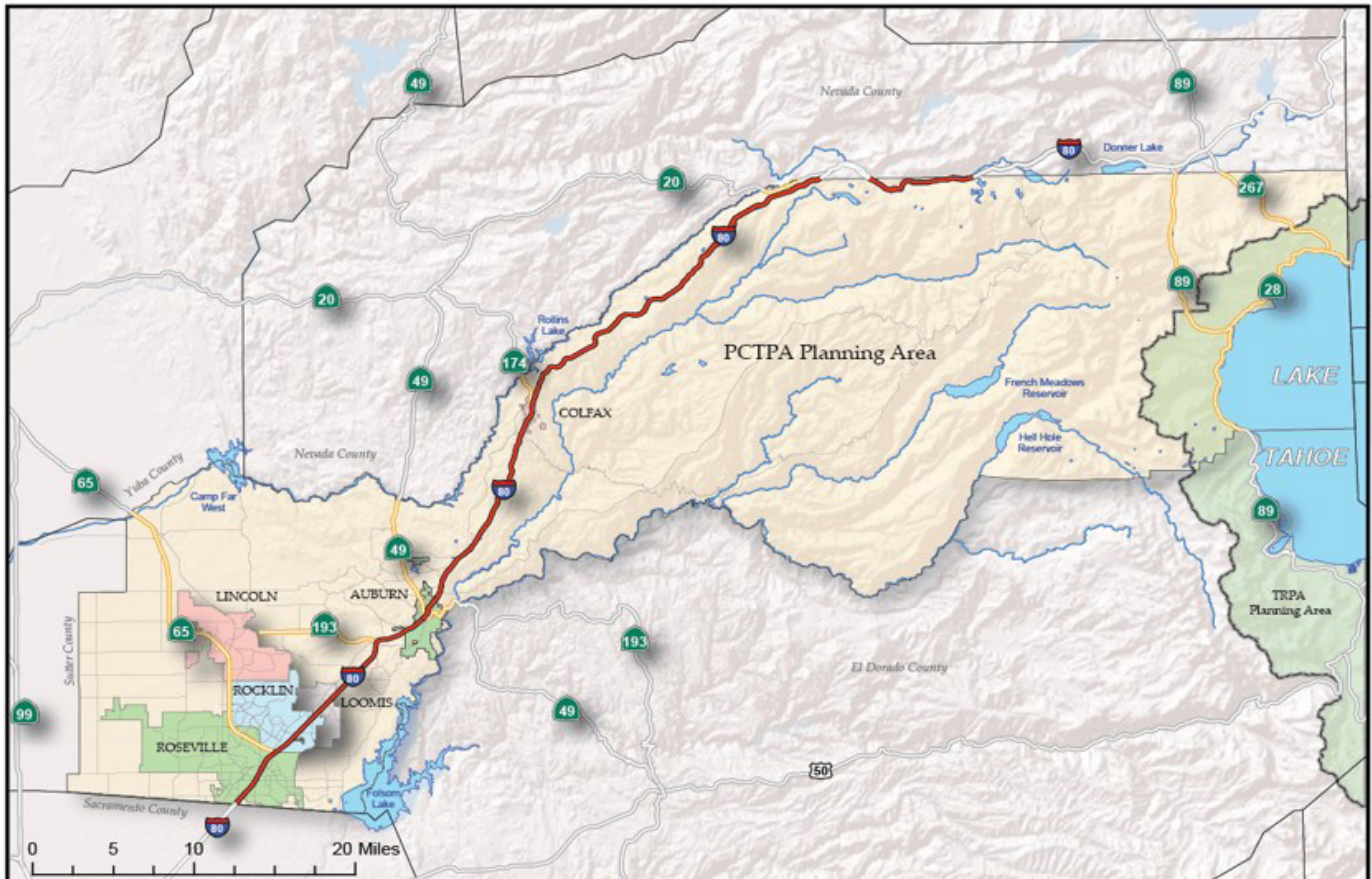
## About PCTPA

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 five cities—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. 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





## TDA and ADA Requirements

### PCTPA UTN Definition

“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.”

Adopted in February 2022

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 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 of 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 jurisdictions where the requested need 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 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.



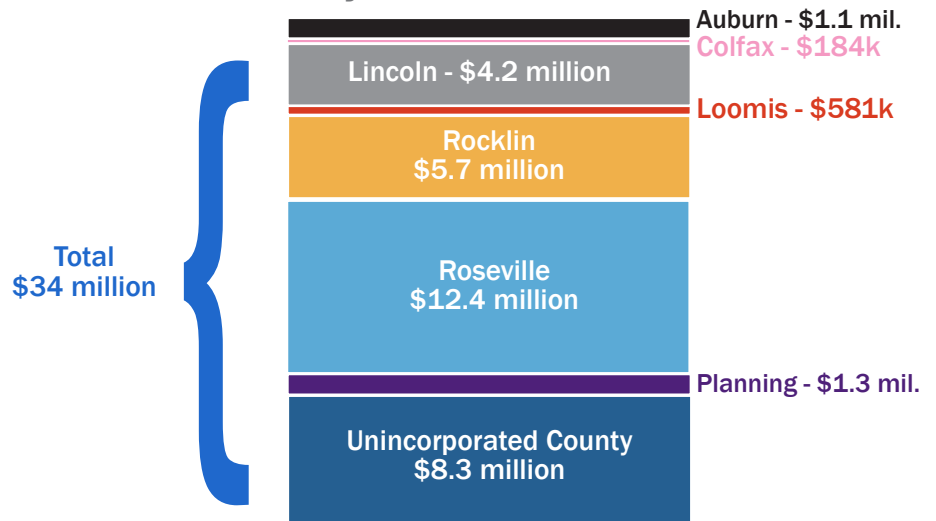
# ABOUT UNMET TRANSIT NEEDS

## 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 of 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.

As shown in the stacked bar chart on the top right, Placer County jurisdictions received approximately \$34 million of LTF in fiscal year (FY) 2021/22. 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 a portion or all of their available LTF for non-transit related purposes, so long as there are no unmet transit needs that are reasonable to meet.

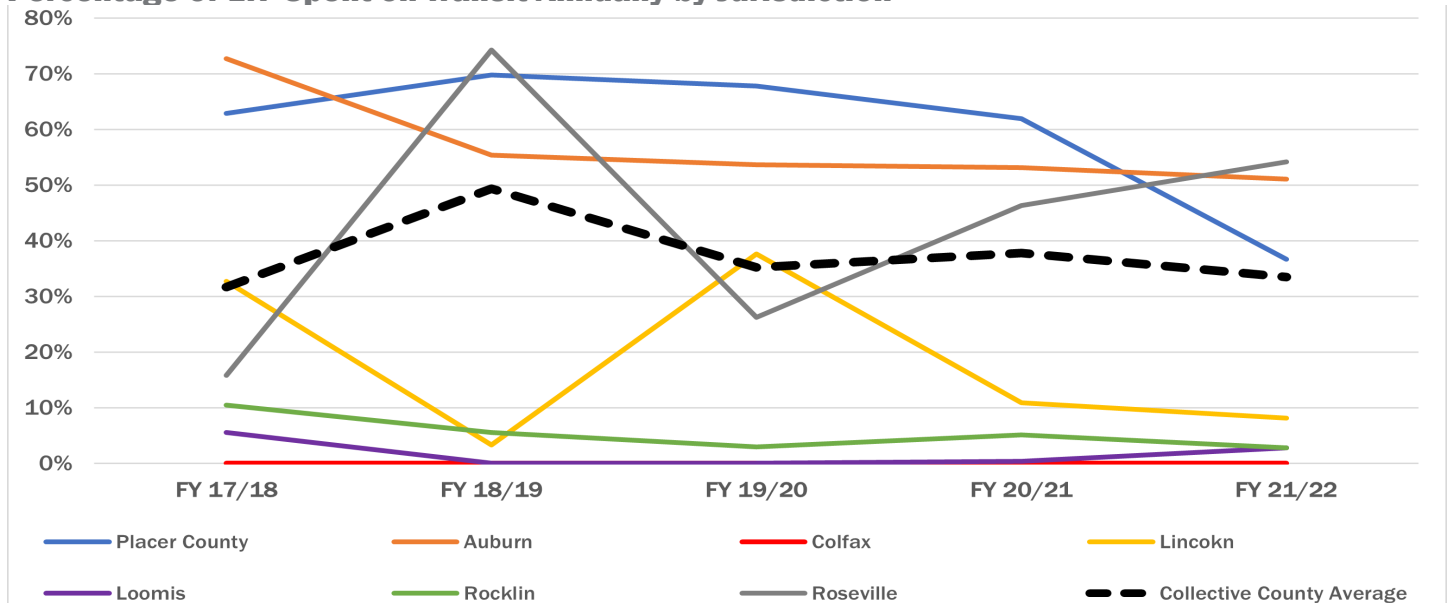
FY 2022 LTF Allocation by Jurisdiction



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, while Roseville increased its LTF spending on transit this year, all of Placer's remaining jurisdictions decreased LTF spending on transit levels compared to prior years. Cumulatively averaged countywide, approximately 33% of LTF funds were spent on transit in FY 2021/22, down from 38% in FY 2020/21. Countywide transit vehicle service miles also decreased slightly to approximately \$2.2 million, compared to the prior fiscal year's \$2.5 million service miles reported by the transit operators. This decrease can be attributable to the on-going negative impact to transit ridership demand and bus operator resources due to the COVID-19 pandemic.

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, while Roseville increased its LTF spending on transit this year, all of Placer's remaining jurisdictions decreased LTF spending on transit levels compared to prior years. Cumulatively averaged countywide, approximately 33% of LTF funds were spent on transit in FY 2021/22, down from 38% in FY 2020/21. Countywide transit vehicle service miles also decreased slightly to approximately \$2.2 million, compared to the prior fiscal year's \$2.5 million service miles reported by the transit operators. This decrease can be attributable to the on-going negative impact to transit ridership demand and bus operator resources due to the COVID-19 pandemic.

Percentage of LTF Spent on Transit Annually by Jurisdiction



## Outreach Process

### Top Survey Participant Zip Codes

|  |
|--|
| 95677: Central Rocklin - 8%                  |
| 95603: Auburn area - 9%                      |
| 95765: Rocklin 12%                           |
| 95678: Roseville - 12%                       |
| 95747: Placer County/<br>West Roseville- 13% |
| 95648: Lincoln - 17%                         |
| Various Zip Codes - 29%                      |

Following the success of online surveys in prior years, PCTPA administered and promoted an online survey to solicit a majority 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 Spanish and Tagalog languages to better gather input from some of the larger limited English proficient (LEP) communities in the Placer region. With the ease of the COVID-19 pandemic and return to in-person events, PCTPA further presented the UTN Assessment as an informational item and solicited public comments at least one city/town council meeting in each jurisdiction, one Placer Board of Supervisors meeting, and at various local events held throughout Placer County. Lastly, PCTPA held one public hearing to gather comments, conducted by the PCTPA Board on October 26 2022, pursuant to TDA requirements. The majority of the 127 comments received were a result of the online survey. Approximately 16% of the comments were received via e-mail, or submitted either verbally or in writing at PCTPA's public hearing or at the various other local governing authority meetings and events held throughout Placer County during the engagement period.

## Last Year's Unmet Transit Needs Assessment

The FY 2021/22 UTN Assessment found that there were no unmet transit needs that were reasonable to meet in FY 2022/23. In addition to these findings made by the PCTPA Board, new definitions and criteria were adopted for future UTN Assessments, starting with this year's process, which are being considered in this report. These definitions and criteria (contained in Appendix B) provide some examples for what may constitute an unmet transit need. Additionally, operational needs, which are not considered unmet transit needs, are defined to support the evaluation of unmet transit needs comments. Defined operational needs that are not unmet transit needs, include: more 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 vague comments that cannot specify a clear transit need. While these operational comments are not considered unmet transit needs, they are provided to the transit operator for review and consideration as part of on-going system and service planning and improvement efforts.



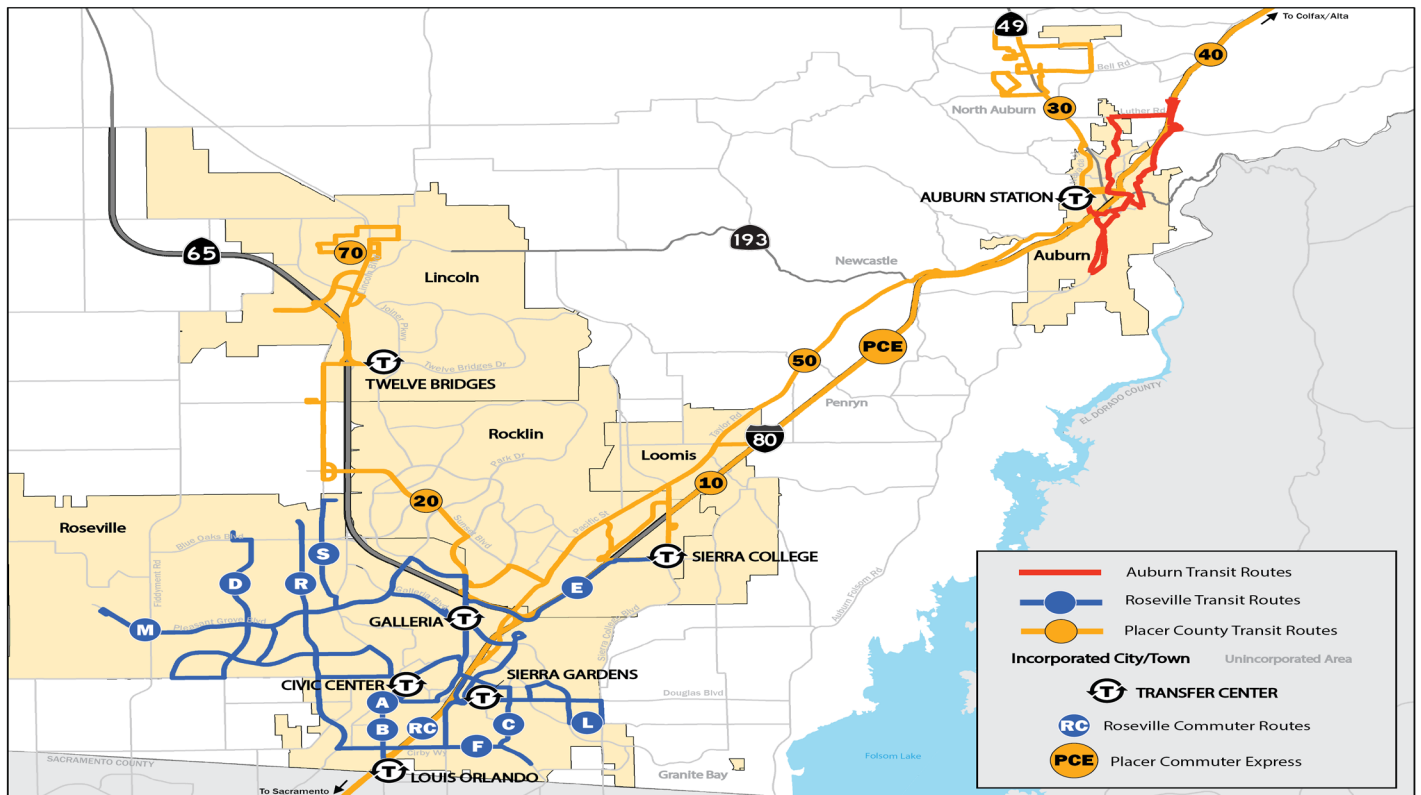
Similar to last year's UTN Assessment process, and per TDA requirements, this report analyzes the locations and demographics of residents who may be transit dependant. "Transit dependent" populations generally include youth, seniors, persons with disabilities, low-income residents, and households without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

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

Updated data regarding these populations from the 2021 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



### Operator Websites

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

### Transit Operators

Placer County is served by five transit operators: Roseville Transit, Placer County Transit (PCT), Auburn Transit, Tahoe Truckee Area Regional Transit (TART), and the Capitol Corridor rail service. The Western Placer Consolidated Transportation Services Agency (WPCTSA) provides additional programs to complement transit services 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 operators' respective websites listed to the left.

### Transit Planning

Improvements to transit service in Placer County are governed by three transportation planning documents: the Regional Transportation Plan (RTP), the Long Range Transit Master Plan (LRTMP), and the Short Range Transit Plans (SRTPs). Because the RTP, LRTMP, and SRTPs outline transit service goals and improvement project priorities for Placer County, they are referenced frequently in the 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 [pctpa.net/transit-planning](http://pctpa.net/transit-planning). There are also two transit studies referenced in the responses to comments: the Rocklin Community Transit Study (2015) and the Placer County Rural Transit Study (2015). These documents are also available for download from the link above.



## Interregional, Intercity, and Commuter Service

Roseville Transit, PCT, and Capitol Corridor 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 routes provide commuter service between pickup locations along Interstate 80 and Downtown Sacramento. Capitol Corridor provides train and thruway bus service from the Auburn, Rocklin, and Roseville stations to Sacramento and the Bay Area. As reflected in Appendix A, despite the COVID-19 pandemic's impact on general commuter services, there is still a need and demand for more interregional service.



## Local Service

Local bus route service is available within Roseville, Lincoln, Auburn, 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 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 an app-based on-demand service provided within and immediately adjacent to the City's jurisdictional boundaries. TART operates three fixed bus routes: the Highway 267 service between Truckee and Kings Beach, the 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 existing within Roseville, Lincoln, Rocklin, and Auburn to connect local services to the interregional services provided by PCT and neighbouring transit operators such as Nevada County Connects 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 some operators offer this service to the general public, riders with disabilities who require paratransit service are given priority in these services. PCT offers general public Dial-A-Ride and paratransit service in Lincoln, Rocklin, Granite Bay, Loomis, and anywhere within a three-quarter mile of Taylor Road or Highway 49. Roseville Transit offers general public Dial-A-Ride and paratransit service across the City. Auburn Transit provides an app-based general public demand response and paratransit service within and immediately adjacent to the City's jurisdictional limits. TART, through TART Connects, also provides an app-based 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 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 for this program. Riders recruit their own volunteers to provide the ride and the program reimburses the rider up to 200 miles per month (based on Internal Revenue Service (IRS) mileage standards) that they can use to pay their driver.

# ANNUAL RIDERSHIP REPORT - FY 2021/22

## Placer County Transit

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

### Operating Subsidy per Trip

Operating Cost: \$7,578,668  
 Fare Revenue: \$193,115  
 Operating Subsidy: \$7,385,553  
 Total Trips: 189,205  
 Subsidy per Trip: \$39.03

### Annual Trips per Hour

Total Trips: 189,205  
 Vehicle Revenue Hours: 48,951  
 Trips per VRH: 3.87  
 Change from Prior Year: +18%

## Roseville Transit

Roseville Transit operates 10 fixed-route buses within the City limits, a general public Dial-A-Ride service within the city limits, and 13 weekday peak hour commuter buses between Roseville and downtown Sacramento.

### Operating Subsidy per Trip

Operating Cost: \$7,386,350  
 Fare Revenue: \$486,322  
 Operating Subsidy: \$6,900,028  
 Total Trips: 144,346  
 Subsidy per Trip: \$47.80

### Annual Trips per Hour

Total Trips: 144,346  
 Vehicle Revenue Hours: 52,485  
 Trips per VRH: 2.75  
 Change from Prior Year: -2.48%

## Auburn Transit

Auburn Transit operates one deviated fixed-route service that can deviate up to 0.75 of a mile, and an app-based, on-demand service that operates within Auburn and provides service to adjacent unincorporated areas of the County.

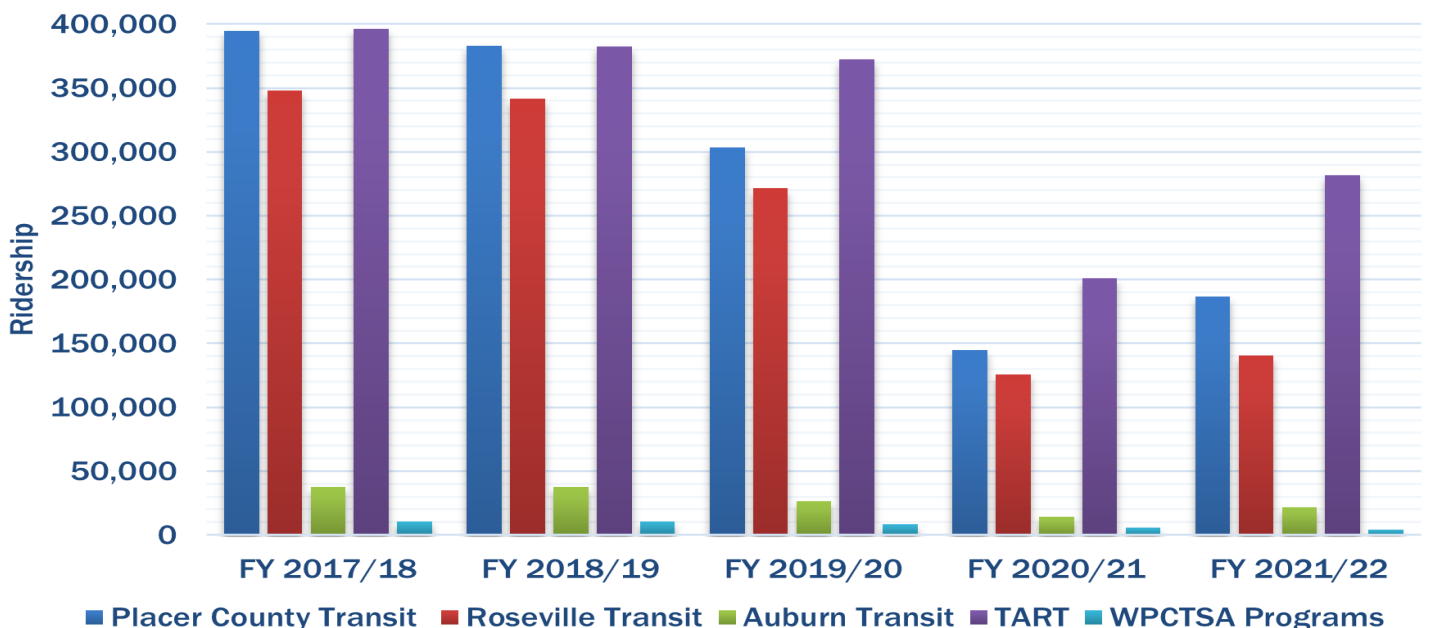
### Operating Subsidy per Trip

Operating Cost: \$668,548  
 Fare Revenue: \$33,574  
 Operating Subsidy: \$634,974  
 Total Trips: 21,497  
 Subsidy per Trip: \$29.54

### Annual Trips per Hour

Total Trips: 21,497  
 Vehicle Revenue Hours: 8,990  
 Trips per VRH: 2.39  
 Change from Prior Year: -24%

## Annual System-wide Transit Ridership (FYs 2017/18 - FY 2021/22)



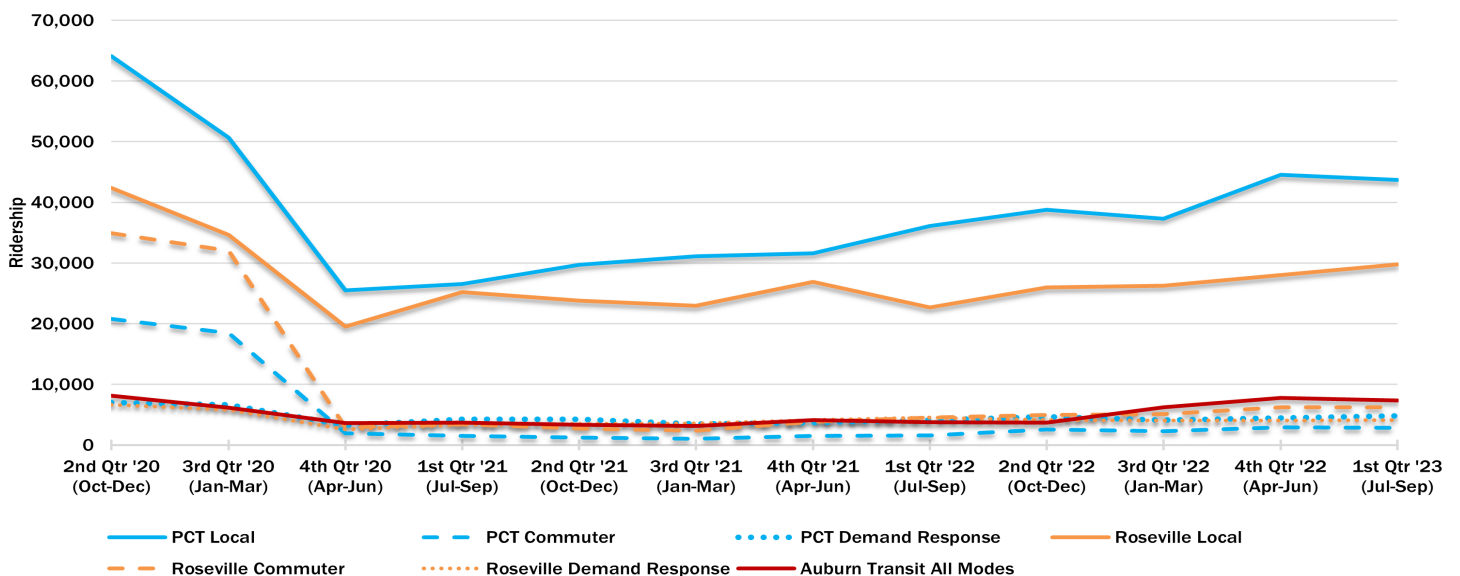
Note: Does not include Capitol Corridor ridership  
 Source: Annual Quarterly Reported Transit Operator Data

## Ridership Recovery Post COVID-19 Pandemic

The COVID-19 pandemic accelerated ridership loss and demand for public transit services in Placer County, which further led to some of the operators reducing fixed-route local and commuter services provided in FYs 2019/20 and 2020/21. Service levels were also constrained from an on-going shortage of bus operators, which continues nationwide. However, as the pandemic's restrictions and impacts started to ease at the beginning for FY 2021/22, overall system-wide transit ridership and overall demand has slowly started to return, as seen in the figure at the bottom of the previous page.

Staff continues to monitor ridership by mode provided from each transit operator on a quarterly basis. 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 first quarter of FY 2022/23 (1st Qtr '23), ridership on all modes of transit for each operator has either leveled off or started to increase. Cumulative local bus service ridership has grown approximately 66% since the pandemic's peak (4th Qtr '20), recovering to almost 71% of pre-pandemic (2nd Qtr '20) levels. However, commuter and demand response service ridership have been slower to recover, with commuter ridership only recovering to 58%, and demand response ridership recovering to 65%, of pre-pandemic (2nd Qtr '20) levels. 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. PCTPA is coordinating with the Sacramento Area Council of Governments (SACOG), El Dorado County Transportation Commission (EDCTC), Valley Vision, and other regional partners to evaluate available information and return to work trends to help estimate future transit ridership and demand.

### Quarterly Transit Ridership by Mode (2019/20 Qtr 2 - FY 2022/23 Qtr 1)



Source: Annual Quarterly Reported Transit Operator Data

Although, transit services and operations are not back to pre-pandemic levels, the Placer region's transit operators are continually evaluating their respective services and considering innovative solutions to generate more demand. In addition to the launches of app-based on-demand (microtransit) services by Auburn Transit and the expansion of TART Connects in 2021, PCT and Roseville Transit are considering more app-based on-demand solutions to better serve historically low ridership suburban areas in the Placer region. Through collaborative efforts between PCTPA and the region's transit operators, a joint comprehensive operational analysis and new short-range transit plan effort that examines opportunities for better intercity, intracounty, and interregional services and transfers will start in Spring 2023. These efforts are further being complemented by a regional marketing campaign led by the WPCTSA that is designed to bring a greater awareness to public transit services and transportation programs in Placer County. More information about these efforts can be found under Current Transit Planning Efforts on Page 13.

# ANALYSIS AND RECOMMENDATIONS

## Staff Recommendation Finding

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

1. There are no unmet transit needs in FY 2022/23 that are reasonable to meet for implementation in FY 2023/24.
2. The Annual Unmet Transit Needs Report for FY 2023/24 is accepted as complete.

The SSTAC concurred with the recommendations, above, at their January 30, 2023 meeting.

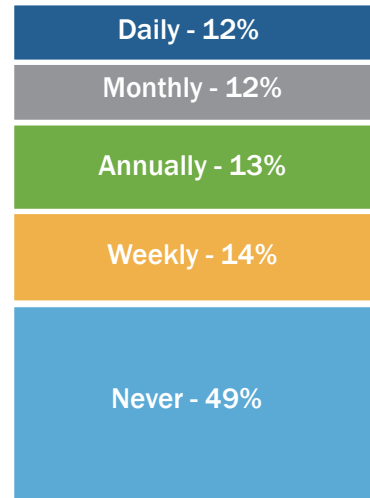
## Analysis of Comments

As previously identified, PCTPA solicited a majority of 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 49% 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 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.

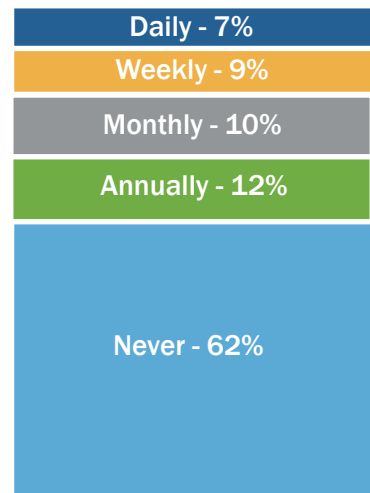
Of the 127 potential unmet transit needs comments analyzed during this UTN Assessment (refer to Appendix A), 14 were identified as potential unmet transit needs that were subsequently determined to not be reasonable to meet. Approximately 65% of the comments received pertained to intracounty, intercity, and interregional services, while the remaining comments were related to intracity services, miscellaneous operational issues, or were too 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 connections needed between transit services and areas in Lincoln, Rocklin, and Roseville for shopping and/or medical reasons,
- More frequent connections needed to Sacramento light rail services and to other transit services in Sacramento,
- Transit service needed in Lincoln and Rocklin on Sundays,
- Fixed-route transit services needed for Rocklin High School (adult program),
- Transit services needed in Foresthill or from Foresthill to Auburn,
- Transit services needed in Sheridan or from Sheridan to Lincoln,
- Need for new or better transit services to connect Colfax, Auburn, and Nevada County,
- More bus and/or train services needed between Auburn, Roseville, Sacramento and the Bay Area, and
- Expand Granite Bay dial-a-ride or other transit services to the Galleria.

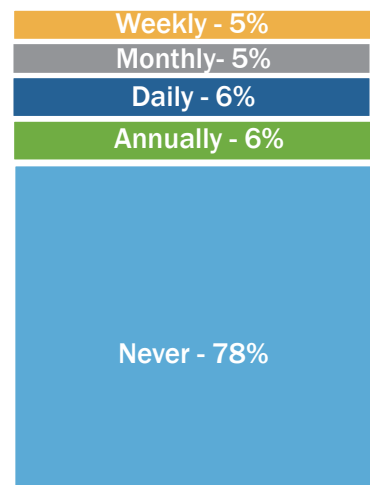
### How Often Do You Ride Local Transit?



### How Often Do You Ride Commuter Transit?



### How Often Do You Ride Demand Response Services?





## Current Transit Planning Efforts

### Regional Marketing Plan

As made evident by many of this year's UTN Assessment comments, there is a great lack of awareness regarding general public transit services and transportation programs available in the Placer region. To address this, the WPCTSA and its partnering transit operators and social service agencies have collectively drafted a marketing plan, which broadly defines strategies to promote public transit service and WPCTSA program awareness moving forward. The marketing plan complements transit service coordination and operational improvement efforts that will be addressed collectively with the region's transit operators as part of an upcoming Comprehensive Operational Analysis (COA) / Short-range Transit Plan effort, which is anticipated to start in Spring 2023.



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

With the collapse of public transit service ridership brought on by the COVID-19 pandemic, on-going bus operator resource issues, and a concurrent recognition that service improvements are needed for Placer's three public transit systems to remain effective and efficient at serving the South Placer region's transportation needs, PCT, Roseville Transit, Auburn Transit, and the WPCTSA are collectively administering a comprehensive operational analysis (COA) and short-range transit plan (SRTP) effort that will start in FY 2022/23. The COA/SRTP will re-examine the design of existing public transit services in South Placer County and provide effective, efficient, and relevant service solutions to address current transportation access and operational issues within the region's public transportation system. Unlike previous SRTPs that focused on each individual operator and their respective service area, this COA/SRTP will combine all transit systems and services into one plan to be implemented collectively by each respective transit operator based on their ability and resources to effectuate the plan. Planning efforts will involve extensive public outreach and stakeholder engagement throughout the process, which will last into FY 2024/25. Public comments regarding transit services and operational issues made during this year's and previous UTN Assessment processes will be heavily evaluated and potentially addressed through this COA/SRTP.

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



In August 2022, after extensive collaboration between the WPCTSA, Sierra College and transit operators in both Placer and Nevada counties, the Ride Free with Your Sierra College ID pilot program was launched. This program provides college students with a free ride on PCT, Roseville Transit, Auburn Transit, and Nevada County Connects fixed-route services for any purpose as long as the student is actively enrolled at Sierra College. A second component of this pilot program, which will provide a discounted ride subsidy on a transportation network company (TNC) service (i.e., Uber, Lyft, or something similar) to/from a college campus during the evening hours when public transit service is not available, is still in development and anticipated to launch in 2023. This pilot program is not only designed to increase access to transportation for many transit-dependent populations, but will also serve to help generate more transit demand for existing public transit services post-COVID-19 pandemic. Staff will continue to evaluate and market this program during its three-year pilot period.

## **Current Transit Planning Efforts Continued...**

### **Piloting Microtransit in Placer County**

Placer County's TART and Auburn Transit both launched app-based on-demand (microtransit) services in 2021. In 2022, PCT, Roseville Transit, and Auburn Transit jointly procured a vendor, Spare, to implement additional app-based on-demand services in other areas of Placer County. Both Roseville Transit and PCT are anticipating to launch microtransit services within their existing dial-a-ride service areas in Roseville, Lincoln, and Rocklin in early 2023, which will use a common platform called GO South Placer On-Demand to provide access to the microtransit services. Auburn may subsequently launch additional microtransit services using the same platform, after their current microtransit service ends. Piloting these additional microtransit services in the South Placer region will help the region's transit operators evaluate microtransit's ability to efficiently and effectively address suburban ridership demand in the post COVID-19 pandemic era. In addition, the microtransit service expansions planned by PCT and Roseville Transit provide an opportunity for further coordinated transit services to address some of the transportation requests identified during this year's UTN Assessment process.

### **South Placer Transit Project (known as Rapid Link)**

The South Placer Transit Project (known as Rapid Link) was part of a comprehensive program of projects identified in the Placer-Sacramento Gateway Plan to reduce regional traffic congestion on the Highway 65 and Interstate 80 corridors. The project received a \$65 million competitive grant award from the Senate Bill 1 funded Solutions for Congested Corridors Program, and 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). The new service is 100% electric using zero emission technology, and will be administered by Roseville Transit in partnership with PCT, Kaiser and Sutter hospitals, and the United Auburn Indian Community. Rapid Link will ultimately provide faster, cleaner intercity and interregional public transit service that may potentially address some of the regional service demand requests received during this year's UTN Assessment process. It is anticipated that the service will start in FY 2023/24, pending post-pandemic bus purchase and supply chain matters being resolved.

### **Reno Rail Service Planning**

The California Department of Transportation (Caltrans) is currently administering 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 is conducting a complementary study looking at first/last mile connections to six rail stations along the corridor, as well as releasing a public interest survey about the potential service extension. These studies are 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.

# 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 October 1, 2022, through November 18, 2022. 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](https://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 neighbouring 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         | No transfer trip from Roseville Square to/from Galleria Mall, weekly around 10 a.m. and 3 p.m. for social/shopping purposes   | This is not an unmet transit need | Roseville Transit provides weekday service from Roseville Square to the Galleria Mall several times daily on Routes L and B. This comment lacks sufficient detail to identify an unmet transit need.   | Roseville    |
| 2         | Need more Dial-a-Ride buses in Rocklin area.  | This is not an unmet transit need | Placer County Transit (PCT) currently provides general public Dial-a-Ride service in the City of Rocklin as a shared-ride, origin to destination service, scheduled based on request. Increased requests for additional buses are an operational matter that is not considered an unmet transit need. PCT monitors the service consideration with the City of Rocklin to ensure there are not excessive service denials.   | Rocklin      |
| 3         | There are no buses that come out to North Fiddymont Road right now. Closest one is route M down on Pleasant Grove Blvd. I need to go from my house to the Galleria area once a month.   | This is not an unmet transit need | This area of Roseville is currently served by the Roseville Transit Dial-a-Ride. A transfer from Dial-a-Ride to Route D @ Diamond Creek Blvd. will provide a connection to Route M, which provides service to the Galleria.  | Roseville    |
| 4         | I am teaching in an adult special education transition program that is community-based. We are located on Rocklin High School campus (Monday through Friday, 8:00 a.m., 9 a.m., 12 p.m. and 1 p.m.). Currently we are unable to access the city bus because we do not have a bus stop near enough. Our students need access to local businesses to work in the community. They are unable to drive and this is their only way to get to work and Sierra College. Please add a bus stop near the Save Mart located on Park and Stanford Ranch Road or anywhere you can near Rocklin High School. Thank you!! | This is not an unmet transit need | Placer County Transit (PCT) currently serves this area of Rocklin with the Rocklin Dial-a-Ride. The Short-Range Transit Plan and Rocklin Community Transit Study do not recommend expanding fixed-route service in Rocklin at this time. However, Rocklin High School will also be served by PCT's app-based, on-demand service (microtransit) anticipated to start in 2023. Transit service in Rocklin will also be re-evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023. | Rocklin      |
| 5         | We are in an active senior residential area, but we are all becoming older and would like to use short bus rides to grocery stores, banks physician services etc. I also understand that senior apartments are being built at the end of Pleasant Grove. Small buses with specific limited rides (say no more than 60 to 90 minutes to reach destinations) would be a valuable service to the growing number of seniors moving in this area, weekdays, 7 a.m. to 7 p.m.   | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request. Roseville Transit provides Dial-a-Ride service within the City of Roseville that could potentially accommodate these needs.   | Roseville    |



| Comment # | Comment  | Finding  | Explanation  | Jurisdiction |
|-----------|--|--|--|--------------|
| 6         | Starting in downtown Roseville on Vernon Street. Heads down Douglas Blvd. All the way to Beale pointe. Then for it to turn around and go back. You need to add more transit service along that corridor, daily at least 30-minute frequency. More lanes on roads aren't going to help. Douglas Blvd is the major road that leads Roseville to its biggest recreation area in the Sacramento region. The fact that there's no bus service giving access Roseville to Folsom Lake. | This is not an unmet transit need                            | Roseville Transit's Short Range Transit Plan does not recommend adding fixed-route service directly to Folsom Lake. However, connections from the Placer County Transit's (PCT's) Granite Bay Dial-a-Ride service to Roseville Transit's fixed-route and Dial-a-Ride services can be made at certain transfer locations.   | Roseville    |
| 7         | Have an actual weekend schedule for Roseville Transit. No Sunday service is the worst thing a transit service can do.  | This is not an unmet transit need                            | Roseville Transit's Short Range Transit Plan does not recommend adding fixed-route Sunday service. However, Roseville Transit Dial-a-Ride services are available for any general public trip made within the city limits on Saturdays and Sundays, 8:00 a.m. to 5:00 p.m.  | Roseville    |
| 8         | Civic Center, 5 days per week, 3:30 p.m. - 10:30 p.m. for work. As the city of Roseville is growing, it would be nice if the public transportation system could expand to meet the needs of the population.  | This is not an unmet transit need                            | The comment lacks sufficient detail to identify a specific service request. Roseville Transit currently provides fixed-route and Dial-a-Ride services within the City limits to/from the City's Civic Center.  | Roseville    |
| 9         | It would be good to have transportation available from Sierra College to Rocklin train station.  | This is not an unmet transit need                            | Fixed-route services between Sierra College and the Rocklin train station are provided weekdays by Placer County Transit (PCT) via Routes 20 and 10 (transfer required) or through the Rocklin Dial-a-Ride service provided by PCT.  | Rocklin      |
| 10        | Roseville buses do not go out of Roseville very much for the local transit, so people have to take different types of transit services to get to places in Roseville, once or twice a week around 6 a.m., 7 a.m., or 8 a.m. for shopping   | This is not an unmet transit need                            | This comment lacks sufficient detail to identify a request. Placer County Transit (PCT) connects with Roseville Transit and can provide transit service connections outside of Roseville.  | Roseville    |
| 11        | Home to park or grocery store, once a week in the morning.   | This is not an unmet transit need                            | This comment lacks sufficient detail to identify a request. Roseville Transit provides fixed-route and dial-a-ride services within the City of Roseville that could potentially accommodate these needs.   | Roseville    |
| 12        | Start at my home in Lincoln Hills and end at my church Lincoln Community Church, three times a week, and specifically at 9:30 a.m. on Sundays (for church) and 12:30 p.m. (for card making class) and 3rd Wednesday on (2nd Thursday and 3rd Wednesday) (for sewing group) of the month for going to. I use a walker and any type of transportation that is accessible for me would help. I would  | This is an unmet transit need that is not reasonable to meet | Placer County Transit (PCT) currently provides Dial-a-Ride service in Lincoln and Lincoln Hills Mondays through Fridays, 6:30 a.m. through 6:35 p.m., and Saturdays, 8:20 a.m. through 4:20 p.m., with no service on Sundays. The 2018 Short-Range Transit Plan for PCT did not recommend Sunday service as ridership projections for this service are too low to sustainably support the cost | Lincoln      |

| Comment # | Comment  | Finding                           | Explanation  | Jurisdiction |
|-----------|--|-----------------------------------|--|--------------|
|           | need to have pickup back to my home, too.  |                                   | for service implementation. Placer Rides, which provides a reimbursable ride for passengers that find a driver may accommodate the Sunday transit need. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500.   |              |
| 13        | From Lincoln High School to neighboring areas and to the South end of Lincoln. I'd like to see more public transportation to the Twelve Bridges area, four days a week before and after school. To get to school for Lincoln High School and Twelve Bridges High School. Our town is growing quickly. We need to see wider route coverage, more often picking up and drop off.   | This is not an unmet transit need | Service between Lincoln High School and Twelve Bridges High School is available via Placer County Transit's (PCT's) fixed-route (Route 70) and Dial-a-Ride services that further cover the Twelve Bridges area and southern portion of Lincoln.  | Lincoln      |
| 14        | We need a bus stop at Rocklin High School in Rocklin. We are unable to take the bus to or from Rocklin High School. This bus stop would be used every day, Monday through Friday, various times between 8 a.m. and 2 p.m. I am a teacher at the Adult Transition Program for disabled young adults at Rocklin High School. Our program is designed to teach community and life skills through real-life experiences. We need access to public transportation to teach students how to access public transportation. Currently, the two closest bus stops involve walking up a big hill or over a mile. The majority of the students have physical disabilities that make walking long distances challenging. A closer bus stop will be helpful. We need more bus stops that are closer to residential neighborhoods. | This is not an unmet transit need | This area of Rocklin is currently served by Rocklin Dial-a-Ride provided by Placer County Transit (PCT). The Short-Range Transit Plan and Rocklin Community Transit Study do not recommend expanding fixed-route service in Rocklin. However, Rocklin High School will also be served by PCT's app-based, on-demand service (microtransit) anticipated to start in 2023. Fixed-route transit service in Rocklin will be evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023. | Rocklin      |
| 15        | RHS community services for special needs children, two times a day. Will give the special needs children the chance to become more independent in life. Please provide bus stop closer to the places that special needs children will go to. Thank you! •  | This is not an unmet transit need | This area of Rocklin is currently served by Rocklin Dial-a-Ride provided by Placer County Transit (PCT). The Short Range Transit Plan and Rocklin Community Transit Study do not recommend expanding fixed-route service in Rocklin. However, Rocklin High School will also be served by PCT's app-based, on-demand service (microtransit) anticipated to start in 2023. Fixed-route transit service in Rocklin will be evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023. | Rocklin      |

| Comment # | Comment   | Finding                                  | Explanation   | Jurisdiction   |
|-----------|---|--|---|----------------|
| 16        | <p>There appears to be an old turn out for a bus near Rocklin High School (5301 Victory Lane, Rocklin, CA) and I am really hoping we could potentially resume that public transit stop so our students could access public transportation from our site since they go out frequently in the community and also to Sierra College. We have two classes (soon to be three classes in the fall) each ranging from 7-12 adults with disabilities (ages 18-22) and 4-5 adult staff that support in each of the three classrooms. So for this year if two classes were to go visit the library for example, that would be 25 adults needing to ride public transit. Currently the classes rely on school busses or vans to get out in the community (which is a higher cost), but given they are learning how to transition to life after high school, public transit is an important part of the process. All the students do attend Sierra College so they have bus passes to ride, but it is a challenge given our location. Currently these students use the school busses or vans every day either to go to Sierra College twice weekly, or work experience or field trips so I can confidently say it would be used at least twice daily M-F (for pick up and drop off) to get out in the community. Is this something that may be possible within walking distance to Rocklin High School? Our original hope was to have our classes located somewhere near public transit and more central to the community, but the cost of leases and given the declining enrollment projections for the high school currently, we will need to stay at that location. The students do use dial a ride as well.</p> | <p>This is not an unmet transit need</p> | <p>This area of Rocklin is currently served by Rocklin Dial-a-Ride provided by Placer County Transit (PCT). The Short Range Transit Plan and Rocklin Community Transit Study do not recommend expanding fixed-route service in Rocklin at this time. Rocklin High School will be served by PCT's app-based, on-demand service (microtransit) anticipated to start in 2023, which could effectively accommodate some of this need. However, fixed-route transit service in Rocklin will also be evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023.</p> | <p>Rocklin</p> |

## INTERCITY COMMENTS

| Comment # | Comment   | Finding  | Explanation  | Jurisdiction              |
|-----------|---|--|--|---------------------------|
| 17        | <p>Lincoln to Roseville and back, once a week. I need to go to class on Sundays. 12 noon to get to Roseville and 6pm to return to Lincoln. I need to there to be public transportation in</p> | <p>This is an unmet transit need that is not</p> | <p>There is currently no Sunday service and the Placer County 2018 Short Range Transit Plan (2018 SRTP) does not recommend adding such a service at this time. Ridership is not anticipated to be high enough to sustain a Sunday and/or</p> | <p>Lincoln, Roseville</p> |

| Comment # | Comment  | Finding  | Explanation   | Jurisdiction       |
|-----------|--|--|---|--------------------|
|           | Lincoln California on Sundays and in the evenings.   | reasonable to meet   | evening service. However, the Placer Rides program may be able to provide reimbursable trips for eligible participants to reimburse their driver to accommodate this need.  |                    |
| 18        | We would like to try and use the local transit service just to get started from Lincoln Hills to the Galleria, but we do not know where to get it, how much it costs, etc. Also do not know if one just wait at the bus stop for these services? Is there something in writing either in hardcopy or online to tell us how to use the services? We are getting to an age where much driving will no longer be possible although we still both can walk well. In the bay area we did use buses and BART for many years, then just for convenience but now up here getting to be more of a necessity to get around safely. | This is not an unmet transit need                            | This comment lacks sufficient detail to identify a specific transit service request. Placer County Transit (PCT) provides both Dial-a-Ride and fixed-route service (via Route 20), between Lincoln Hills and the Galleria. Information regarding PCT transit services can be found by calling the South Placer Transit Information Center at (916) or (530) 745-7560, or visiting PCT's website <a href="https://www.placer.ca.gov/1768/Placer-County-Transit">https://www.placer.ca.gov/1768/Placer-County-Transit</a> . Additionally, the South Placer Transit Project (aka Rapid Link) will provide higher frequency service between Lincoln and the Galleria upon implementation in FY 2023/24. | Lincoln, Roseville |
| 19        | Colfax to Auburn more frequently (3 times per week, 10 a.m. and 6 p.m.) for work   | This is an unmet transit need that is not reasonable to meet | Placer County Transit'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 time. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which will begin in 2023.   | Colfax, Auburn     |
| 20        | Sacramento Street in Auburn to Main Street in Colfax on a monthly-basis to visit friends, shops, and restaurants   | This is not an unmet transit need                            | Placer County Transit's Route 40 provides daily service from Colfax to Auburn at 8:20 a.m. and 4:35 p.m., and this comment lacks additional information to identify a specific transit need. 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 that will begin in 2023.   | Auburn, Colfax     |
| 21        | To/from Fairway @ Sunset and Costco/99Cent Store and Safeway on Sunset at least once per week during mid-day.  | This is not an unmet transit need                            | Placer County Transit (PCT) Route 20 currently provides fixed-route service to some of these during the mid-day, in addition to the Rocklin Dial-a-Ride services provided by PCT throughout the City of Rocklin and into this area within the City of Roseville.  | Rocklin, Roseville |



| Comment # | Comment  | Finding                           | Explanation   | Jurisdiction                |
|-----------|--|-----------------------------------|---|-----------------------------|
| 22        | Start close to my house. At Granite Oaks Middle School or Rocklin High and terminate at Kaiser Roseville 1600 Eureka Rd. five days per week around 7 to 7:30 a.m. for work   | This is not an unmet transit need | This area of Rocklin is currently served by the Rocklin Dial-a-Ride, provided by Placer County Transit (PCT), with transfer opportunities to PCT's Route 20 fixed-route service to the Roseville Galleria. Transfer opportunities are available at the Roseville Galleria to Roseville Transit's fixed-route and Dial-a-Ride services that provide service to Kaiser Roseville medical facilities in Roseville. This area is also anticipated to be serviced by app-based on-demand service (microtransit) in early 2023, which could afford more transfer opportunities between these two service areas.   | Rocklin, Roseville          |
| 23        | Lincoln, Rocklin, Roseville, and Highway 65 corridor, three times a week in the mornings and afternoons, for shopping and dining. After returning from Europe, it is a stark reminder about the lack of any type of mass transit available in our area.  | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request. Existing fixed-route and Dial-a-Ride transit services are available in Lincoln, Rocklin, Roseville and on SR 65, provided by either Roseville Transit and/or Placer County Transit (PCT). Transfers may be required between services to travel to specific locations within the jurisdictions.   | Lincoln, Rocklin, Roseville |
| 24        | I live in a forgotten pocket. There is no bus service near me. I use dial-a-ride but it is a point a to point b. If I want to visit several places I am unable. Please help me expand my life. Whitney Ranch Parkway to connect to bus routes. Currently the bus stop is two miles away going each way for Bus (Route) 20 and Bus (Route) 70, for days a week in the afternoons and late mornings for shopping, dental, medical, and personal needs.   | This is not an unmet transit need | The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. However, Dial-A-Ride service is available to all locations within the City of Rocklin, provided by Placer County Transit (PCT). Transit service in Rocklin will be re-evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (S RTP) effort, which begins in 2023.   | Rocklin                     |
| 25        | Dial-A-Ride being about to go from city to city. IE: Lincoln into Roseville and not just staying in one city area, several times a week during the daytime hours. I am in a wheelchair and have limited transportation. The bus stop isn't near my home. The one that is closest doesn't have a shade covering for sun or rain. It takes 2 buses to get from Lincoln to Roseville Galleria Mall. Then try to get a 3rd bus to get somewhere near my doctors offices. Or anywhere else. I'd be happy to pay a bit more to be able to have that independence of having door to door service like an ambulatory person has with an Uber | This is not an unmet transit need | Currently the Dial-a-Ride services provided by Placer County Transit (PCT) and Roseville Transit do not cross jurisdictional service areas (except for Americans with Disabilities Act eligible riders between the Lincoln and Rocklin/Loomis Dial-a-Ride zones) and there are no recommendations to do so in the Short Range Transit Plans. However, passengers can connect between the Lincoln and Rocklin/Loomis Dial-a-Ride zones and Roseville Transit Dial-a-Ride service area at various transfer locations. Operational issues associated with bus stops coverings are not considered an unmet transit need. However, these issues are provided to the transit operators for consideration as | Lincoln, Roseville          |

| Comment # | Comment   | Finding                           | Explanation   | Jurisdiction                |
|-----------|---|-----------------------------------|---|-----------------------------|
|           | service. Due to my powerchair, I don't get that ability.  |                                   | part of overall system and service improvements.  |                             |
| 26        | Downtown Lincoln to Kaiser Hospital and Kaiser Medical Offices twice a week during work hours (7 a.m. - 6 p.m.) for medical appointments. I used to ride transit often. There is a bus stop near me but it has no place to sit and no shelter from rain or sun. There is no route from Lincoln straight to Kaiser Roseville hospital or Kaiser Roseville medical offices and I feel like that is a big need for myself and others. Also a route from Lincoln to Amtrack would be beneficial.  | This is not an unmet transit need | Service between Downtown Lincoln to Roseville is possible with transfers on Placer County Transit fixed-route (Routes 70, 20, and 10) service, that connect with Roseville Transit at the Galleria, which enables a transfer and service to Kaiser via the Roseville Transit fixed-route and/or Dial-a-Ride service. Additionally, the South Placer Transit Project (aka Rapid Link) will provide higher frequency service between Lincoln and the Kaiser Hospital/Medical Center in Roseville upon implementation in FY 2023/24. | Lincoln, Roseville          |
| 27        | It would start at Whitney Ranch Blvd and Wildcat Blvd in Rocklin, or within a few blocks of it. It would end at Galleria Mall Transit Center, daily, for doctor appointments, shipping, senior activities, connecting to other transit. It provides wonderful service (and I have ridden public transit all my life throughout the United States and Western Europe.) But it does not provide service to West Rocklin (i.e.) via Wildcat Blvd. and on to Lincoln. This is a major issue and there are all sorts of new stores and housing developments going in. We need service in this area. East Rocklin has service, it is only fair that we have it, too. All taxpayers are equal. | This is not an unmet transit need | The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin. Transit service in Rocklin will be re-evaluated for improvements as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023.  | Lincoln, Rocklin, Roseville |
| 28        | I recently retired but would have been interested in a bus from Lincoln to Roseville when I was working. I previously rode Caltrain and MUNI when living in the Bay Area. Both use the Clipper Card. Does Placer County have plans to incorporate the Clipper Card?   | This is not an unmet transit need | Placer County Transit (PCT) provides fixed-route service from Lincoln, via Route 20, to the Roseville Galleria, which affords transfers to Roseville Transit services, and utilizes the Connect Card that enables electronic fare payment similar to the Clipper Card.  | Lincoln, Roseville          |
| 29        | Start near Sierra College, end at Sutter Roseville medical center, about once a week between 9 a.m. and 5 p.m. for medical appointments. Current routes are not very direct. I live near enough to the College to use that as a starting / ending point. I do not know if there are on-demand services available for this.  | This is not an unmet transit need | Transit services provided by Placer County Transit's (PCT's) Routes 10 or 20, with potential transfers to (or between) Roseville Transit's Routes A, B, or M, currently enable connections between Sierra College and the Sutter Roseville medical center.  | Rocklin, Roseville          |
| 30        | I start at the Walmart store in Lincoln, where I get the bus to travel to the Roseville Galleria to transfer to Roseville Transit to go to the Sutter hospital for my doctor's appointment. The other destination is Walmart,   | This is not an unmet transit need | Placer County Transit (PCT) provides Dial-a-Ride service within both and between Lincoln and Rocklin, with transfer opportunities to Roseville's Dial-a-Ride service at specific locations. Additional Americans with Disabilities  | Lincoln, Roseville, Rocklin |

| Comment # | Comment  | Finding  | Explanation  | Jurisdiction       |
|-----------|--|--|--|--------------------|
|           | Rocklin California. I noticed that the fixed bus route on Joiner Parkways goes on to Nicholas Rd. and does pass my street, Q St. It's the same bus driver where I catch bus at the Walmart store on 2nd St. This is really unfair very discriminating against the disabled.  |  | (ADA) eligible riders can ride on PCT's Dial-a-Ride services, without transferring, between Lincoln and Rocklin.   |                    |
| 31        | From Sun City Lincoln Hills to Kaiser Hospital in Roseville, monthly, anytime between 7 a.m. and 5 p.m. for medical reasons.   | This is not an unmet transit need                            | Placer County Transit (PCT) provides Dial-a-Ride service in Lincoln Sun City area, which can connect passengers to the PCT Route 20 service that connects to the Roseville Galleria and Roseville fixed-route (Routes B and L) and/or Dial-a-Ride services that provide service to the Kaiser Hospital in Roseville.   | Lincoln, Roseville |
| 32        | Would like Placer County bus service thru Sun City Lincoln Hills. Use transfer passes at any stop... not just at major transfer areas like at Roseville Galleria. You can bring a dog on the bus but cannot take a cat on the bus - why? A cat is inside a cage. I wanted to go to the SPCA to adopt a cat and was told that I could not ride the bus home if I had a cat. | This is not an unmet transit need                            | Placer County Transit (PCT) provides Dial-a-Ride service in Lincoln Sun City area, with transfer options at various locations in Lincoln. Policies regarding transfer passes and animals on the bus are operational issues and not considered unmet transit needs. PCT currently allows service animals for eligible riders.   | Lincoln, Roseville |
| 33        | Rocklin and Kaiser in Roseville, for doctor's appointments, preferably in the morning but any time. It would be great if the bus went to Roseville as well. I have my hairdresser in Roseville as well. I would love for the bus to run on Sundays.  | This is an unmet transit need that is not reasonable to meet | Placer County Transit (PCT) provides fixed-route and Dial-a-Ride services in Rocklin that connect with Roseville Transit fixed-route and Dial-a-Ride services, which serve the Kaiser hospital in Roseville (requires a transfer from one system to the other). However, no PCT services are provided on Sundays. The 2018 Short-Range Transit Plan for PCT did not recommend Sunday service in Rocklin as ridership projections for this service are too low to sustainably support the cost for service implementation. Placer Rides, which provides a reimbursable ride for passengers that find a driver may accommodate the Sunday transit need. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500. | Rocklin, Roseville |
| 34        | Need more Dial-a-Ride service from Loomis to Rocklin, particularly for seniors   | This is not an unmet transit need                            | This comment lacks sufficient information to identify a service request. There currently is Dial-a-Ride service provided by Placer County Transit (PCT) in Loomis and Rocklin.   | Loomis, Rocklin    |

## INTRACOUNTY COMMENTS

| Comment # | Comment  | Finding  | Explanation   | Jurisdiction           |
|-----------|--|--|---|------------------------|
| 35        | More door-to-door support for the physically disabled  | This is not an unmet transit need                            | This comment lacks sufficient detail to identify a specific transit service request. Dial-a-Ride service is available with a reservation both within Placer County, and on-demand service is available within Auburn. The Placer Rides trip reimbursement program may also be an option for those who are traveling between cities and unable to use local transit.   | Auburn, Placer County  |
| 36        | From Granite Bay to Roseville, Folsom Light Rail Station, or Amtrak Station in Roseville for doctor's appointment. Please provide an option to have public transit from Granite Bay. The Dial-A-Ride from Granite Bay to Galleria Mall is not available anymore when I tried to book a trip. Please make this available again. | This is not an unmet transit need                            | Placer County Transit (PCT) provides Dial-a-Ride service in Granite Bay to Roseville. Depending on where the medical appointment is, passengers can also use the Granite Bay Dial-A-Ride and transfer to Roseville Transit Dial-a-Ride, which can provide connections to the Galleria and Louis Orlando transfer locations. Some fixed-route services provided by PCT (via Route 20) and Roseville Transit, connect to Sacramento Regional Transit (SacRT) bus and light-rail services from these transfer locations.   | Granite Bay, Roseville |
| 37        | Brockway Road to Palisades without switching buses two times a week around 7 a.m. to 8 a.m. for skiing   | This is not an unmet transit need                            | This comment pertains to potential services that are outside PCTPA's jurisdiction and can potentially be accommodated by TART Connect. This comment will be forwarded to the Tahoe Regional Planning Agency and TART for further consideration.   | Tahoe, Placer County   |
| 38        | Foresthill to Auburn, everyday morning and afternoon for work and commuting. Foresthill does not currently have any sort of public transportation system. Many in our community need rides to get to Auburn for medical appointments and other needed services that we don't have here in our community.                       | 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 (SRTTP) effort, which will begin in 2023. 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 (530) 889-9500. | Foresthill, Auburn     |
| 39        | Roseville to Alta, round-trip, once per month, late Friday evening or early Saturday morning. I have friends that  | This is an unmet transit                                     | Placer County Transit's Short Range Transit Plan does not recommend implementing weekend service for  | Roseville, Alta        |



| Comment # | Comment  | Finding  | Explanation   | Jurisdiction       |
|-----------|--|--|---|--------------------|
|           | live in Dutch Flat, and it is not possible to take the Capitol Corridor once-daily train to Colfax for this trip, and Placer County Route 40 does not provide service on weekends.   | need that is not reasonable to meet                          | Route 40. The potential service is not anticipated to generate sufficient ridership to maintain its feasibility at this time.   |                    |
| 40        | Foresthill to Auburn, two to three times per day for appointments. Currently, there is no transit service that services the town of Foresthill. The community needs transit options!!  | 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 (S RTP) effort, which will begin in 2023. 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 (530) 889-9500. | Auburn, Foresthill |
| 41        | With such a large county, using transit rarely meets my needs. Transit service to Thunder Valley Casino would be helpful.  | This is not an unmet transit need                            | This comment lacks sufficient detail to identify a request. Placer County Transit (PCT) currently provides fixed-route service, via Route 20, to Thunder Valley.  | Lincoln            |
| 42        | Foresthill to Auburn and back, weekly and daily, during midday and weekday mornings. We have a young man who is blind living with us in Foresthill. He can take transit from Auburn to other locations but cannot get from Foresthill to Auburn. He is hoping to attend Sierra college in 2023, but transportation issues will impact his ability to do so. There are currently no transit options in Foresthill and limited if any ride-share options. This is a real need for our community. | 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 (S RTP) effort, which will begin in 2023. 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 (530) 889-9500. | Foresthill, Auburn |
| 43        | Sheridan to Lincoln, three days a week, 8 a.m., for errands. A elderly woman hitchhikes from Sheridan to Lincoln and back. Numerous times a week. Very dangerous. The weather and time change will only make it that much harder for her. If there was a bus a couple times a week that  | 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  | Sheridan, Lincoln  |

| Comment # | Comment  | Finding  | Explanation  | Jurisdiction       |
|-----------|--|--|--|--------------------|
|           | comes out to Sheridan and has a return trip later that day that would be amazing! Thank you!   |  | (COA) / short-range transit plan (SRTP) effort, which will begin in 2023.  |                    |
| 44        | Sheridan, CA to Lincoln, twice a week, mid-mornings to late afternoons. Not so much for me, but for several senior citizens who have to beg to ride or hitchhike to get to Lincoln. Senior citizens need to get to Lincoln to get food from the Food Bank and their grocery stores for supplies. I would ride transit more often if it was available. I have to drive into Lincoln to catch a bus, so I might as well keep driving my 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, which will begin in 2023.   | Sheridan, Lincoln  |
| 45        | I live on Whirlabout St. in Roseville, nearest bus stop to me is the one near CVS on Pleasant Grove and Fiddymont, which is almost a mile away from me. I will be 65 in January 2023, and that mile as a walk takes a lot out of me. Need transportation at least weekly, but weekend options are nice too, for doctor's visits, haircut appointments, and shopping. I have moved from Marin County, CA and for local routes that have less people they use shorter buses. | This is an unmet transit need that is not reasonable to meet | Whirlabout St. is located in the Palisade Village at Sierra Vista development, which is located outside of the Roseville city limits in Placer County. There are currently no public transit services (fixed-route and Dial-a-Ride) provided in this location by either Placer County Transit (PCT) or Roseville Transit. It would not be feasible to implement fixed-route transit services in this area as ridership demand would potentially be very low at this time to sustain the service. However, PCTPA, in partnership with the transit operators, will be conducting a Comprehensive Operational Analysis (COA) and developing a Short-Range Transit Plan, beginning in 2023, to assess the future transportation services needed for this developing portion of unincorporated Placer County. Additionally, the Placer Rides program serves eligible clients including seniors who need transportation and are unable to pay fares. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling (530) 889-9500. | Placer County      |
| 46        | My husband and I recently moved to Foresthill area in May of this year. We are on the divide in Monte Verde estates. We moved with 2 adult kids with disabilities and they are in need of transportation. I was very surprised to find that there are no transit services available. My son is high functioning Autism and got a job within 60 days moving here but  | 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, which will begin in 2023.  | Foresthill, Auburn |

| Comment # | Comment   | Finding  | Explanation  | Jurisdiction           |
|-----------|---|--|--|------------------------|
|           | Lyft/Uber drivers do not come here, there is no Paratransit bus, or Dial A Ride equivalent? My husband and I are retired as we are older and he retired disabled so I have my hands full supporting and taking care 3 disabled adults in different capacities. I have a lot of medical care needed and one on one care for my daughter so being sole transportation provider on a daily basis is very challenging. I have exhausted every resource with Seniors first, Alta regional, and Placer County and was told to follow up with you as there is an upcoming meeting for Placer County transportation and what is needed. Foresthill and the Divide need disabled transportation services (i.e., a paratransit bus/Dial-a-ride service) so disabled adults can have access to getting groceries, getting to and from a job, and access to attending church services etc. Please present this need at Placer County transportation meeting and update me with any means that will be able to be provided for my Adult Disabled kids. |  | 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 (530) 889-9500.       |                        |
| 47        | What is the status of the unmet transit needs in Sheridan?  | This is an unmet transit need that is not reasonable to meet | There is currently no transit service to Sheridan. While the Short-Range Transit Plans recommend piloting a shuttle to Lincoln, there is not sufficient ridership at this time to support a service. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (S RTP) effort, which will begin in 2023.                          | Sheridan               |
| 48        | Is there any plan to improve the dial-a-ride service in Granite Bay? The service to go to the mall directly is no longer available. Thank you.  | This is not an unmet transit need                            | While there is no fixed-route service provided directly from Granite Bay to the Roseville Galleria, Placer County Transit (PCT) provides Dial-a-Ride services in Granite Bay that connect with Roseville Transit fixed-route and Dial-a-Ride services at certain transfer locations, which provide connections to the Galleria.  | Granite Bay, Roseville |
| 49        | There is an unmet transit need in Auburn for middle school children since the local school bus service has recently been eliminated, especially for potential passengers living in the unincorporated Placer County/North Auburn region coming into Auburn for school and/or other purposes.  | This is not an unmet transit need                            | This comment lacks sufficient information to identify a service request. However, while Dial-a-Ride and app-based on-demand services are provided in both North Auburn and Auburn by both Placer County Transit (PCT) and Auburn Transit, the upcoming Comprehensive Operational Analysis (COA) and Short-Range Transit Plan will further examine any additional areas in Auburn and the | Auburn, Placer County  |

| Comment # | Comment  | Finding                           | Explanation  | Jurisdiction                                   |
|-----------|--|-----------------------------------|--|--|
|           |  |                                   | unincorporated Placer County adjacent to Auburn where transit services could feasibly address demand.  |  |
| 50        | Service between Incline Village and Olympic Valley, every day at 7 a.m. and 5 p.m. for work. Inconsistency with bus schedules. Some drivers wait past the hour, some do not. Sometimes the bus is there and sometimes not. Wish they can do real-time announcement since NextBus is not working. | This is not an unmet transit need | Operational matters such as bus schedule inconsistencies are not unmet transit needs. However, the comments will be provided to TART staff for review and consideration. | Placer County, Incline Village, Olympic Valley |

## INTERREGIONAL COMMENTS

| Comment # | Comment   | Finding                           | Explanation  | Jurisdiction                           |
|-----------|---|-----------------------------------|--|--|
| 51        | From Auburn to various Bay Area locations [Emeryville, Santa Clara County, San Jose] on a monthly-basis for medical appointments.   | This is not an unmet transit need | Capitol Corridor has daily service from Auburn to Emeryville, Santa Clara, and San Jose. This comment lacks sufficient detail to identify an unmet transit need.   | Auburn, Bay Area                       |
| 52        | Roseville to San Francisco on weekends for entertainment.   | This is not an unmet transit need | Capitol Corridor provides weekend bus and train service to San Francisco. This comment lacks sufficient detail to identify an unmet transit need.  | Roseville, Bay Area                    |
| 53        | I take the Roseville Commuter departing Sunsplash at 7:23. It makes 1 stop before heading to Sacramento. At this stop there is 0-3 people. Why isn't that stop made before the Sunsplash stop? This way when our bus leaves from Sunsplash it can go directly to Sacramento and hopefully arrive on time. | This is not an unmet transit need | Operational issues like service to specific bus stops, are not considered an unmet transit need. However, this comment will be provided to Roseville Transit for consideration as part of on-going system and service improvements.  | Roseville, Sacramento                  |
| 54        | Service to the Tahoe / Reno area makes total sense and would reduce traffic (I-80) / emissions.   | This is not an unmet transit need | The Short-Range Transit Plans do not recommend adding service between South Placer and the Tahoe Area. PCTPA has partnered with Caltrans and other agencies to evaluate first/last mile connections to Amtrak through the Reno Rail Extension Study, which is intended to determine the feasibility of additional rail service between Sacramento, Tahoe and Reno. | Sacramento, Sacramento County          |
| 55        | It should be possible to take quality public transit around Lake Tahoe a few times a week. The traffic due to private cars around Lake Tahoe is insane and there is no alternative available.   | This is not an unmet transit need | This comment pertains to possible services that are outside PCTPA's jurisdiction. This comment will be shared with the Tahoe Regional Planning Agency.   | Tahoe, Placer County, El Dorado County |
| 56        | There needs to be better connections across counties other than just within Placer County. Transit needs to work regionally.  | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request. PCTPA staff and the region's transit operators are continuing to work with  | Truckee, Placer County                 |



| Comment # | Comment  | Finding                           | Explanation  | Jurisdiction                 |
|-----------|--|-----------------------------------|--|------------------------------|
|           |  |                                   | the Sacramento Area Council of Governments (SACOG) and other regional transit providers to examine opportunities for more service connections across the region.   |                              |
| 57        | I've been taking the PM 9 commuter bus home but it is frequently late because it leaves Roseville at 4:15 but gets stuck in westbound traffic on the way downtown. Would it be possible for the bus to leave Roseville earlier so as to be on time at the downtown stops? With the way downtown is now, it is a safety issue to be standing alone in the dark until the bus arrives 20 minutes after its scheduled time. | This is not an unmet transit need | Operational issues such as bus stop locations and schedule timing are not an unmet transit need. However, these issues are provided to Roseville Transit for consideration as part of overall system and service improvements.   | Roseville, Sacramento        |
| 58        | I live in Lincoln, but work in Sacramento on Madison Ave./North Highlands area weekdays  | This is not an unmet transit need | While there is no direct service from Lincoln to North Highlands, Placer County Transit's (PCT's) Routes 20 and 70 provide local services in Lincoln with Route 20 serving Roseville Galleria, which further afford transfers to the Route 10 and/or Roseville Transit Route B providing service from the Galleria to the Louis Lane & Orlando transfer station in Roseville. Transfers to Sacramento Regional Transit (SacRT) service that provide service to North Highlands are available at the Louis Orlando station. | Lincoln, Sacramento          |
| 59        | When I used to take Amtrak to LA or the Bay Area, returning trips were too infrequent with little choice   | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request.   | Rocklin                      |
| 60        | I ride Placer County buses from Louis & Orlando to Watt/I-80 (light rail) to catch light rail. A second bus during the day on the half hour span between the current schedules would be beneficial when it's necessary to get home or when there is one of the increasingly frequent light rail delays. Other than that, the buses are clean, on-time, and the drivers are very courteous to other riders and to me.     | This is not an unmet transit need | The Short-Range Transit Plans do not recommend adding additional service at the Louis and Orlando stop at this time. However, adjustments to current Placer County Transit (PCT) service schedules may be considered as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) efforts, which are anticipated to begin in 2023.  | Roseville, Sacramento        |
| 61        | Roseville - Davis, Roseville to Sac State, three times per week around 8 a.m. and 6 p.m. for work  | This is not an unmet transit need | Capitol Corridor currently provides train and bus services from Roseville to Davis. Placer County Transit (PCT) provides service from the Galleria and the Louis and Orlando transfer stops to the Watt Avenue / I-80 light rail station (via Route 10), which provides connections with Sacramento Regional Transit (SacRT) light rail services provided to Sacramento State University.  | Roseville, Davis, Sacramento |

| Comment # | Comment   | Finding                           | Explanation  | Jurisdiction                   |
|-----------|---|-----------------------------------|--|--------------------------------|
| 62        | Increase Auburn stop like they used to have before pandemic to Sacramento.  | This is not an unmet transit need | The comment lacks sufficient detail to identify a specific transit service request.  | Auburn, Sacramento             |
| 63        | I would like more commuter times between 4:30 and 5:30 for the commuter bus. There are not enough buses at peak commute time. Please reinstate Bus 8.   | This is not an unmet transit need | Commuter PM Route 8 was suspended during the COVID-19 pandemic due to significant ridership loss. While the route has not yet resumed normal operations, Roseville is continuing evaluate its reinstatement pending resources and ridership demand following the pandemic.   | Roseville, Rocklin, Sacramento |
| 64        | Light rail from Rocklin and Roseville to downtown Sac, during weekdays, 7 a.m. and 6 p.m. for work.   | This is not an unmet transit need | Placer County Transit (PCT) currently operates fixed-route service, via Route 20, from Rocklin and Roseville to the Watt Avenue / I-80 Light Rail Station, which provides connections to Sacramento Regional Transit's light rail service to downtown Sacramento, Mondays through Saturdays.   | Rocklin, Roseville, Sacramento |
| 65        | To use dial-a-ride from city to city (i.e., Lincoln to Roseville or Lincoln to Sacramento) several times a week during business hours for doctor's appointments, visiting stores, shopping. When I call Placer transit or talk to the drivers, I get different answers to the same questions. I'd like to be able to know what is the real answer to the 1 <sup>st</sup> question that I have? Can you get everyone of your employees on the same page?   | This is not an unmet transit need | Currently the Dial-a-Ride services provided in Lincoln (by PCT) and Roseville (by Roseville Transit) require a transfer to cross jurisdictional borders at key locations, which can be coordinated by the South Placer Transit Information Center. In addition, Roseville's Dial-a-Ride service connects to Sacramento Regional Transit's paratransit services at the Louis Orlando transfer stop. There are no recommendations in the current Short Range Transit Plans for cross-jurisdictional service. However, this may be explored further in future planning efforts. This comment regarding customer service will also be provided to PCT staff for consideration. | Lincoln, Roseville, Sacramento |
| 66        | Between Woodcreek Oaks & Pleasant Grove, and Roseville Amtrak, monthly, 6:30 a.m. and 6:30 p.m. To be able to take public transit to/from the Roseville Amtrak and my family's house. D line would make a perfect fit for this trip, but it doesn't run early/late enough and it doesn't run on Sundays at all. I take the Capitol Corridor to/from Davis about once or twice a month to visit my family. The train leaves Roseville around 7am and arrives in Roseville at about 6:30pm. PCTPA needs to push harder to create funding for the Capitol Corridor third track project. Having only one Capitol Corridor trip daily is not enough to reliably commute to Sacramento or the Bay | This is not an unmet transit need | Operational issues such as bus stop locations and time of stops is not an unmet transit need. This comment will be shared with Roseville Transit. PCTPA and the Capitol Corridor Joint Powers Authority are currently working to deliver the Third Track which will bring two additional daily roundtrip trains to Roseville station.  | Roseville, Davis               |

| Comment # | Comment   | Finding                           | Explanation   | Jurisdiction                   |
|-----------|---|-----------------------------------|---|--------------------------------|
|           | Area. If you miss your train, you're doomed.  |                                   |   |                                |
| 67        | Dial-A-Ride from Lincoln to other cities, such as Roseville or even to Sacramento, daily, during business hours and evenings for doctor's appointments, shopping and visiting friends and family. I wish that the drivers and the staff in the office were on the same page when I ask a question. I get conflicting answers from them and don't know what the truth is.  | This is not an unmet transit need | Placer County Transit (PCT) provides fixed-route service, via Route 20, from Lincoln to Roseville Galleria, which affords transfers to Roseville Transit that provides both fixed-route and Dial-a-Ride services throughout the City of Roseville.  | Lincoln, Roseville, Sacramento |
| 68        | Would like to get to Pollock Pines without taking all day, one or two times a month during the morning and afternoon to see my family. Placer buses need an update.   | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request. Pollock Pines is not in the PCTPA boundaries served through this UTN process. This will be forwarded to El Dorado Transit for consideration.   | Pollock Pines                  |
| 69        | I previously commuted to and from my job in Downtown Sac from Auburn for 12 years before retiring in 2012. While I no longer take the train, I have stayed in contact with fellow riders and am very disappointed that Cap Corridor has eliminated the early train from Auburn from their schedule. This has dramatically decreased ridership and I have noticed just a sprinkling of car in the Auburn Station Parking Lot compared to when I rode, the lot then was full, including the upper parking area. | This is not an unmet transit need | Operational issues such as bus and train schedules are not considered unmet transit needs. The revised Capitol Corridor train schedule is designed to meet the current needs of commuters traveling to Sacramento and the Bay Area. However, this comment can be provided to the Capitol Corridor Joint Powers Authority (CCJPA) for further consideration.   | Auburn, Sacramento             |
| 70        | Rocklin to Truckee, four times a year at 10 a.m. for leisure travel.  | 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 CCJPA between Roseville and Truckee (with varying supporting Placer County Transit and Roseville Transit bus connections between Rocklin and Roseville), or daily rail service via the California Zephyr. 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. | Rocklin, Truckee               |
| 71        | Roseville to Truckee, monthly and daily for recreation and students. The schools do a terrible job providing bus services for students. Maybe the county can partner with schools to  | 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 CCJPA. The Short-Range Transit Plans do not recommend adding  | Roseville, Truckee             |

| Comment # | Comment  | Finding                           | Explanation   | Jurisdiction          |
|-----------|--|-----------------------------------|---|-----------------------|
|           | increase bus options. My son spent the summer in Germany and loved the independence public transportation offered. There needs to be more funding for active transit: biking and walking. We live in a beautiful region. The best way to get people out of their cars is to provide trails like in Folsom.   |                                   | 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.  |                       |
| 72        | Start: Auburn-Folsom/Indian Hill Rd. End: downtown Davis, twice a week in mid-morning. I work twice a week in Davis, usually from about noon to 8pm.   | This is not an unmet transit need | Train schedules and service improvements are not unmet transit needs and will be forwarded to the Capitol Corridor Joint Powers Authority (CCJPA) for consideration. While existing interregional bus and train services are provided between Roseville and Sacramento, PCTPA and the CCJPA are also currently working to deliver the Third Track project, which will bring two additional daily roundtrip trains between Roseville and Sacramento. This effort may provide more opportunities for connections between Auburn and Davis in the future.        | Auburn, Davis         |
| 73        | I'd like to also be able to hop on the train mid-day to get to the Bay Area, rather than relying only on the commuter service. People work jobs outside of the 9-5 hours. People should be able to get to the malls, city centers, and courthouses on public transit. When I had jury duty, I noticed there was no way to get there except by car. | This is not an unmet transit need | Train schedules and service improvements are not unmet transit needs and will be forwarded to the Capitol Corridor Joint Powers Authority (CCJPA) for consideration. While existing interregional bus and train services are provided between Roseville and Sacramento, PCTPA and the CCJPA are also currently working to deliver the Third Track project, which will bring two additional daily roundtrip trains between Roseville and Sacramento. This effort may provide more opportunities for connections between Auburn and the Bay Area in the future. | Auburn, Bay Area      |
| 74        | I hope the commuter can reactivate the cancelled routes soon.  | This is not an unmet transit need | Placer Commuter Express has been operating 50% of the schedule due to significantly reduced ridership due to the COVID 19 pandemic and partial office closures in downtown Sacramento. The County is monitoring ridership and intends to restore service once ridership warrants.   | Placer County         |
| 75        | The end of the M line to the Watt I-80 Station, one to five times a week in the mornings and evenings.   | This is not an unmet transit need | The comment lacks sufficient detail to identify a specific transit service request. Comment will be forwarded to Roseville Transit for consideration.   | Roseville, Sacramento |
| 76        | More daily train service from Roseville, CA to Sacramento, CA. Once a day is not enough. The timing is wrong for my needs. I would love multiple daily trains to Sacramento from Roseville, weekly around noon   | This is not an unmet transit need | Train schedules and service improvements are not unmet transit needs and will be forwarded to the Capitol Corridor Joint Powers Authority (CCJPA) for consideration. While existing interregional bus and train services are  | Roseville, Sacramento |



| Comment # | Comment  | Finding                           | Explanation   | Jurisdiction   |
|-----------|--|-----------------------------------|---|--|
|           | or 3 p.m. to visit Old Town in Sacramento. For example, today my husband and I will be going to Old Town for Dinner. A train leaving Roseville around three PM would be perfect, then a train returning to Roseville around 8 PM. Not having to drive in traffic is the goal. More train service like European cities. More times to catch trains would build ridership. |                                   | provided between Roseville and Sacramento, PCTPA and the CCJPA are also currently working to deliver the Third Track project, which will bring two additional daily roundtrip trains between Roseville and Sacramento.  |  |
| 77        | Start in Connections from Rocklin to Roseville and Central Sacramento, daily, during commuter times 7:30 a.m. - 9 a.m. and 5 p.m. - 7 p.m. Working hybridized schedule. Current model of transit from Rocklin to West Sac has required 5 transfers and 2 ½-hour commute for a trip that could take 30 mins.  | This is not an unmet transit need | Placer County Transit (PCT) currently provides hourly service between Rocklin/Roseville to the Watt Avenue / I-80 light rail station, via Route 20 and a transfer to the Route 10 at the Roseville Galleria, which further connects with Sacramento Regional Transit's light rail service to provide a transit service connection to downtown Sacramento. Additional transit service connections are available to West Sacramento in downtown Sacramento.   | Rocklin, Roseville, Sacramento                         |
| 78        | Commuter bus to Rocklin, Roseville, Sacramento, West Sacramento, and Elk Grove   | This is not an unmet transit need | Placer County Transit (PCT) currently provides hourly service between Rocklin/Roseville to the Watt Avenue / I-80 light rail station, via Route 20 and a transfer to the Route 10 at the Roseville Galleria, which further connects with Sacramento Regional Transit's light rail service to provide a transit service connection to downtown Sacramento and South Sacramento, where additional transit service connections are available to West Sacramento and Elk Grove.   | Rocklin, Roseville, Sacramento County, and Yolo County |
| 79        | Sun City Lincoln to the Sacramento International Airport, a couple times a year for travelers.   | This is not an unmet transit need | Placer County Transit's Short Range Transit Plan does not recommend direct service to Sacramento International Airport. However, there are current public transit options available from Lincoln to the Sacramento Airport via Placer County Transit (PCT) Route 10, which connects to the Sacramento Regional Transit (SacRT) light rail services at Watt Avenue / I-80 light rail services, which further provides connections to downtown Sacramento and SacRT's Route 142 that serves the airport from downtown Sacramento. | Lincoln, Sacramento County                             |
| 80        | My house in Truckee to the Reno Airport, a couple times a year at various times  | This is not an unmet transit need | This potential trip is outside of PCTPA's planning boundary. This comment will be forwarded to the Nevada County Transportation Commission and Washoe Regional Transportation Commission for further consideration.   | Truckee, Reno  |

| Comment # | Comment   | Finding                           | Explanation   | Jurisdiction                   |
|-----------|---|-----------------------------------|---|--------------------------------|
| 81        | Need commuter rail to downtown Sacramento.  | This is not an unmet transit need | Current weekday train service, provided by the Capitol Corridor Joint Powers Authority (CCJPA), exists between Roseville and Sacramento, along with commuter services provided by Placer County Transit and Roseville Transit to downtown Sacramento. This comment lacks sufficient detail to identify a specific service request.  | Granite Bay, Sacramento        |
| 82        | Direct route to the light rail and home again. Sierra Gardens and Douglas Boulevard, varies daily, mornings and afternoons. I am active in legislation for my profession. I also want to visit the state library at will, for genealogy research. I am a legally blind and hearing-impaired senior. I cannot drive nor can I afford to use Uber or Lyft on a regular basis. It costs \$60 to Uber back and forth to Sacramento! The current bus routes can take 2 hours to get to light rail. | This is not an unmet transit need | Roseville Transit currently provides fixed-route and Dial-a-Ride services to the Sierra Gardens and Douglas Boulevard area within Roseville. These services provide connections to Sacramento Regional Transit District, and Placer County Transit (PCT), which connects to light rail service to Sacramento.   | Roseville, Sacramento          |
| 83        | Tahoe City - South Lake, once every couple of months during normal operating hours. South Lake Tahoe has amenities that North Lake does not. Stores, health care, entertainment, etc.   | 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.  | Tahoe City, South Lake Tahoe   |
| 84        | The greatly reduced Commuter Bus schedule has had a huge impact on my ease of using the schedule to get to work. I would greatly benefit from more bus routes and Capitol Corridor runs to get from Roseville to Downtown Sacramento.   | This is not an unmet transit need | PCTPA and Capitol Corridor are currently working to deliver the Third Track project, which will bring two additional daily roundtrip trains between Roseville and Sacramento. Both Placer County Transit (PCT) and Roseville Transit provide commuter services to downtown Sacramento. This comment lacks enough detail to identify a specific transit request. Placer Commuter Express has been operating 50% of the schedule due to significantly reduced ridership due to the COVID 19 pandemic and partial office closures in downtown Sacramento. PCT is monitoring ridership and intends to restore service once ridership warrants. In addition, Roseville Transit monthly commuter passes are accepted on the Capitol Corridor train service between Roseville and Sacramento, which could provide additional access to downtown when using Capital Corridor passenger rail services and Roseville Transit commuter services interchangeably. | Roseville, Sacramento          |
| 85        | 601 N 7th Street, Sacramento Ca 95811, 5 days a week, Mondays - Fridays. I work at the California Highway Patrol headquarters and   | This is not an unmet transit need | Current transfer opportunities exist between Placer County Transit (PCT) bus services and Sacramento Regional Transit (light rail services) from Lincoln  | Lincoln, Roseville, Sacramento |

| Comment # | Comment   | Finding  | Explanation   | Jurisdiction   |
|-----------|---|--|---|--|
|           | currently there is no convenient transit service out there. There is the SacRT green line every 30 minutes and Route 33. Both of those routes would take me over an hour to get to work from the Roseville area. Although I do not live in Placer County, I do a lot of my business in Placer County and would love to support the local transit agencies. If either Roseville or Placer County Transit had a commuter route that serviced Richards Blvd., it would greatly benefit the employees at my department. |  | to Roseville, to downtown Sacramento, and Richards Boulevard in Sacramento. The Short-Range Transit Plans do not recommend any direct service from Lincoln to Richards Boulevard at this time. However, the South Placer Transit Service project (aka Rapid Link) is anticipated to provide better service connections between Lincoln, Roseville, and the Watt Avenue / I-80 light rail station beginning in FY 2023/24, which could potentially shorten existing trip times to the Richards Boulevard area. |  |
| 86        | Colfax to Sacramento, five times a week, during business hours for work. There is no reliable bus or train service in Colfax to service commuters   | This is an unmet transit need that is not reasonable to meet | Placer County Transit's Route 40 provides daily service from Colfax to Auburn at 8:20 a.m. and 4:35 p.m. The 2018 Short Range Transit Plan does recommend providing a mid-day Colfax/Alta service run 1 day/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 (SRTTP) effort, which will begin in 2023.                | Colfax, Sacramento   |
| 87        | Rocklin, CA to Sacramento, CA, twice each weekday, 10 a.m. and 6 p.m. I live in Rocklin and work in Sacramento, and I am not aware of any reasonable public transit options.  | This is not an unmet transit need                            | This comment lacks sufficient detail to identify a specific transit need that is not currently being addressed. Placer County Transit (PCT) provides both fixed-route (Route 20) and Dial-a-Ride service through Rocklin, with connections to other PCT services that connect to Sacramento Regional Transit services that serve Sacramento. Placer Commuter Express also currently provides two morning and two afternoon trips between Rocklin and Sacramento.  | Rocklin, Sacramento  |
| 88        | Beginning in local (Auburn, Rocklin, Lincoln, Roseville) communities ending in Sacramento County (Citrus Heights) for medical appointments, weekly. Most clients are unable to drive or need specialized transport due to equipment needs and frailty. Health care services, especially specialized care, is often not available within the county or local community. Better information regarding services and how to access them geared to individuals with disabilities and seniors.                            | This is not an unmet transit need                            | This comment lacks sufficient detail to identify a specific transit service request. Placer County Transit (PCT), Roseville Transit, and Auburn Transit provide fixed-route and Dial-a-Ride services in Auburn, Rocklin, Lincoln, and Roseville, with connections to Sacramento Regional Transit services that serve Sacramento County.   | Auburn, Rocklin, Roseville, Placer County, Sacramento County |

| Comment # | Comment   | Finding                           | Explanation   | Jurisdiction                                  |
|-----------|---|-----------------------------------|---|---|
| 89        | Roseville to downtown Sacramento, twice per week, midday, for early morning or afternoon appointments.  | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request. Connections can be made from various locations in Roseville, served by Roseville Transit, to the Roseville Galleria with transfers available to Placer County Transit (Route 10), which provides connections to Sacramento Regional Transit services at the Watt Avenue / I-80 light rail station that provides service to downtown Sacramento throughout the day, six days a week. In addition, the South Placer Transit Service project (aka Rapid Link) is anticipated to provide 30-minute frequency service between Lincoln, Roseville, and the Watt Avenue / I-80 light rail station beginning in FY 2023/24, which will provide more service options between Roseville and Sacramento during the weekday. | Roseville, Sacramento                         |
| 90        | After 14 yrs. on Amtrak's Capitol Corridor #529 & #536 routes, (Roseville/Sacramento) Amtrak's management decided to accommodate Bay Area whiners. Their post pandemic solution is not doable for 8-5 employees. We worked really hard to get the right schedule 25 yrs. ago, and they abandon us at the station. | This is not an unmet transit need | Operational issues like interregional train service schedule adjustments are not considered an unmet transit need. There are current commuter services provided by Roseville Transit to Sacramento during the weekday, which could potentially address additional service demand between Roseville and Sacramento.  | Roseville, Sacramento                         |
| 91        | Start closer to my home in Roseville to downtown Sacramento, very occasional, for leisure and commuting. I wish we had light rail. That would help immensely!   | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request. Connections can be made from various locations in Roseville, served by Roseville Transit, to the Roseville Galleria with transfers available to Placer County Transit (PCT) Route 10 service that provides connections to Sacramento Regional Transit services at the Watt Avenue / I-80 light rail station, which provides service to downtown Sacramento Monday – Saturday.  | Roseville, Sacramento                         |
| 92        | Placer County needs to be better connections to downtown Sacramento, the Folsom area, and Davis/Wheatland area.   | This is not an unmet transit need | This comment lacks sufficient detail to identify a request. There are existing transit services, with transfers available, that can provide connections between Placer County, downtown Sacramento, Folsom, and Davis. This issue may be re-examined as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which will begin in 2023.  | Placer County, Sacramento County, Yolo County |
| 93        | Needing more direct, daily commuter service between Lincoln and   | This is not an unmet              | Current fixed-route service provided by Placer County Transit (PCT), via Route 20, provides daily service between   | Lincoln, Sacramento                           |



| Comment # | Comment   | Finding                           | Explanation  | Jurisdiction                           |
|-----------|---|-----------------------------------|--|--|
|           | Sacramento, possibly from the Lincoln park-and-ride lot.  | transit need                      | Lincoln and Sacramento's Watt Avenue / I-80 light rail station, providing further service connections via Sacramento Regional Transit (SacRT) to downtown Sacramento. However, the South Placer Transit Service project (aka Rapid Link) is anticipated to provide 30-minute frequency service connections between Lincoln and the Watt Avenue / I-80 light rail station beginning in FY 2023/24.  |  |
| 94        | Lacking transit services between Colfax, Grass Valley, and Nevada City so that there can be regional connections to the Colfax train depot/service.   | 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 (COA) / short-range transit plan (SRTP) effort, which will begin in 2023. | Colfax, Nevada County                  |
| 95        | It would be beneficial if there was train service between Colfax, Auburn and Sacramento   | This is not an unmet transit need | Placer County Transit (PCT) currently provides limited fixed-route bus services (via Routes 40 and 10) between Colfax, Auburn, and Sacramento. The California Zephyr passenger rail service also provides one daily train in each direction between Colfax and Sacramento. There may additional opportunities to examine the future feasibility of expanded rail services between Colfax, Auburn and Sacramento through the current Reno Rail Extension Study, which is intended to determine the feasibility of additional rail service between Sacramento, Tahoe and Reno.                     | Colfax, Auburn, Sacramento             |
| 96        | Expand TART Connect for Reno to Olympic Valley (Palisades and Alpine Meadows) service, seven days per week during normal business hours, for work. He is speaking on behalf of commuting employees, of which 25 live in the Reno area. The resort operates an employee shuttle that has an estimated 15 people that use it daily. | This is not an unmet transit need | Reno is located outside of PCTPA's jurisdiction, and this is an interregional service that cannot be considered an unmet transit need for Placer County. Currently TART Connects and Mountaineer provide service within the Olympic Valley region. Service to residents in the Reno area would be at least partially the responsibility of Washoe Regional Transportation Commission.  | Reno, Olympic Valley                   |
| 97        | Truckee to Olympic Valley, arriving at 8:20 a.m. at Creekside Charter School, and departing at 2:50 p.m., four days a week, for school. More  | This is not an unmet transit need | Operational matters such as bus schedules are not unmet transit needs. However, the comments will be provided to TART staff for review and consideration.  | Truckee, Placer County, Olympic Valley |

| Comment # | Comment   | Finding                           | Explanation  | Jurisdiction                           |
|-----------|---|-----------------------------------|--|--|
|           | transportation options from Prosser Lakeview.   |                                   |  |  |
| 98        | Truckee to Olympic Valley, leaving Truckee before 8 a.m. for drop-off at Creekside Charter School, and pickup at Olympic Valley at 2:50 p.m. for return to Truckee, Mondays - Thursdays during Creekside Charter School academic year. The morning TART schedule isn't well aligned for the school time, and the afternoon pickup time also requires kids to leave school 10 minutes early (resulting in lost learning time). | This is not an unmet transit need | Operational matters such as bus schedule inconsistencies are not unmet transit needs. However, the comments will be provided to TART staff for review and consideration. | Truckee, Placer County, Olympic Valley |

## MISC COMMENTS

| Comment # | Comment   | Finding                           | Explanation  | Jurisdiction          |
|-----------|---|-----------------------------------|--|-----------------------|
| 99        | Pre-covid: space availability on commuter bus sometimes tight. Driver sometimes does not want [expects me to do it] open under-carriage luggage hatch to collect my roll bag. I don't expect the driver to handle my roll bag other than pull it forward with a hook for me to grab it. I don't think passengers should be messing with opening or closing the hatch - it's the driver's responsibility to ensure his vehicle is in proper order. | This is not an unmet transit need | Operational issues associated with bus mechanics / operations are not considered unmet transit needs. However, these issues are provided to the transit operators for consideration as part of overall system and service improvements.            | Nevada County         |
| 100       | Need maps, benches, codes and better signals  | This is not an unmet transit need | Operational issues like bus stop stops, marketing, and passenger fares are not considered an unmet transit need. However, these issues are provided to the transit operators for consideration as part of overall system and service improvements. | Auburn, Placer County |
| 101       | Please work in concert with law enforcement to ensure bus stops are not encroached upon by non-transit users. When vagrants hang out at and foul (urinate, vomit trash) bus stops and their vicinities, it is intimidating and gross and hampers use of the service by those individuals that the service is intended for - bus riders.   | This is not an unmet transit need | Operational issues, like bus stop security and cleaning issues are not considered unmet transit needs. However, these issues are provided to Roseville Transit for consideration as part of on-going system and service improvements.              | Roseville             |
| 102       | When evaluating how to assist my parents when they are no longer able to drive, I found that the buses don't come often and also stop close to where they need to be, unless I am   | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request. Information regarding transit services and fares can be obtained by calling the South Placer Transit Information Center                                       | Rocklin               |

| Comment # | Comment  | Finding                           | Explanation  | Jurisdiction                        |
|-----------|--|-----------------------------------|--|-------------------------------------|
|           | mistaken. Also, I would want to pay for them to have unlimited rides or a certain # of rides per month in advance.   |                                   | at (916) or (530) 745-7560. The Mobility Training Program, administered by Roseville Transit, can also provide training opportunities for how to ride and use all three public transit systems (Auburn Transit, Roseville Transit, and Placer County Transit). More information regarding this program can be obtained by calling the South Placer Transit Information Center. |                                     |
| 103       | You did not mention bicycle. I bike to downtown Sacramento in the a.m. and there are no bike trails until I hit Cherry Island, which is Sac County. You really could use a bike trail to Wallerga and then across the Riolos at the Farm over to Watt Ave.   | This is not an unmet transit need | This comment does not contain a transit service request.   | Roseville, Sacramento County        |
| 104       | There are no covered bus stops and no bus stops in the new development I moved into. Taking a bus is not easy or convenient to get to.   | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request. Operational issues associated with bus stops are not considered unmet transit needs. However, these issues are provided to the transit operators for consideration as part of overall system and service improvements.  | Lincoln                             |
| 105       | Winter operations are generally unreliable in Tahoe. The services to the resorts are not frequent enough. Sometimes buses don't show and there is no way to know. The app that tracks the buses mostly doesn't show the bus on it. I can't reliably get to my job like this.                                 | This is not an unmet transit need | This comment pertains to potential services that are outside PCTPA's jurisdiction and can potentially be accommodated by TART Connect. This comment will be forwarded to the Tahoe Regional Planning Agency and TART for further consideration.  | Tahoe, Placer County                |
| 106       | Most needs are better service area and frequency. Thank you for all you do!  | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request.   | Sacramento County                   |
| 107       | Please strive towards a more ped/bike-friendly city. Divided, elevated, and protected thoroughfares are all great ways to make people safe from cars and more likely to walk or use micro mobility options. Allow bodegas and other small services in suburban developments to encourage local errands, etc. | This is not an unmet transit need | The comment lacks sufficient detail to identify a specific transit service request and is not considered an unmet transit need.  | Roseville                           |
| 108       | TART Connect in our region with more connection to other areas like Truckee would be helpful.  | This is not an unmet transit need | The comment lacks sufficient detail to identify a specific transit service request.  | Tahoe, Placer County, Nevada County |
| 109       | There are many trips I'd like to take by foot or bike in the City of Auburn's downtown and old town areas that have very poor sidewalks. Often lacking an ADA on/off ramp which  | This is not an unmet transit need | This comment does not contain a specific transit service request. However, these comments will be shared with the City of Auburn for further review and consideration as part of their on-going  | Auburn                              |

| Comment # | Comment  | Finding                           | Explanation   | Jurisdiction             |
|-----------|--|-----------------------------------|---|--------------------------|
|           | make it difficult for my neighbor in a wheelchair to join me as well as my children on bikes and scooters. This also ultimately impacts our ability to safely get to bus stops to expand our journeys as well. I don't know if this can be considered, but we'd appreciate it - thank you!   |                                   | infrastructure planning and maintenance efforts.  |                          |
| 110       | In general, it is difficult to piece together the schedules of various transit authorities to form a trip itinerary. Particularly difficult is coordinating between Roseville, Auburn, and Placer County schedules when trying to head up the hill. In the entire metro area, the easiest schedule is SacRT light rail, which provides reliable service from 5 AM to 11 PM most days. Hence no real need to check a timetable. Smaller buses should be used to provide wider hours and weekend service.              | This is not an unmet transit need | This comment does not contain a specific transit service request. Cross-jurisdictional service connections and transit improvements will be evaluated as part of the comprehensive operational analysis (COA) / short-range transit plan (SRTP) effort, which begins in 2023. | Roseville                |
| 111       | Commuter ridership is increasing after covid. Our afternoon rides home can be very crowded. We'd like Commuter 5 to come back daily.   | This is not an unmet transit need | At the time this comment was made, Roseville Transit was operating Commuter Routes 5 and 6 in a combined manner due to operational resource constraints from the COVID-19 pandemic. Commuter Route 5 has since resumed normal operations.                                     | Roseville                |
| 112       | Can't get across town in less than about 3 hours due to transfer points and scheduling misses, weekly for business. Compared to what I am used to in Europe the transit systems are very disconnected, hard to join up, and hard to transfer between, but generally better locally in Roseville than in other cities around.   | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request.  | Roseville                |
| 113       | I believe the current buses are too big. I'm alongside of them often and I have never seen one even at 50% capacity. I think the district should consider smaller coaches and more frequent stops with a wider influence into residential areas. I have never seen a transit system unless it's in a very heavily populated area such as San Francisco or Oakland that is efficient and works best for the public and the riders. There has never been a bus system that turns a profit. Sadly they don't work well. | This is not an unmet transit need | Operational issues like bus sizes are not an considered an unmet transit need.  | Roseville, Placer County |
| 114       | It would be nice if you didn't have to go through a loud tunnel to get from the Civic center to the Amtrak Station on a road that is supposedly  | This is not an unmet transit need | This comment does not contain a transit service request.  | Roseville                |

| Comment # | Comment   | Finding                           | Explanation  | Jurisdiction              |
|-----------|---|-----------------------------------|--|---------------------------|
|           | shareable with bikes but with cars going 60mph  |                                   |  |                           |
| 115       | The newer commuter buses have steps on the buses that are annoying and the older commuter buses are too hot in the summer. They do not cool off enough with so many people on the bus.  | This is not an unmet transit need | Operational issues like bus designs and operational features are not considered an unmet transit need. However, this comment will be provided to Roseville Transit for further consideration.  | Roseville                 |
| 116       | Transit is just too inconvenient and I never use it. I'd rather you invest the money into better roads.   | This is not an unmet transit need | This comment does not contain a specific transit service request.  | Granite Bay               |
| 117       | Buses should be cleaned more frequently by the bus drivers.   | This is not an unmet transit need | This comment does not contain a transit service request. Operational issues like bus cleanliness are not considered an unmet transit need. However, this comment will be forwarded to Placer County Transit (PCT) for further consideration. | Lincoln                   |
| 118       | I believe we should find a way to increase ridership between the north shore and the ski resorts (Palisades, Alpine, and Northstar). IMHO, the best way to do this is make it faster AND easier, but mostly faster, to ride the bus than it is to drive. If the bus and passenger vehicles are in the same line of traffic, there isn't much of an incentive to give up the freedom of taking your own vehicle to the mountain. How this can be done, I don't know for sure, but it has to be possible. | This is not an unmet transit need | This comment does not contain a specific transit service request.  | Tahoe City, Placer County |
| 119       | Please do not add bus service to Foresthill. We have no law enforcement based here – PCSO can take 30 minutes to arrive after calling – and we do not want transients to have easy access to our community. Transients would pose a grave threat to our community; unfortunately their untreated drug, alcohol and mental illness issues could cause fires and crime. With no on-site law enforcement, this community simply cannot handle an influx of people with these issues.                       | This is not an unmet transit need | This comment does not contain a transit service request.   | Foresthill                |
| 120       | Would start somewhere and end up anywhere. Not enough buses, not enough routes. Public transit is useless in Placer County if you really need it for complicated routes. Only good for a simple trip to the mall.   | This is not an unmet transit need | This comment lacks sufficient detail to identify a specific transit service request.   | Rocklin                   |
| 121       | Roseville's Commuter lines are creaky old buses with no free Wi-Fi. Never know if they'll show up, or   | This is not an unmet transit need | Operational issues like bus amenities and on-time performance are not considered an unmet transit need. However, this comment will be  | Roseville                 |



| Comment # | Comment   | Finding                           | Explanation   | Jurisdiction                  |
|-----------|---|-----------------------------------|---|-------------------------------|
|           | arrive timely, nor the heat/AC will work.   |                                   | forwarded to Roseville Transit for further consideration.   |                               |
| 122       | I live in Rocklin and enjoy rail whenever it works. Recently heard on public radio that you are soliciting public support for increased rail to the Tahoe basin. I unequivocally support increased rail service to Truckee and Reno as part of the Capitol Corridor system. I also wish to complement the TART system as a reliable source for transportation from the Truckee real station. Ski trains and Tahoe trains might need to have additional features such as bike and Ski storage on board.  | This is not an unmet transit need | This not a specific request for service and operational matters related to onboard bus amenities are not considered unmet transit needs.  | Rocklin, Tahoe, Truckee, Reno |
| 123       | Continuing implementation of the PCTPA Marketing and Public Outreach Plan is essential to build confidence in using our transit services, especially among older adults, to increase ridership.   | This is not an unmet transit need | This is not a specific request for service. However, PCTPA will continue to engage with its public transit operators and partnering social service agencies through the WPCTSA to collaboratively promote and address transportation service issues and program awareness opportunities for Placer County.                  | Placer County                 |
| 124       | Agency on Aging/Area 4 and PIRS are Core Partners in the Placer Aging and Disability Resources Connection (ADRC). Our Extended Partners include Placer HHS, Seniors First and Del Oro Caregivers. Our Advisory Council includes representatives from many agencies, public and private, including PCTPA. We jointly have been engaged for several months in an extensive interview and survey process to gather feedback from seniors in Placer County about their unmet needs in all aspects of life. Seniors were gathered in focus groups from across the County including the full spectrum of diversity and other marginalized segments of our population. Their top three needs are affordable accessible housing, healthcare, and social isolation. In all cases, they specifically pointed out that access to Transportation is key to addressing each of those critical needs. Specifically, this includes transit to access resources like food, healthcare services, and community activities that prevent isolation. The negative impacts of isolation and the resulting physical and mental decline in health and functionality are thoroughly documented. To have | This is not an unmet transit need | This is not a specific request for service. However, PCTPA will continue to engage with its public transit operators and social service agencies to collaboratively support feasible transportation services and accessible mobility options for Placer County residents, including those who are most dependent upon them. | Placer County                 |

| Comment # | Comment   | Finding                           | Explanation  | Jurisdiction  |
|-----------|---|-----------------------------------|--|---------------|
|           | vibrant healthy thriving seniors, access to transit service is essential.   |                                   |  |               |
| 125       | Streamline connectivity of transit services across jurisdictional lines to minimize transfers and other disruptions that often make trips unmanageable for seniors and people with significant disabilities.  | This is not an unmet transit need | This is not a specific request for service. However, PCTPA, in partnership with the transit operators and social service transportation agencies, will be conducting a Comprehensive Operational Analysis (COA) and developing a Short-Range Transit Plan, beginning in 2023, to assess connectivity and streamlining of public transit services throughout Placer County.   | Placer County |
| 126       | Continue exploration, implementation and expansion of pilot programs for alternative transit such as Auburn Transit's On Demand Service, TNG vouchers, and Transit-operated shuttles for remote communities that bring passengers to and from a safe well-lit transfer hub.   | This is not an unmet transit need | This is not a specific request for service. However, PCTPA, in partnership with the transit operators and social service transportation agencies, will be conducting a Comprehensive Operational Analysis (COA) and developing a Short-Range Transit Plan, beginning in 2023, to assess appropriate and feasible public transit services and/or alternative transportation program options that can address remote and/or rural Placer County communities. | Placer County |
| 127       | As Placer is a designated "Age-Friendly County", PCTPA needs to ensure WPCTSA is adequately funded to support and serve people with disabilities and our rapidly expanding senior population, who are at significant risk of developing one or more disabilities as they age. | This is not an unmet transit need | This is not a specific request for service. The WPCTSA is not anticipated to lose any future funding currently allocated through the Transportation Development Act claims process to sustain continued operations.  | Placer County |

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# APPENDIX B: ADOPTED DEFINITIONS

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

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

## TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Amended 2/23/22

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

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

### Unmet Transit Need

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

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

### Reasonable To Meet

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

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

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

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



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

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

Common examples of unmet transit needs could include:

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

### **Operational Comments**

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

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

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# APPENDIX C: TDA FARE REVENUE RATIOS

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

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

Approved February 23, 2011

Amended December 14, 2011

Amended June 26, 2013

**Amended and Effective September 28, 2016**

| Public Transit Operator            | Systemwide Fare Revenue Ratio                               | Findings   | PUC Section  |
|------------------------------------|---|--|--|
| Auburn Transit                     | 10%   | Serves the City of Auburn located within the non-urbanized area of western Placer County; a county which has a population of less than 500,000.  | 99268.2  |
| <del>Lincoln Transit</del>         | <del>10% until July 2016<br/>-<br/>15% post July 2016</del> | <del>Serves the City of Lincoln located within the Sacramento urbanized area of western Placer County; a county which has a population of less than 500,000. TDA allows PCTPA to grant a transit operator within a new urbanized area five years from July 1 of the year (2011) following the Census (2010) before the transit operator is subject to urbanized fare revenue ratio requirements. Therefore, it is recommended that until July 2016, the fare revenue ratio for Lincoln Transit remain at 10 percent.</del> | <del>99268.2,<br/>99268.12<br/>&amp; 99270.2</del> |
| Placer County Transit (PCT)        | <del>13.2%</del><br><b>12.94%</b>                           | Serves both the Sacramento urbanized area ( <del>64%</del> ) <b>(58.8%)</b> and the non-urbanized area ( <del>36%</del> ) <b>(41.2%)</b> of western Placer County; a county which has a population of less than 500,000. The service area includes contract services provided for the cities of Colfax, <b>Lincoln</b> and Rocklin and the Town of Loomis.   | 99268.2,<br>99268.12 &<br>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 26, 2022 public hearing date in the Auburn Journal, which was published on September 24, 2022.



**NOTICE OF PUBLIC HEARING**

**PLACER COUNTY TRANSPORTATION  
PLANNING AGENCY  
299 Nevada Street, Auburn, CA 95603  
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 streets and roads 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 26, 2022, 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/WPCTSA Board of Directors Meeting, including this public hearing, by accessing the following web link: <https://placer-ca-gov.zoom.us/j/98129121973> or by calling +1 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free), and entering Webinar ID:981 2912 1973.

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

**PUBLISHED IN AUBURN JOURNAL: SEPTEMBER 24, 2022**

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 24, 2022**

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

  
\_\_\_\_\_  
**KAELA L. ROUMAGE**

Dated in Auburn, California

**SEPTEMBER 24, 2022**

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

# APPENDIX E: UTN FINDINGS FOR FY 2023/24

On February 22, 2023, the PCTPA Board of Directors adopted the UTN Assessment finding that there are no unmet transit needs that are reasonable to meet in FY 2023/24, which is contained in this appendix.

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

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

**RESOLUTION NO. 23-10**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held February 22, 2023 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 Report for Fiscal Year 2023/24*; and

**WHEREAS**, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 30, 2023 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) 2022/23 that are reasonable to meet for implementation in FY 2023/24.
2. The *Annual Unmet Transit Needs Report for FY 2023/24* is accepted as complete.

Signed and approved by me after its passage:

  
Suzanne Jones, Chair  
Placer County Transportation Planning Agency

  
Matt Click, AICP  
Executive Director

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# 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. 2021 American Community Survey (ACS) data for each of the following groups 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.

# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

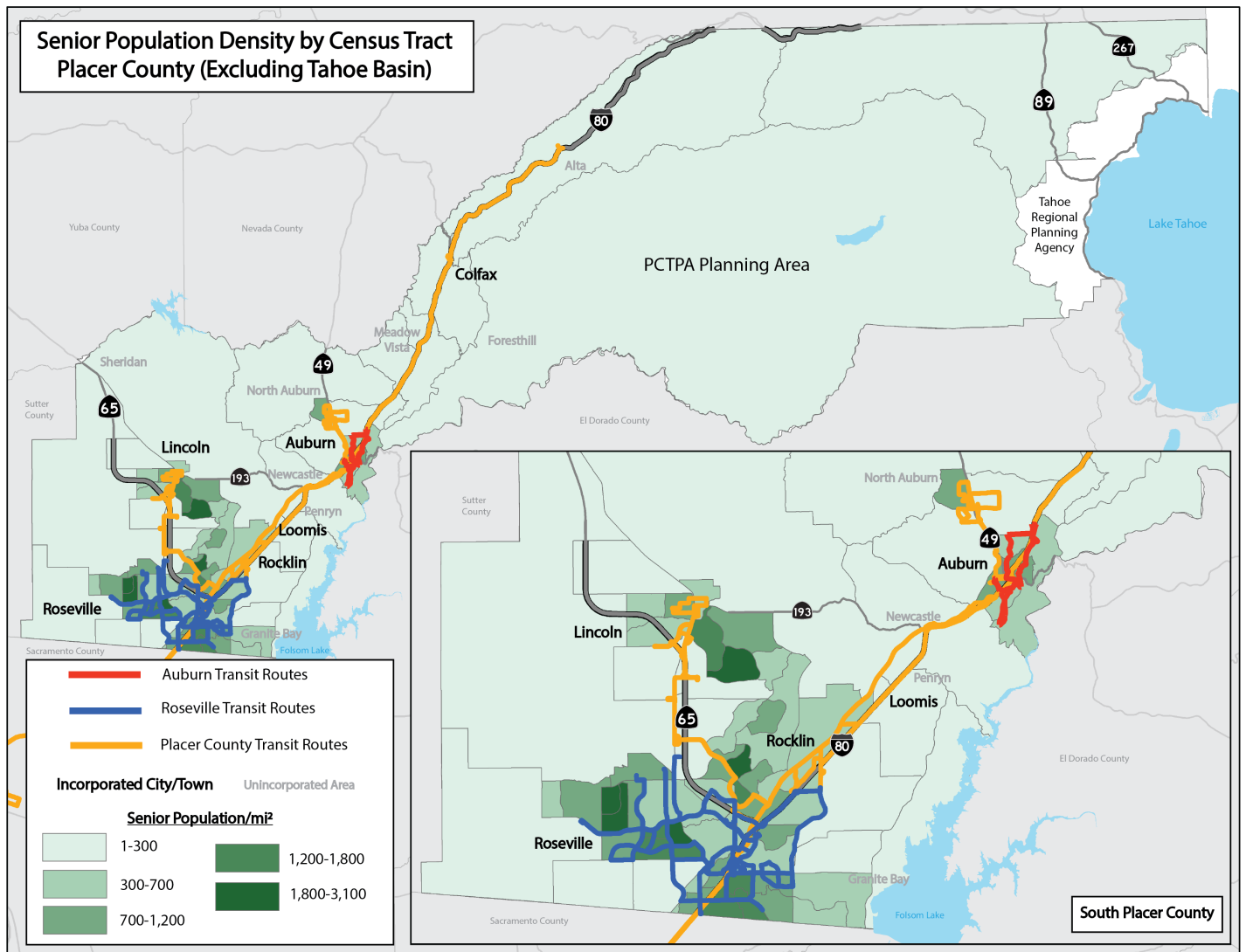
## Senior Population Location and Density

Seniors, 60 years or older, total 101,260 individuals in the South Placer region, representing approximately 26% of the region's population.

For PCT's service area, the largest concentrations of seniors are located 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, and in the northwestern portion of the City of Rocklin (1,200 - 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 walk away. General public on-demand dial-a-ride and paratransit services are provided in many of these areas by PCT where fixed-route services are not available, and will further be served by anticipated app-based on-demand services (microtransit) planned for implementation in the near future.

Central Auburn has more than 1,200 seniors per square mile (most of which is within the ¾ mile deviation boundary for the Auburn Circulator and app-based on-demand 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 (1,800 to 3,100 seniors per square mile). These areas are served by both Roseville fixed-route and general public on-demand services.



# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

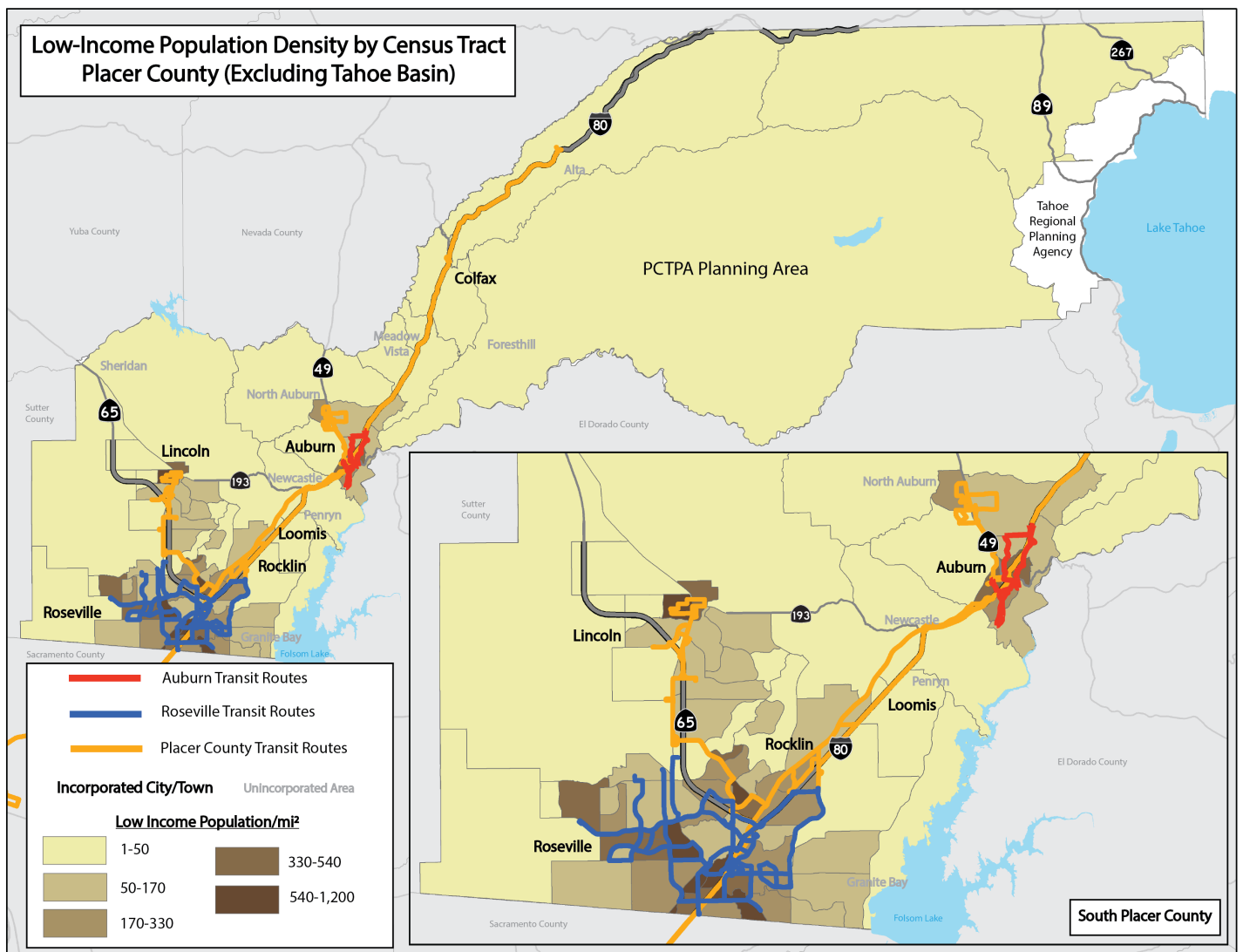
## Low-Income Population Location and Density

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 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 dial-a-ride and paratransit services, with an anticipation to further serve the areas with planned app-based on-demand services (microtransit) implemented the near future.

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 the City of Auburn and PCT fixed-route and on-demand 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 Eastwood Park and in the Enwood area south of Atlantic Avenue. If not served by fixed-route services, these areas within Roseville are served by the City's general public on-demand service.



# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

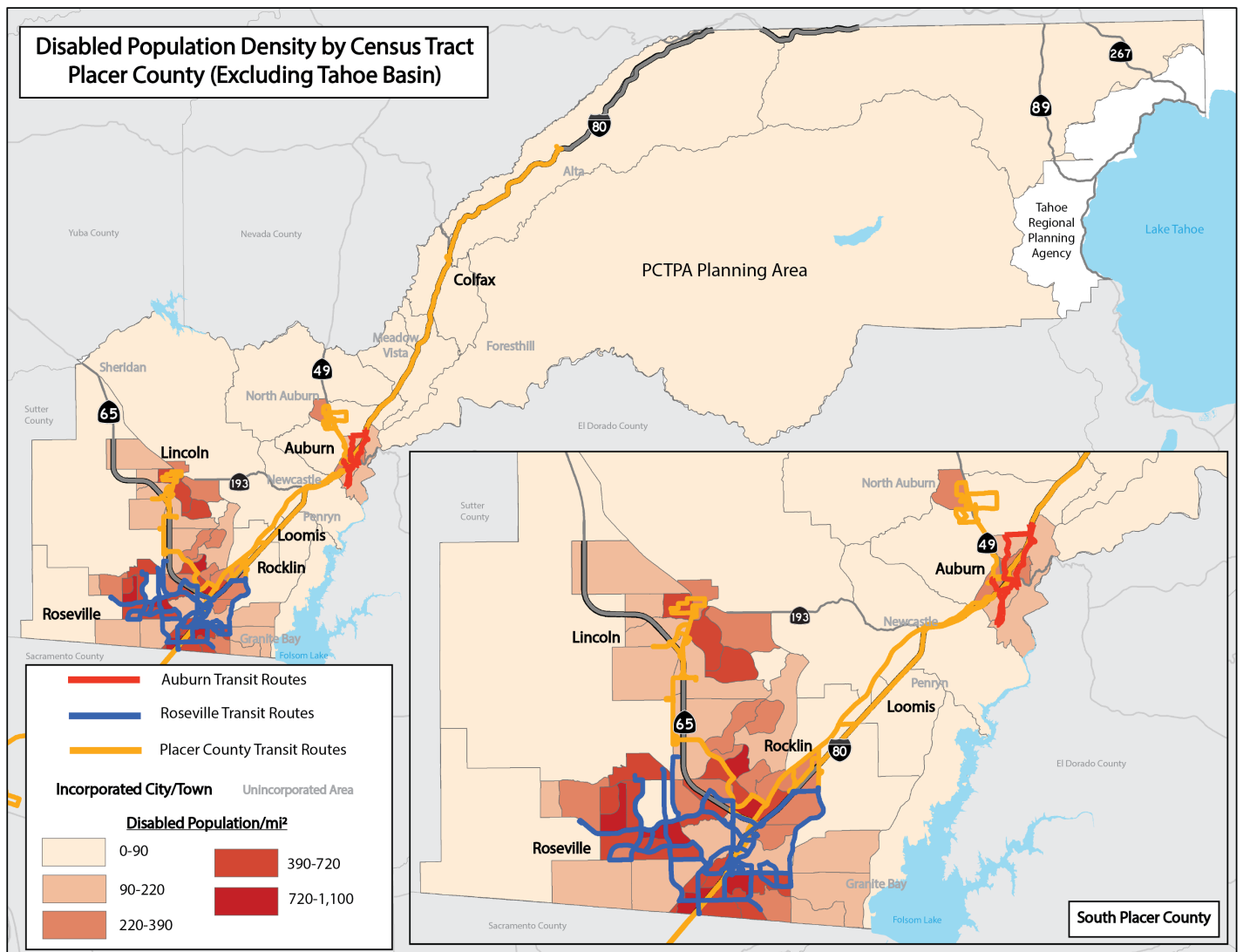
## Persons with a Disability Location and Density

Persons with a disability make up 42,152, or approximately 11%, of the South Placer region’s population.

For PCT’s service area, the census tracts with the greatest concentration of disabled residents (720 - 1,100 disabled residents per square mile) are located 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 of these areas are served by PCT’s on-demand dial-a-ride 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 a concentration of disabled resident similar to central Auburn. Both of these areas are served by either Auburn Transit or PCT fixed-route and/or on-demand 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 general public on-demand and paratransit services.



# APPENDIX F: TRANSIT DEPENDENT ANALYSIS

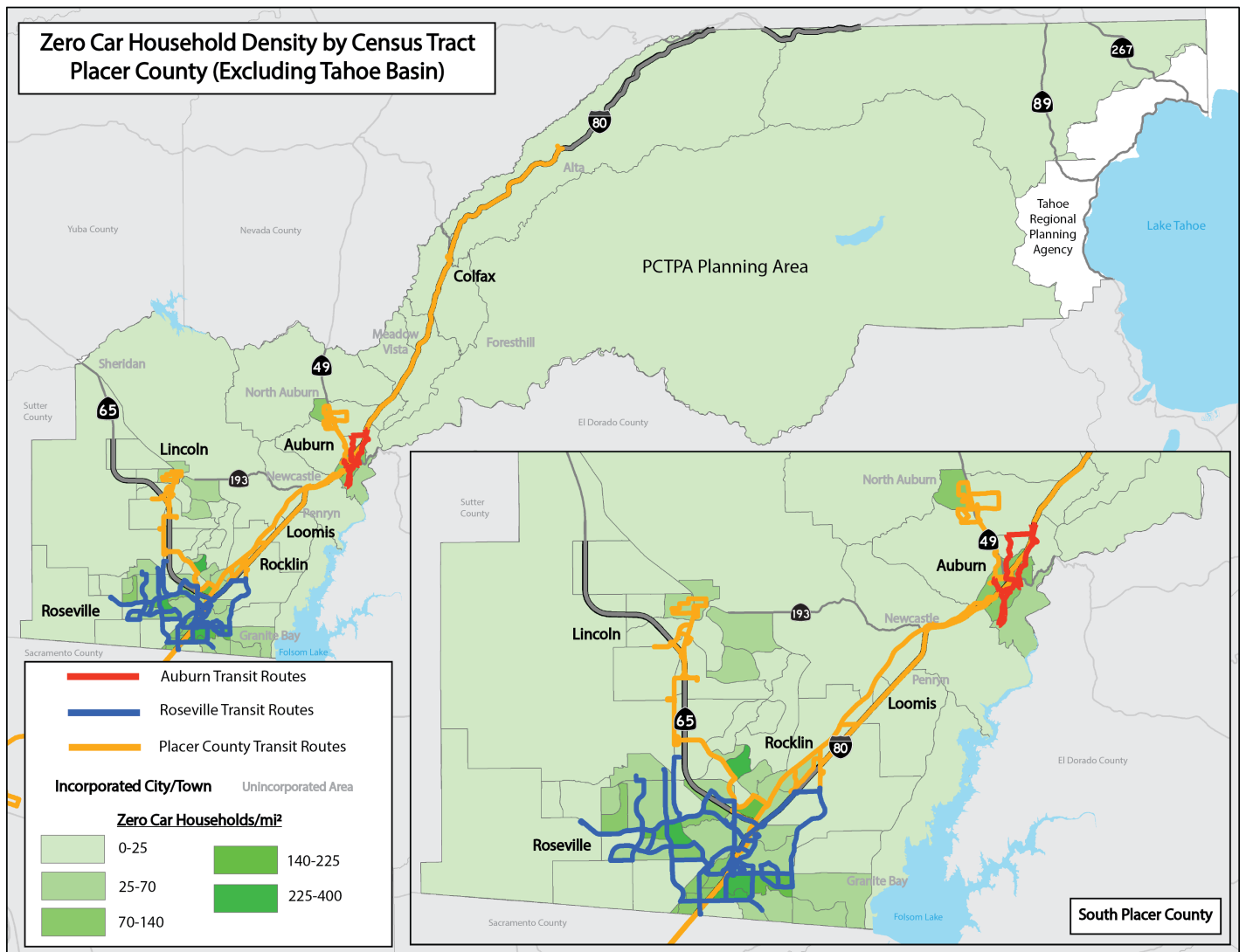
## Zero Vehicle Households Location and Density

Perhaps the greatest indicator of transit dependency is households with no vehicle available. The South Placer region has 5,191 zero vehicle households, or 4% of the region's total households. 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 dial-a-ride 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. A majority 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.



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