Annual Unmet Transit Needs Assessment

For Fiscal Year 2026/27

Placer County Transportation Planning Agency

Adopted on February 25, 2026

EXECUTIVE SUMMARY

Placer County Transportation Planning Agency (PCTPA) analyzed 81 potential unmet transit needs comments that were received this year through online survey responses, email, at a joint multi-jurisdictional public meeting held in the north Lake Tahoe Basin, and at PCTPA's annual public hearing held during the Unmet Transit Needs (UTN) Assessment outreach and engagement period that occurred from September 2, 2025, through October 31, 2025. PCTPA staff also engaged respective stakeholders in their local communities by providing local jurisdictions with UTN information to share to their stakeholders, and in their respective city/town council meetings, and at the County Board of Supervisors' meeting, held during September and October of 2025.

Like prior years, many of the comments received pertain to needs that can be met with existing transit services, reflecting a continued need for education about current public transit services provided in Placer County. Additionally, interregional service options to/from locations outside of the County, as well as intra-county services between cities and unincorporated Placer County areas were identified in comments received. Some of the more recurring comments further involved expansion of weeknight and weekend evening services, as well as the addition of Sunday service for Placer County Transit service areas. Requests for services in and around Lake Tahoe and the Truckee region were also received. Lastly, several operational and/or service-related comments were received and will be further evaluated as part of ongoing improvement efforts collectively addressed by each transit operator.

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 process per the PCTPA Board of Directors' adopted unmet transit needs criteria. Of the comments received, 14 were determined to be unmet transit needs, but were subsequently not found to be reasonable to meet at this time based on the Board's respective criteria. Therefore, there are no unmet transit needs that are reasonable to meet for FY 2026/27. Staff will continue to work with regional stakeholders to evaluate and address transit service and operational issues as part of on-going service improvement and planning efforts.

TABLE OF CONTENTS

About Unmet Transit Needs ..... **Page 2**

About PCTPA ..... Page 2

TDA Definitions and Requirements ..... Page 3

Transit Funding ..... Page 4

Outreach Process ..... Page 5

Last Year's Unmet Transit Needs Assessment ..... Page 5

Existing Transit Services ..... **Page 6**

Transit Operators ..... Page 6

Transit Planning ..... Page 7

Interregional, Intercity, and Commuter Service ..... Page 7

Local Service ..... Page 8

Demand Response and Paratransit Service ..... Page 8

Annual Ridership Report for FY 2024/25 ..... **Page 9**

Placer County Transit ..... Page 9

Roseville Transit ..... Page 9

Auburn Transit ..... Page 9

Post Pandemic Conditions and Impacts ..... Page 10

Analysis and Recommendations ..... **Page 11**

Official Finding for FY 2026/27 ..... Page 11

Analysis of Comments ..... Page 11

Current Transit Planning Efforts ..... Page 12

Appendices ..... **A – F**

Appendix A – Public Comments and Responses

Appendix B – Adopted Unmet Transit Needs Definitions (February 2022)

Appendix C – Adopted TDA Fare Revenue Ratios

Appendix D – Copy of Public Hearing Notice and Proof of Publication

Appendix E – Adopted Unmet Transit Needs Finding for FY 2026/27

Appendix F – Transit Dependent Analysis

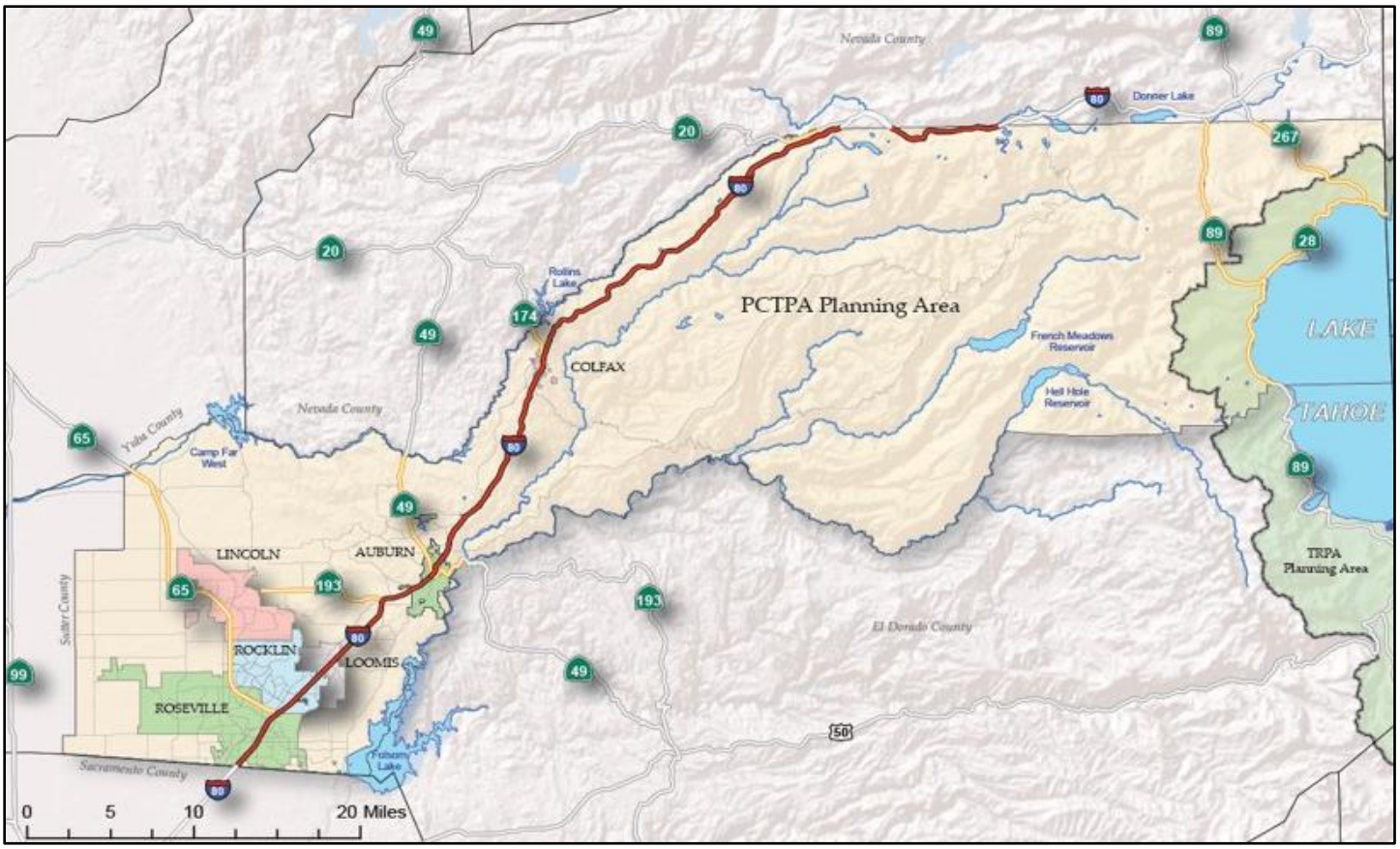
ABOUT UNMET TRANSIT NEEDS

About PCTPA

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

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

PCTPA Jurisdiction Map



UTN Definition

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

Adopted February 2022

TDA and ADA Requirements

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

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

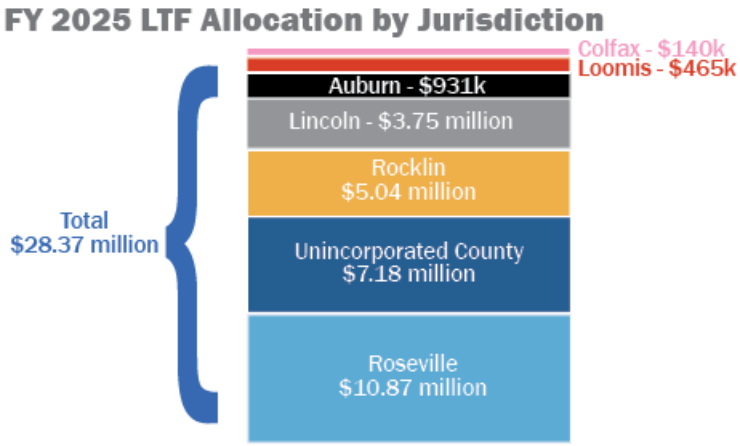
1. The requested service must meet required farebox recovery ratio standards adopted by the PCTPA Board (refer to Appendix C),
2. Funding needed for the service cannot exceed LTF revenues available to the jurisdiction and must be a reasonable use of taxpayer funds,
3. The requested service has strong 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 jurisdiction(s) where the requested service is located.

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

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

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

Transit Funding

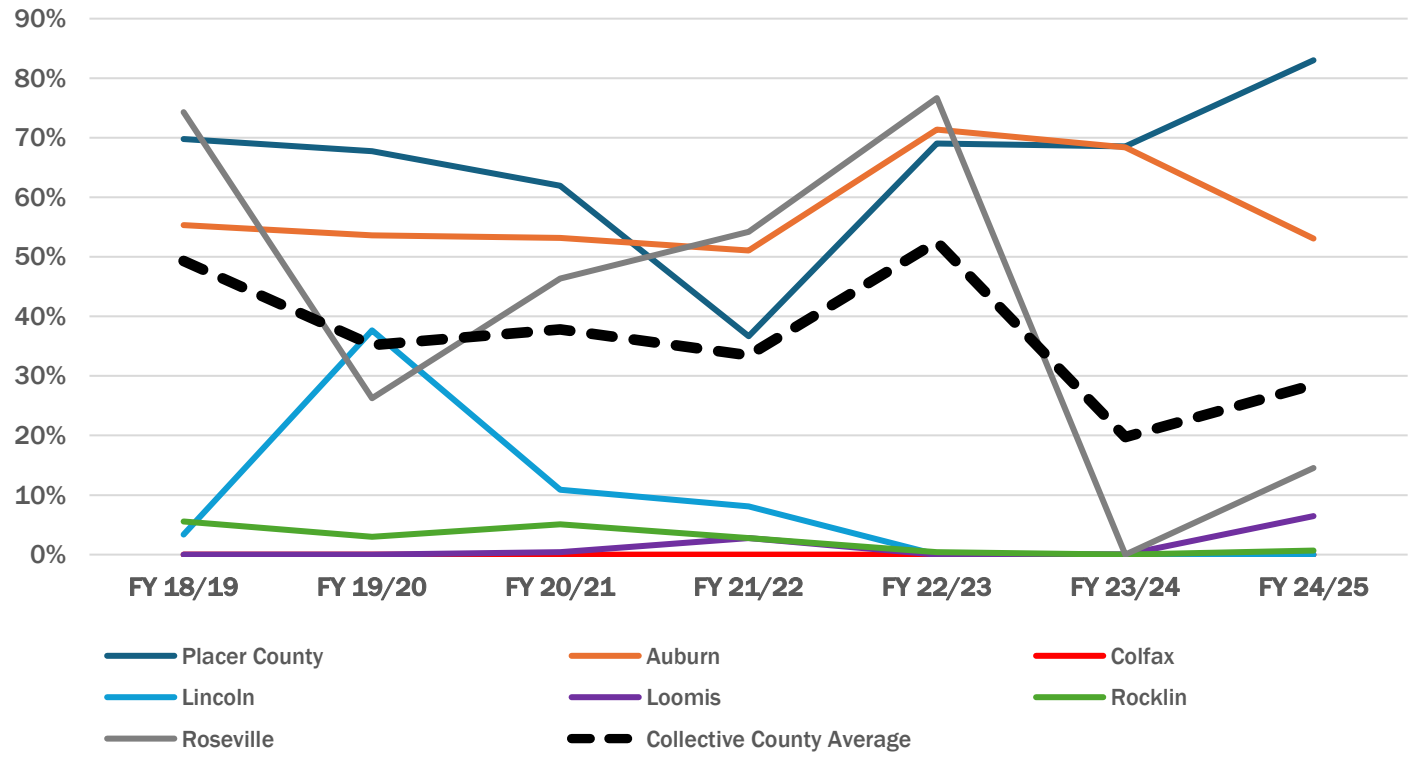


A variety of federal, state and local funding sources support Placer County's public transit operators. TDA funding is the largest source consistently available that includes not just LTF, but also State Transit Assistance (STA) funds, which are generated from statewide sales tax revenues on fuel and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

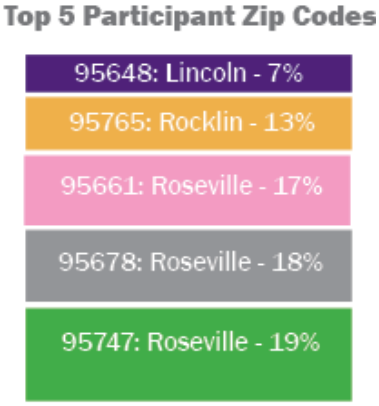
As shown in the stacked bar chart on the top right of this page, Placer County jurisdictions received approximately $28.37 million of LTF in Fiscal Year (FY) 2024/25, which was slightly higher than the amount of LTF received in FY 2023/24 ($27.79 million). LTF is generated from local sales tax revenues and apportioned to each of PCTPA's local jurisdictions based on their respective population share. A jurisdiction may claim all or a portion of their available LTF for non-transit related purposes, so long as there are no unmet transit needs that are reasonable to meet.

The proportions of LTF claimed for transit and non-transit purposes vary each year depending on transportation costs, availability of other funding sources, and local spending priorities. As shown in the line graph, below, Placer County, Roseville, and Loomis increased their respective LTF spending on transit this past year, while Auburn decreased its respective LTF spending on transit. Colfax, Lincoln, and Rocklin did not spend any of their respective LTF on transit this past year, which is a consistent trend over the last three years. Cumulatively averaged countywide, approximately 29% of LTF funds were spent on transit in FY 2024/25, up from 20% in FY 2023/24.

Percentage of LTF Spent on Transit Annually by Jurisdiction

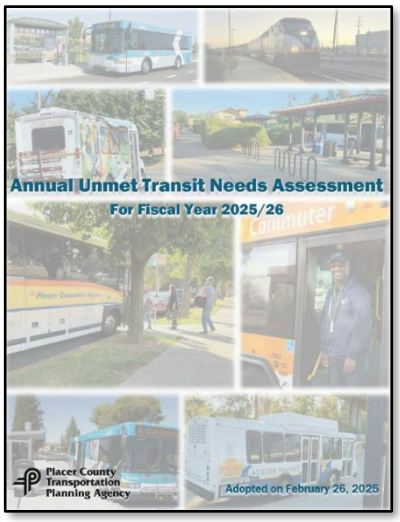


Outreach Process



Following the success of online surveys in prior years, PCTPA administered and promoted an online survey to solicit most of the potential unmet transit needs comments during this year's UTN Assessment process. Social media platforms, local agency electronic newsletters, onboard flyers, and press releases served as the primary methods for promoting the survey and solicitation process. The survey and some outreach materials were also made available in the Spanish language (with Tagalog translation available upon request) to better gather input from the larger limited English proficient (LEP) communities in the Placer region. PCTPA also prepared and released materials to local jurisdictions to share at their respective town/city council and Placer Board of Supervisors meetings in September/October. Pursuant to TDA requirements, PCTPA held one public hearing to gather comments, conducted by the PCTPA Board on October 29, 2025. Lastly, like past years, PCTPA participated in a joint meeting held with Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) to solicit feedback on potential transit needs and constraints within the northern Lake Tahoe basin and Truckee areas on October 2, 2025. The majority of the 81 comments received came from the online survey.

Last Year's Unmet Transit Needs Assessment



The FY 2024/25 UTN Assessment found that there were no unmet transit needs that were reasonable to meet in FY 2025/26 based on the PCTPA Board's established criteria, which was adopted in February 2022. Under these criteria (contained in Appendix B), "unmet transit needs" and "reasonable to meet" are defined and some examples are provided for what may constitute an unmet transit need. Operational needs, which are not considered unmet transit needs, are further specifically defined to support the evaluation of unmet transit needs comments. Defined operational needs that are not unmet transit needs, include: adding bus stops along existing routes, onboard bus features/design, bus stop amenities, minor bus route, stop, and/or schedule changes, school transportation, service reliability, and broad or vague comments that cannot specify a clear transit need. While these operational comments are not considered unmet transit needs, they are provided to the respective transit operator(s) for review and consideration as part of on-going system and service planning and improvement efforts.

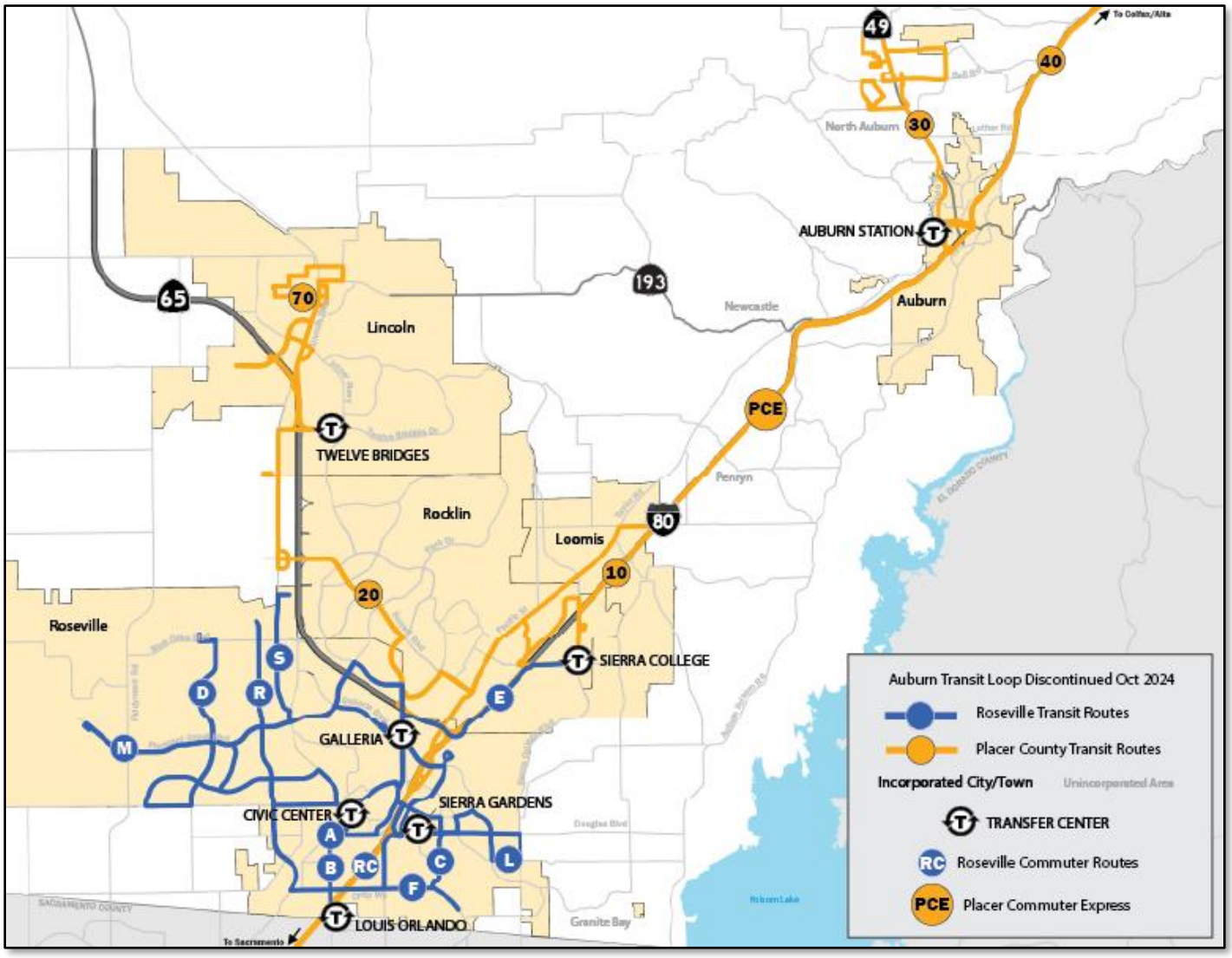
Similar to last year's UTN Assessment process, and per TDA requirements, this report additionally analyzes the locations and demographics of residents who may be "transit dependent". Transit dependent populations generally include youth, seniors, persons with disabilities, low-income residents, and households without access to vehicles. These factors weigh heavily into the development of transit services. The Existing Conditions Technical Memorandum, prepared for PCTPA's Comprehensive Operational Analysis (COA) for Auburn Transit and Placer County Transit in 2024, highlighted the following transit dependency characteristics:

- Youth (children younger than 18): 22% of south Placer's population
- Senior Population (age 65+ years old): 19% of south Placer's population
- Low Income: 9% of South Placer's population
- Persons with a Disability: 11% of South Placer's population
- Zero Vehicle Households: 4% of south Placer's population

Updated data regarding these populations is further discussed and illustrated in maps contained in Appendix F.

EXISTING TRANSIT SERVICE

Fixed-Route Service in South Placer County



Transit Operators

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

Transit Planning

Improvements to transit service in Placer County are governed primarily by three transportation planning documents: the Regional Transportation Plan (RTP), the Long-Range Transit Master Plan (LRTMP), and the Short-Range Transit Plan (SRTP) prepared collectively for the three operators and the WPCTSA. The RTP, LRTMP, and SRTP outline transit service goals and improvement project priorities for Placer County and may be referenced in the evaluation of unmet transit needs comments. However, additional planning efforts, such as SACOG's Regional Transit Network Plan, are also considered when developing potential new transit services and/or improvements in response to identified needs.

The current SRTP was completed in 2025, following an extensive two-year COA and service planning effort conducted for each of the region's transit operators. The SRTP provides an important reference for evaluating potential unmet transit needs and is available to access online via a dedicated COA-SRTP project webpage. Additionally, the recently completed 2050 RTP, identifies near- and long-term transit service planning efforts and establishes performance goals, objectives, and policies for the region's transportation network. As previously mentioned, both the RTP and SRTP must be considered as part of determining if an unmet transit need is reasonable to meet with a new service. It is important to note that while these planning documents guide service planning efforts, on-going collaboration among the transit operators, WPCTSA, and other stakeholders occurs regularly to evaluate existing transit services and determine operational efficiencies, service level adjustments, and other improvements to effectively address transit needs throughout the Placer region regardless if they are determined to be unmet transit needs by the PCTPA Board's established definitions.

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

www.southplacertransitinfo.com

WPCTSA programs:

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

Tahoe Truckee Area Transit services:

www.tahoetruckeetransit.com

Capitol Corridor passenger rail service:

www.capitolcorridor.org

Interregional, Intercity, and Commuter Service

Roseville Transit, PCT, and Capitol Corridor collectively provide transit services between Placer's cities and surrounding 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), Sierra College/Rocklin/Lincoln route (20), Alta/Colfax route (40), and Taylor Road Dial-a-Ride zone (formerly PCT's route 50) all provide connections between different cities and towns in Placer County, while PCT's Placer Commuter Express route provides commuter service at several pickup locations along Interstate 80 between Alta/Colfax and downtown Sacramento. Capitol Corridor provides once daily roundtrip passenger rail service from the Auburn, Rocklin, and Roseville stations to Sacramento and the Bay Area. Amtrak's California Zephyr provides once daily passenger rail service between Sacramento and Chicago, with stops in Roseville, Colfax, Truckee, and Reno, and thruway bus service in between train schedules that stop in Auburn and Rocklin as well. As reflected in Appendix A, despite the COVID-19 pandemic's impact on general commuter services, there is still an expressed need and demand for more interregional service.

Local Service

Local bus route service is available within Auburn, Roseville, Lincoln, and in the Tahoe Truckee area. Roseville Transit operates 10 different bus routes that provide service within the City. PCT's Lincoln Circulator (70) provides local bus service within Lincoln while the Highway 49 bus route (30) provides service to the unincorporated North Auburn and Auburn area. Limited Rocklin bus service is provided through PCT's Sierra College/Rocklin/Lincoln bus route (20), while Loomis receives service via PCT's Taylor Road Dial-a-Ride zone. Auburn Transit operates an app-based, on-demand service within and immediately adjacent to the City's jurisdictional boundaries and has discontinued their deviated fixed-route loop service as of October 2024. TART operates three fixed bus routes: Highway 267 service between Truckee and Kings Beach, Highway 89 service between Truckee and Tahoe City, and the Mainline Bus service along Lake Tahoe from Incline Village to Sugar Pine. Several important transfer locations exist within Roseville, Lincoln, Rocklin, and Auburn to connect local services to the interregional services provided by PCT and neighboring transit operators such as Nevada County Connects (NCC) and Sacramento Regional Transit (SacRT).

Demand Response and Paratransit Service

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

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

ANNUAL RIDERSHIP REPORT – FY 2024/25

Auburn Transit

Auburn Transit operates Auburn OnDemand, an app-based, on-demand (microtransit) service within the Auburn city limits and parts of unincorporated Placer County in the North Auburn and Bowman areas. In October 2024, the Auburn Loop, a deviated fixed-route service, was discontinued.

Operating Subsidy per Trip

Operating Cost: $857,306
Fare Revenue: $54,694
Operating Subsidy: $802,612
Total Trips: 21,551
Subsidy per Trip: $37.24

Annual Trips per Hour

Total Trips: 21,551
Vehicle Revenue Hours: 5,816
Trips per VRH: 3.71
Change from Prior Year: +6%

Placer County Transit

Placer County Transit operates five fixed-route buses connecting south Placer's cities, five general public, app-based (microtransit) on-demand service areas, and two AM/PM Placer Commuter Express weekday peak hour buses to/from downtown Sacramento.

Operating Subsidy per Trip

Operating Cost: $9,666,919
Fare Revenue: $288,384
Operating Subsidy: $9,378,535
Total Trips: 239,609
Subsidy per Trip: $39.14

Annual Trips per Hour

Total Trips: 239,609
Vehicle Revenue Hours: 45,224
Trips per VRH: 5.30
Change from Prior Year: +11%

Roseville Transit

Roseville Transit operates 10 fixed-route buses within the city limits, general public, app-based on-demand (microtransit) service within the City limits, and 11 weekday, AM/PM peak-hour commuter buses between Roseville and downtown Sacramento.

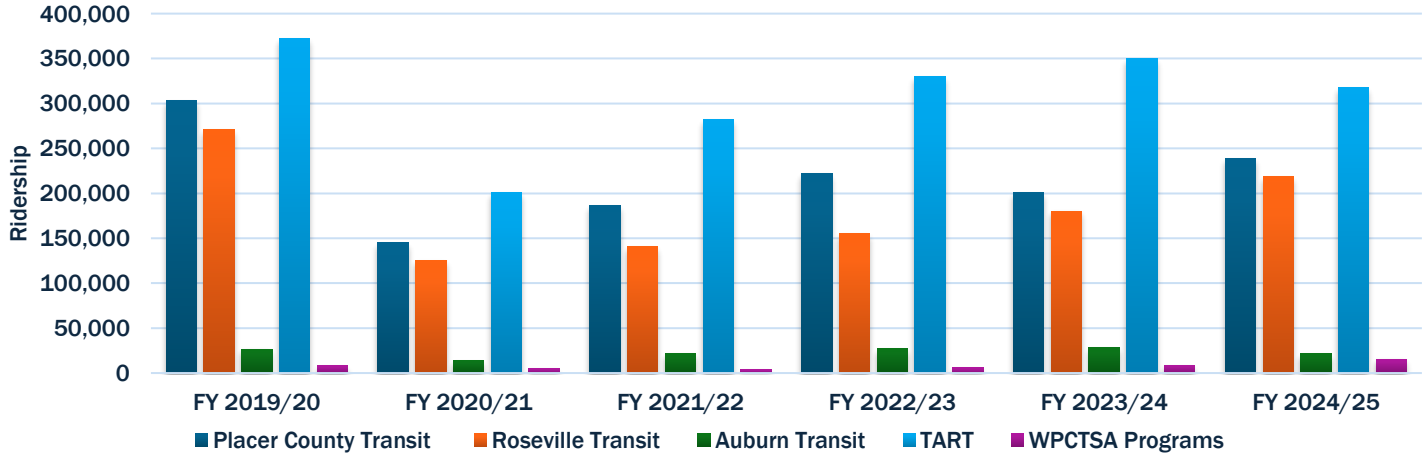
Operating Subsidy per Trip

Operating Cost: $7,314,687
Fare Revenue: $701,747
Operating Subsidy: $6,612,940
Total Trips: 218,245
Subsidy per Trip: $30.30

Annual Trips per Hour

Total Trips: 218,245
Vehicle Revenue Hours: 51,199
Trips per VRH: 4.26
Change from Prior Year: +10%

Annual Systemwide Transit Ridership (FY 2019/20 – FY 2024/25)

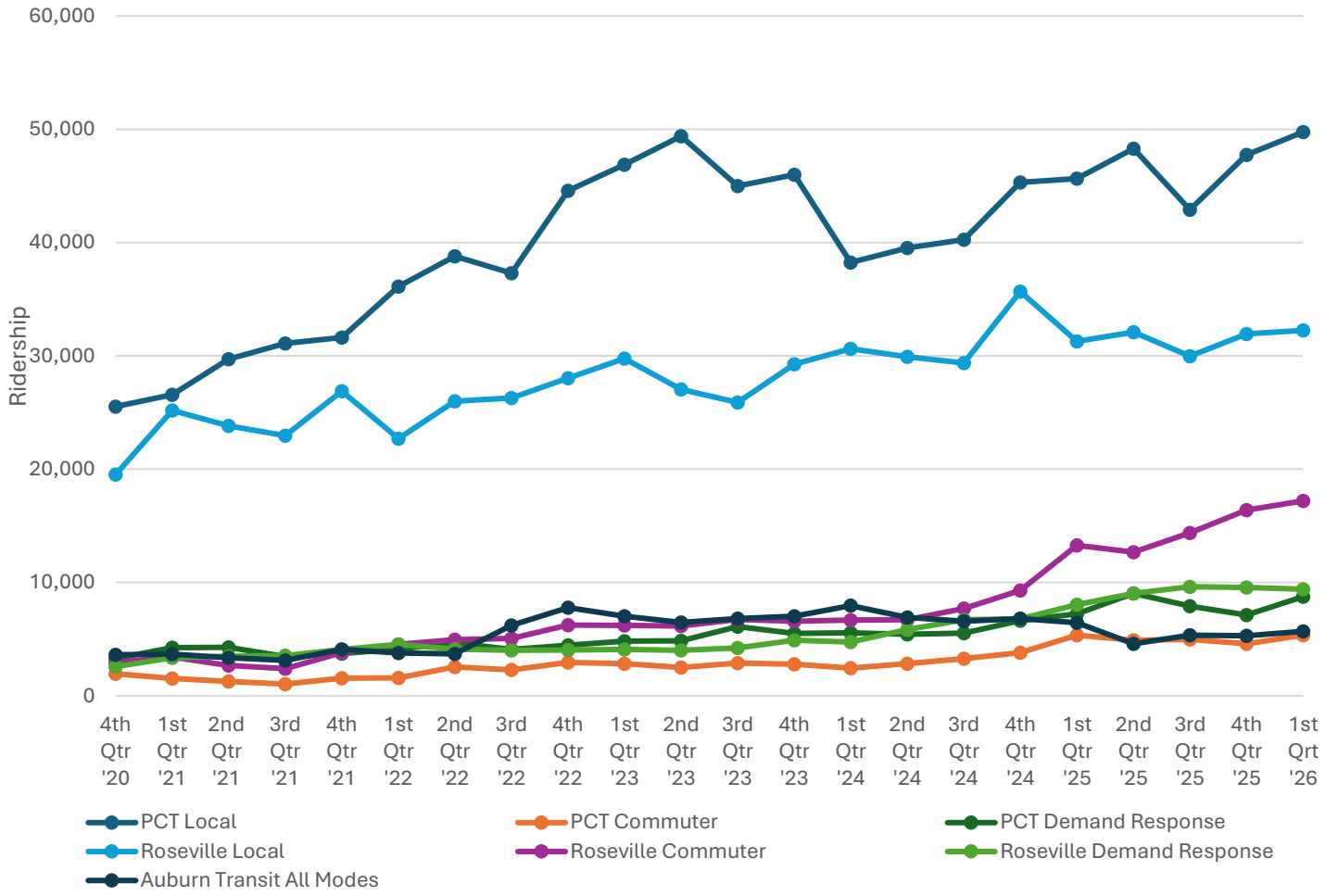


Ridership Recovery Post COVID-19 Pandemic

Staff continue to monitor ridership trends by mode on a quarterly basis for transit providers serving the southwestern portion of Placer County (where most of the population resides) following the COVID-19 pandemic. Between the pandemic's peak in FY 2019/20 (4th Qtr., '20) and FY 2025/26 (1st Qtr.), ridership and service demand have slowly increased due to return to work policies that have occurred throughout the region. Cumulative local bus and on-demand service ridership has grown approximately 80% and 210%, respectively, since the pandemic's peak recovering to almost 77% and 133% of pre-pandemic (2nd Qtr. '20) levels, respectively. However, commuter service ridership has been slower to recover, currently residing at approximately 40% of pre-pandemic levels, which is up from last year's respective 38%.

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 consistent return to office practices. Many of the region's largest employers and state offices continue to work on a hybrid home/office work schedule. Since the beginning of FY 2023/24, some downtown Sacramento employers have begun requiring employees to return to work at least two to three days per week. However, there is no consistent schedule for these practices, and it is still difficult to determine how, if at all, commuter service demand may be affected. Staff continue to monitor these trends and will report back to the PCTPA Board in subsequent annual UTN Assessments and/or quarterly ridership updates. Additionally, staff will consider these trends and conditions as part of on-going service planning and improvement efforts.

Quarterly Transit Ridership by Mode (FY 2019/20 Qtr. 4 – FY 2025/26 Qtr. 1)



ANALYSIS AND RECOMMENDATIONS

Staff Recommendation and Finding

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

1. There are no unmet transit needs in FY 2025/26 that are reasonable to meet for implementation in FY 2026/27.
2. The Annual Unmet Transit Needs Assessment Report for FY 2026/27 is accepted as complete.

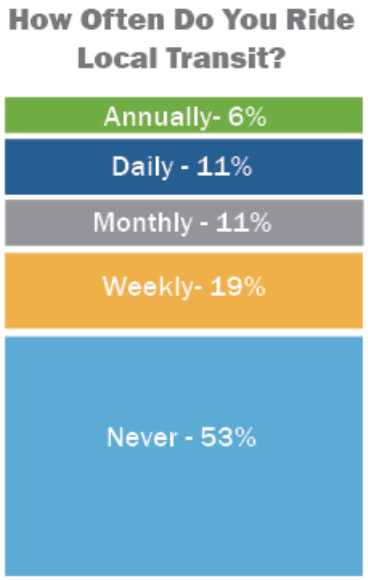
The SSTAC concurred with the recommendations, above, at their meeting held on January 27, 2026.

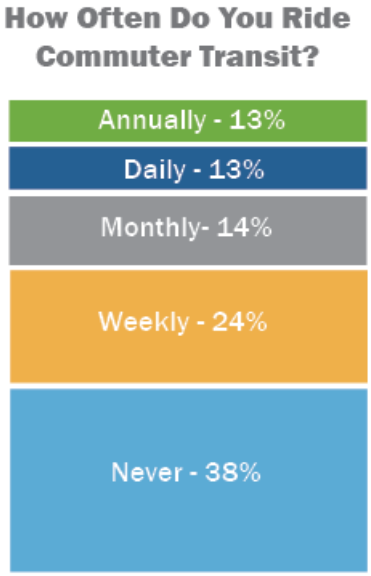
Analysis of Comments

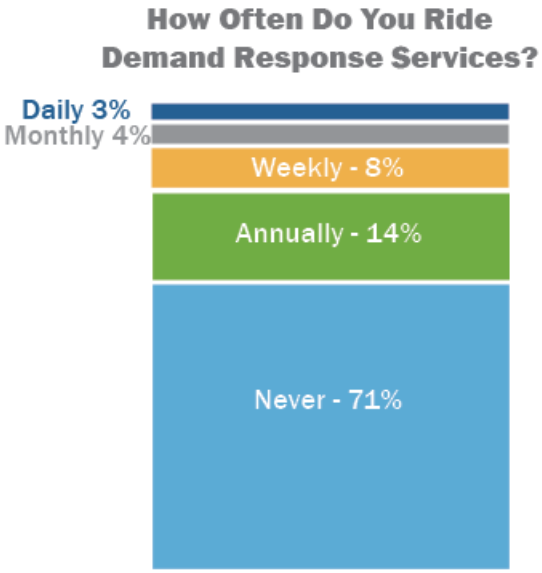
As previously identified, PCTPA solicited most of the potential unmet transit needs comments during this year's UTN Assessment engagement period through a survey. In addition to questions regarding unmet transit needs, the survey solicited respondents to provide general transit usage information, which 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 commuter route services, with only 38% of those respondents indicating that they did not ride commuter transit. Of the respondents asked if they used either local or demand response services, the majority responded that they never used either of those services. These responses slightly vary from previous years' UTN surveys where more respondents appeared to utilize local route services, if any, rather than commuter transit.

Of the 81 potential unmet transit needs comments analyzed during this UTN Assessment process (refer to Appendix A), 14 were identified as potential unmet transit needs that were subsequently determined to not be reasonable to meet. Approximately 64% of the comments received pertained to intra-county, intercity, and interregional services, while the remaining comments were related to intracity services, miscellaneous operational issues, or were too broad and/or vague to determine a specific transit need. The following list summarizes the general themes pertaining to the comments received during this year's UTN Assessment process:

- More frequent connections to/from downtown Sacramento and evening service to/from Sacramento and other parts of the south Placer region,
- Sunday transit service needed in Auburn, Lincoln, Loomis, and Rocklin,
- Transit service needed in Foresthill and Sheridan,
- More bus and/or train services needed between Auburn, Roseville, Rocklin, Lincoln, Sacramento, and the Bay Area, possibly operating in the earlier morning and/or evening hours,







- Direct transit service needed to the Sacramento Internation Airport,
- More transit service needed between Tahoe/Truckee/Reno and the south Placer region, and
- More service needed in Granite Bay.

Current Transit Planning Efforts

Regional Marketing Plan

SOUTH PLACER TRANSIT INFORMATION
EDUCATION & TRAINING

In January 2023, the PCTPA Board of Directors adopted a WPCTSA marketing plan and implementation strategy to promote both the WPCTSA's programs (such as the Placer Rides program) and public transit services provided in the southwestern portion of Placer County. Over the past three years, staff has worked collaboratively with PCTPA's Transit Operators' Working Group (TOWG), the SSTAC, and other WPCTSA partnering agencies and stakeholders to develop and implement a fully branded program, referred to as "South Placer Transit Information (SPTI), Education & Training", that consolidates informational resources about the region's transit services and WPCTSA's programs into one unique, promotional identity. A corresponding SPTI online resource website, has further been launched and contains, among other things, interactive transit service maps, schedules, and the general operational and fare information for Auburn Transit, Placer County Transit, and Roseville Transit. Additionally, transit outreach and training (formerly known as mobility training) practices and tools have been established to better track stakeholder engagement and support more efficient and effective transit education efforts throughout the Placer region. SPTI branded collateral and informational materials have also been created and distributed to promote the Placer region's transit services and WPCTSA programs. Lastly, in January 2025, the SPTI Stories campaign was launched to solicit audio/video/written testimony from riders about their positive experience utilizing transit in the region. These media clips and quotes are published on SPTI's online Stories' webpage and help successfully highlight the importance of the region's transit services to further help advocate for them. Through all these efforts, staff continue to work with WPCTSA's partners and other transit stakeholders to promote existing transportation solutions and transit opportunities that help address mobility needs in Placer County.

Comprehensive Operational Analysis and Short-Range Transit Plan

As previously mentioned, an important COA and transit service planning effort was launched in July 2023, which concluded in Summer of 2025, establishing a SRTP for Auburn Transit, PCT and Roseville Transit to jointly implement over the next five years. The SRTP sets a foundation for planned transit service operations and capital replacement activities and further identifies strategies for future fare technology and policy integration, service and schedule coordination, and joint marketing and branding efforts. Some of the SRTP's service recommendations have already been implemented by the transit operators since its completion, including the re-configuration of Roseville's commuter routes and an adjustment of PCT's and Auburn Transit's on-demand/dial-a-ride service zones in the Auburn/North Auburn/Bowman areas. PCTPA will continue to help coordinate and support the SRTP's implementation in collaboration with the region's transit operators in the coming years.

Bus Stop Facilities Assessment and Improvement Plan

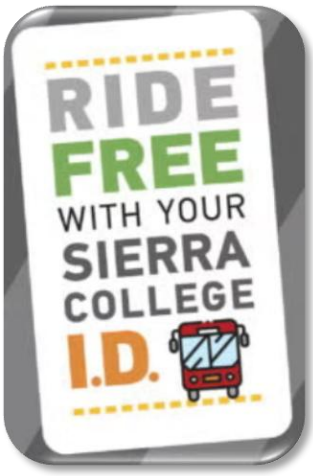
Following completion of the COA/SRTP planning efforts, the Placer Bus Stop Facilities Assessment and Improvement Plan project was launched in July 2025. The project is a countywide effort to enhance the comfort,

safety, and accessibility of over 250 bus stops used by PCT, Roseville Transit, and the former Auburn Transit Loop. Some of the project's key delivery components include the following:

- An inventory assessing the current conditions of bus stops in western Placer County,
- Unified design standards created for bus stops countywide based on determined bus stop typologies,
- A prioritized program to upgrade, improve, and/or enhance the bus stops identified in the inventory, and
- Cost estimates and funding strategies to support future investments for improvements to bus stops and immediately adjacent infrastructure.

Both a bus operator and passenger/public survey were conducted to gather important stakeholder input in the planning process, and the project is anticipated to be completed by June 2026. More information about the project can be found online via the Placer Bus Stop Facilities Assessment and Improvement Plan webpage created for the project.

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

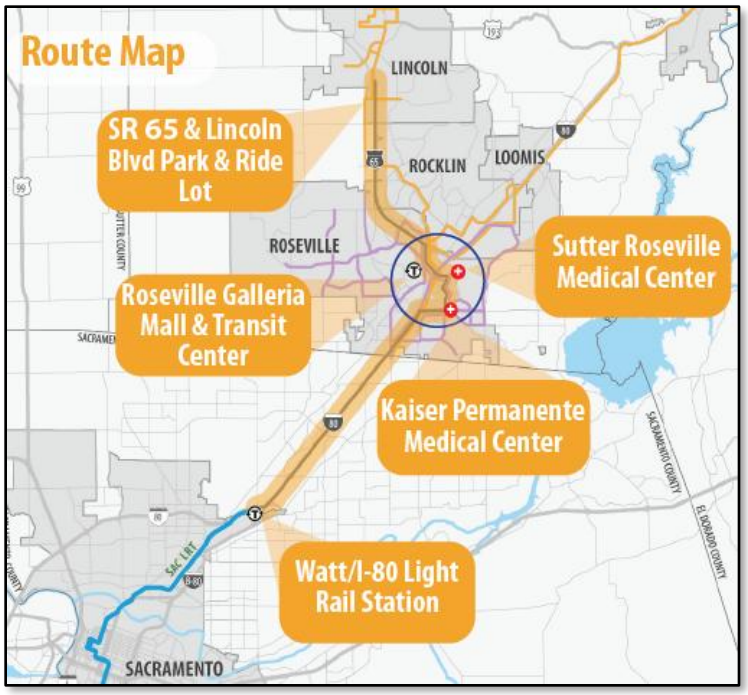


Following its launch in August 2022, the "Ride Free with Your Sierra College ID" student fareless transit pass program operated as a three-year pilot partnership between Sierra College, WPCTSA, and the south Placer region's transit operators, to help address student transportation needs and promote existing transit services provided within Placer County. The program offered an actively enrolled Sierra College student a free ride on any local fixed-route (and on Auburn Transit's on-demand) public transit service provided in Placer and Nevada counties. A second component of this pilot program, which launched in late January 2023, further established a discounted ride subsidy for students to use on a transportation network company (TNC) service (i.e., Uber, Lyft, or something similar) when traveling to/from a Sierra College campus during the evening hours when public transit service was not available. The pilot program ended on June 30, 2025, delivering over 104,000 free transit rides, and providing over 600 discounted rideshare trips, for Sierra College students. Many stakeholders viewed the program as a tremendous success, which led to Sierra College and the participating transit operators agreeing to keep the program going indefinitely pending available funding from the Sierra College foundation, the Sierra College associated student government, and willing agency partners. The WPCTSA, though no longer a financial contributor to the program, continues to encourage and collaborate with these partners on the on-going implementation of the Ride Free with Your Sierra College ID program.

Regional ADA Eligibility in Placer County

Following the successful launch and full implementation of microtransit services in the Auburn OnDemand, Placer County Dial-a-Ride, and Roseville Arrow on-demand service areas, which can all be collectively accessed through a joint, app-based platform, branded as GO South Placer, the three transit operators coordinated with the application's parent software company, Spare, to launch a regional ADA certification platform in the Fall of 2025. Collaborative discussions during the COA/SRTP planning effort identified a need to establish a uniform ADA eligibility determination and certification process online that could provide greater ease and access for individuals requesting ADA paratransit services provided across the south Placer region. This uniform process also ensures that ADA certified individuals can now access all three operators' paratransit services simultaneously without having to go through the ADA eligibility process or face different criteria for ADA certification with each operator. Online ADA certification can be accessed on the SPTI website's ADA Paratransit and Certification webpage.

Rapid Link Service (formerly known as the South Placer Transit Express)



The Rapid Link service, which was identified in the Placer-Sacramento Gateway Plan and received a subsequent state grant to operate a three-year pilot service, will provide 30-minute weekday transit service between Lincoln, Roseville, Rocklin (through connections with PCT at the Roseville Galleria), and Sacramento (via connections to the SacRT bus and light rail services provided at the Watt Avenue/I-80 light rail station). Using 100% zero-emission battery electric technology, the service will be administered by Roseville Transit. Although originally anticipated to start in 2023, due to some unforeseen bus procurement and manufacturing issues, the buses were not delivered until December 2025. The service is now anticipated to launch at the start of FY 2026/27 during the Summer of 2026. Once launched, this service is anticipated to address some of the transportation needs/comments identified in this year's, and in previous, UTN Assessment(s) that express a desire for more frequent and direct transit service between Lincoln, Roseville, and Sacramento.

Reno Rail Service Planning

The California Department of Transportation (Caltrans) completed a feasibility study in 2023 regarding the types of improvements necessary to extend the Capitol Corridor passenger rail service from its current terminus in Auburn, CA to Reno, NV. To support this effort, PCTPA conducted a complementary study looking at first/last mile connections to six rail stations along the corridor, as well as released a public interest survey about the potential passenger rail service extension. These studies were high-level and intended to support future planning efforts for potential Reno rail service extension, if deemed feasible. These planning efforts complement overall transit service planning efforts for the areas of Placer County (between Auburn, Colfax, and the Tahoe Basin) that are rural and currently have limited intra-county service. Capitol Corridor Joint Powers Authority (CCJPA) was awarded Corridor ID funding from the Federal Railroad Administration (FRA) to conduct further studies on rail corridors throughout Northern California, including the Sacramento to Reno corridor. This planning effort is expected to commence in 2026.

APPENDIX A: PUBLIC COMMENTS & RESPONSES

The tables provided in this appendix identify every comment received during the Unmet Transit Needs Assessment outreach and engagement period, which occurred from September 2, 2025, through October 31, 2025. 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 a request was an unmet transit need that was reasonable to meet. In many cases the explanations refer to various transit plans, all of which are available on the PCTPA website pctpa.net/transit-planning. The fourth column lists the jurisdictions relevant to each comment's requested service or where the comment originated based on the respondent's zip code provided.

The comments are further categorized by tables identified under the 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. Intra-county comments pertaining to services between incorporated and/or unincorporated areas within Placer County,
4. Interregional comments pertaining to services requests extending beyond Placer County into either neighboring counties or to regions outside of the greater Sacramento area, and
5. Miscellaneous comments pertaining to general statements about operations and/or other non-transit service-related issues that do not identify a specific transit need.

INTRACITY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
1	To Galleria and Costco area, once a week, 7am to 9pm, for do it yourself projects. Bus/train service in CA has been a terrible waste for 60 years. No system works well, drivers are worthless/lazy, buses ridiculously expensive to procure and no one takes care of them. Government bus/train systems create jobs for losers.	This is not an unmet transit need	Existing fixed-route and on-demand/dial-a-ride services provided by Roseville Transit and Placer County Transit (PCT) provide service within the vicinity of the Roseville Galleria and Costco areas during the weekday. More information about existing fixed-route services operated by Roseville Transit and PCT can be found online at www.southplacertransitinfo.com or by contacting South Placer Transit Information at (916) 745-7560.	Roseville
2	Trip would start nearer my house on Dawnridge Rd., daily, throughout the day. The only stop that operates through the day near my house is over a mile to walk to and from and with my disability, causes me to use the bus far less than I would like to. I am discouraged from utilizing the service due to the amount of walking. Please consider making the R route an all day route as it provides the only coverage up and down Foothills and would cut my walk in half, given the connections to other routes, only running it twice in morning and night seems like an oversight	This is not an unmet transit need	Roseville Transit's general public on-demand/dial-a-ride, Arrow, service provides transit coverage for this neighborhood in Roseville. The Arrow service is ideal for a person with disabilities that has difficulty accessing fixed-route transit. This individual may further be eligible for Americans with Disabilities (ADA) paratransit service provided through the Arrow service. More information about the Arrow service and ADA paratransit eligibility can be obtained by contacting South Placer Transit Information at (916) 745-7560, or by visiting www.southplacertransitinfo.com.	Roseville
3	Woodcreek Oaks & Pleasant Grove, Baseline & Junction (or really anywhere within the city of Roseville on Sundays), weekly, on Sunday mornings, to attend religious services on Sundays. Normally the D line would allow me to make this trip with ease. However all fixed route local transit does not operate on Sundays. Roseville Transit needs to run on Sundays. It would also be good if there were midday or reverse commute trips on Commuter service.	This is not an unmet transit need	The Roseville Arrow service currently operates on Sunday from 8am to 5pm and provides general public on-demand/dial-a-ride service throughout the City of Roseville, including the places mentioned in this comment. While midday commuter trips to downtown Sacramento on weekdays do not currently exist, connections to downtown Sacramento can be made via Placer County Transit's (PCT's) Rte. 10 service to the Watt/I-80 light rail station. Sacramento Regional Transit District's (SacRT's) light rail and bus services can provide connections to downtown Sacramento during the weekday midday period.	Roseville
4	From Champion Oaks and N Cirby to Walmart on Lead Hill, and 2) Champion Oaks N Cirby to Safeway Sunrise/Cirby, and 3) Champion Oaks and N Cirby to Target on Douglas, 3 to 5 times a week, between 9am to 6pm. It's nearly impossible due to infrequent routes and the bus stop being far. I am disabled and don't have a car, the stop that used to be in my neighborhood the old Champion Oaks/Van Ness stop on route was removed, the route rarely runs, and it's too hard to get from my	This is not an unmet transit need	Existing local fixed-route services provided by Roseville Transit, with transfers, can provide connections between these locations. However, Roseville Arrow provides general public on-demand/dial-a-ride service within the City of Roseville that can accommodate persons with disabilities that have difficulty walking to a fixed-route stop. For more information regarding these services, and to become certified for the Roseville Arrow's Americans with Disabilities Act	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
	home to the grocery store and work. Please put the old Champion Oaks/Van Ness stop back on route as it'll make it easier to get to from Target shopping center on Douglas, I work there but the lack of stops and infrequent stop times make it so I have to walk too much and don't run often.		(ADA) paratransit service option, contact the South Placer Transit Information Center at (916) 745-7560.	
5	Start at Crimson Ridge Way and Wood Creek Oaks and end at Mahaney Park, daily, at 6am or after 5pm, twice a week it would be to catch the commuter bus in the morning and to get home in the afternoon, other days it would be to get to and from the gym and library. There is a route here I believe but it runs so rarely that it's never convenient for me to take it. It'd be great to be able to get to the Stanford Ranch area, Target, etc. There are routes that take you there, but they take an insane amount of time due to routes running infrequently.	This is not an unmet transit need	Existing local fixed-route services provided by Roseville Transit, with transfers, can provide connections between these locations. However, Roseville Arrow provides general public on-demand/dial-a-ride service within the City of Roseville that can accommodate further origin to destination trips in some cases more conveniently compared to fixed-route service. For more information about Roseville Transit's services, contact the South Placer Transit Information Center at (916) 745-5650.	Roseville
6	From my home. I need a pick up with walker or scooter, once a week, from 5pm to 9pm, for the ability to attend Sun City evening activities and also go to the local restaurant. We are a senior community and driving at night is becoming a challenge for having a way to get out once or twice a month would be great.	This is not an unmet transit need	This comment lacks specificity to determine a specific transit need. Existing fixed-route and on-demand/dial-a-ride services provided by Roseville Transit and Placer County Transit (PCT) provide connections between Sun City Roseville and Sun City Lincoln Hills and surrounding communities. For more information about these services and for trip planning assistance, contact the South Placer Transit Information Center at (916) 745-7560.	Unknown
7	Start in the Twelve Bridges neighborhood at Ridgecrest Drive and Nisenan Valley and end at all the local schools (Twelve Bridges Elementary, Middle and High schools), and local grocery stores, daily, multiple times and at 7:30am for schools. I have multiple sclerosis and epilepsy with 3 kids. The school district won't provide transportation for my kids so I risk our lives daily driving with seizures. I am considering moving to another town with better transportation. My son has autism and cannot get around. It is astounding that we have no public transportation for kids, elderly, disabled people in Twelve Bridges who need daily rides without using dial-a ride. We need consistent routes. The district takes no accountability in school transportation.	This is not an unmet transit need	This comment lacks specificity to determine a specific transit need. Existing fixed-route and on-demand/dial-a-ride services provided by Placer County Transit (PCT) provide services within Lincoln, sometimes requiring a transfer. For more information about these services and for trip planning assistance, contact the South Placer Transit Information Center at (916) 745-7560.	Lincoln
8	I'm 85, live in Sun City Lincoln Hill, a community of 10,000-over 55 folks. I have Multiple Sclerosis and am	This is an unmet transit	On-demand/dial-a-ride services do not currently operate in Lincoln during weekday evening hours beyond	Lincoln

Comment #	Comment	Finding	Explanation	Jurisdiction
	Facilitator of the Lincoln MS Group. Many of we seniors don't drive at night due to medical conditions, and are unable to participate in the many Friday night activities/events/dinners. Thus we are unable to enjoy the mental stimulation and happiness that enhances longevity. Summer events include five months of Friday night Amphitheater music. Winter events include indoor plays and music events. Yearly there are dinners at the Meridians Restaurant. This transportation problem could be alleviated with Dial-A-Ride extending its hours to at least 9:30 on Friday nights.	need that is not reasonable to meet	approximately 6:30pm, and are an unmet transit need. The recently completed short-range transit plan (SRTP) evaluated evening services provided by Placer County Transit (PCT) in Lincoln and determined that lower estimated potential ridership and projected costs would make expanding the existing service not feasible at this time.	
9	I have friends and neighbors here in Sun City Lincoln Hills who use and love Dial A Ride. One suggestion to improve this service to our residents would be to add hours into the evening. We have many programs and concerts on Friday nights. Helping them get to these events would be a large improvement for them and our community. Thank you for considering this change.	This is an unmet transit need that is not reasonable to meet	On-demand/dial-a-ride services do not currently operate in Lincoln during weekday evening hours beyond approximately 6:30pm, and are an unmet transit need. The recently completed short-range transit plan (SRTP) evaluated evening services provided by Placer County Transit (PCT) in Lincoln and determined that lower estimated potential ridership and projected costs would make expanding the existing service not feasible at this time.	Lincoln

INTERCITY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
10	A fixed route at Whitney Ranch Rd. and Wildcat Blvd. in Rocklin. It would go to Galleria Mall to make connections, daily, during the morning and afternoon. I am a senior and don't drive and a fixed transit stop at Whitney Ranch Road and Wildcat Blvd would make it possible to meet all my transit needs. We do have dial-a-ride here but it is nowhere near as convenient as a fixed route service would be. A fixed route is much more convenient and user friendly. It would be very helpful if the Route 20 Lincoln bus went down the east side of the freeway.	This is not an unmet transit need	While no fixed-route services operated by Placer County Transit (PCT) provide a direct connection to the neighborhoods surrounding Whitney Ranch Rd. and Wildcat Blvd., PCT's Rocklin/Loomis Dial-a-Ride provides general public on-demand service to all areas within the Rocklin city limits. Connections on the Rocklin/Loomis Dial-a-Ride can be made at the Roseville Galleria to fixed-route services like PCT's Route 20 to access other areas of Rocklin, and Roseville's Transit fixed-route and on-demand/dial-a-ride services.	Rocklin, Lincoln
11	From home to locations in Rocklin and Roseville such as doctors' offices, shopping, dining, weekly, varies, for personal needs.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Placer County Transit (PCT) provides both fixed-route service, via PCT Route 20, and general public on-demand service via the Rocklin/Loomis Dial-a-Ride service, which connects to Roseville	Rocklin, Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
			Transit's fixed-route and on-demand/dial-a-ride services at the Roseville Galleria where transfers can be made to access various shopping and medical centers located within Rocklin and Roseville.	
12	Sierra College/Miners Ravine (Bayside area) to downtown Roseville, weekly, every hour, to avoid the need to driver. Would love to see light rail expand to Placer County	This is not an unmet transit need	This comment lacks sufficient detail to determine a transit need. Existing fixed-route and on-demand/dial-a-ride services provided by Roseville Transit and Placer County Transit (PCT) provide service connections between Sierra College/Miners Ravine and downtown Roseville with a transfer required at the Roseville Galleria during the weekday. More information about existing fixed-route services operated by Roseville Transit and PCT can be found online at www.southplacertransitinfo.com or by contacting South Placer Transit Information at (916) 745-7560. Light rail service is operated by Sacramento Regional Transit District (SacRT) and is outside of PCTPA's planning jurisdiction.	Rocklin, Roseville, Placer County, Sacramento County
13	Start on Blue Oaks Blvd near 65 and go to downtown Roseville and/or downtown Rocklin, on weekends for events, both before and after event times. Prefer transit over driving and parking in downtown areas.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Both Roseville Transit and Placer County Transit (PCT) operate a variety of fixed-route and general public on-demand/dial-a-ride services that provide connections, with transfers, between various parts of Rocklin and Roseville during the week and weekends. ice to connect to the Taylor Rd. park-and-ride lot. More information about these services and for assistance with trip planning contact South Placer Transit Information at (916) 745-7560.	Rocklin, Roseville
14	Residence near Safeway at Park/Sunset intersection to church on Wildcat Blvd. in Rocklin on Sunday morning, to attend church at 10am and return home two hours later. Roseville has Sunday microtransit service on Sunday from 8am to 5 pm. Why not pilot service for Rocklin/Loomis and Lincoln dial-a-ride zones? Proposed Route 20 service in Rocklin did not have public workshop to review route changes before adoption by County and PCTPA. PCT has refused to conduct survey of existing riders to receive comments on the plan. Riders are an important stakeholder.	This is an unmet transit need that is not reasonable to meet	Fixed-route and on-demand/dial-a-ride services do not currently exist in Rocklin and/or Lincoln on Sunday and are an unmet transit need. The recently completed short-range transit plan (SRTP) evaluated potential Sunday services provided by Placer County Transit (PCT) in Rocklin and Lincoln but did not recommend implementing the services at this time. Considering a lower estimated potential ridership on Sundays, as well as current local funding available for transit service, new services to address these requests were not determined to be sustainable and feasible at this time.	Rocklin, Lincoln

INTRA-COUNTY COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
15	Start Sherwood Way in Auburn to Downtown Auburn, at least twice a week, between 9 am to 3 pm. I do volunteer work (across street from city hall), and for visiting my cousin and enjoying amenities throughout Auburns old town. Your drivers are wonderful. City bus (49) on Sunday so I can go to Church. Route 49 runs every 30 minutes.	This is an unmet transit need that is not reasonable to meet	Placer County Transit (PCT) operates the Auburn/Highway 49 Dial-a-Ride that provides a general public on-demand service connection between Sherwood Way and Auburn's Nevada Station, where a transfer is available to the Auburn OnDemand service for connections to downtown Auburn during the weekday between 9am and 3pm. However, PCT does not currently operate Sunday service and the current short-range transit plan (SRTP) does not recommend implementing Sunday service in the area at this time.	Auburn, Placer County
16	Roseville Galleria to Atwood Drive in Auburn, once per month, Sunday morning and evening (roundtrip). I wish to visit friends and family in Auburn on Sundays, during my day off. Placer County Transit provides skeletal-but-reliable hourly service for most fixed lines, but only at most six days per week. I would request limited Sunday hours, especially for Route 10 to connect Auburn to SacRT light rail, and Route 40 Auburn/Alta	This is an unmet transit need that is not reasonable to meet	Placer County Transit (PCT) operates the Route 10 that provides a fixed-route connection between the Roseville Galleria and Auburn's Nevada Station on weekdays and Saturdays, where a transfer is available to PCT's Route 30 and Auburn/Hwy. 49 Dial-a-Ride services that connect to Atwood Drive. However, PCT does not currently operate Sunday service and the current short-range transit plan (SRTP) does not recommend implementing Sunday service in the area at this time.	Roseville, Auburn, Placer County
17	The Dial-a-Ride goes to Loomis but is frequently booked on the Go Placer App even if I book ahead of time. It does not run late enough Saturday or on Sunday. I also need to use the Dial a Ride service on Sunday to Lincoln when no buses are running, twice a week, Sunday and late Saturday. I am a caregiver. The Dial a Ride helps me get to work. The Roseville Dial a Ride is frequently booked even if I schedule days ahead. The service hours need to be extended.	This is an unmet transit need that is not reasonable to meet	Capacity and on-demand/dial-a-ride scheduling matters are considered operational matters and not unmet transit needs. However, this comment can still be considered as part of on-going operation and transit system improvements moving forward and will be provided to the transit operators for review. On-demand/dial-a-ride services do not currently exist in Loomis or Lincoln and therefore the comments pertaining to Sunday and late night Saturday services are an unmet transit need. The recently completed short-range transit plan (SRTP) evaluated potential later evening and Sunday services provided by Placer County Transit (PCT) and did not recommend implementing the services at this time. Considering a lower estimated potential ridership in the evening hours and on Sundays, as well as current local funding available for transit service, new services to address these requests were not determined to be	Lincoln, Loomis, Roseville, Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
			sustainable and feasible at this time.	
18	From Granite Bay (end of Douglas Blvd to Roseville), every day, from 6am onwards, to go to work, shopping, and medical appointments. Right now, the Dial-A-Ride service in Granite Bay is very limited; only weekdays. It is also hard to get a ride; you have to book days in advance. Please consider providing more options to catch the public transport in Roseville from Granite Bay.	This is an unmet transit need that is not reasonable to meet	While on-demand/dial-a-ride service operated by Placer County Transit (PCT) exists in Granite Bay, it is very limited. The recent short-range transit plan (SRTP) included a recommendation to consolidate existing Granite Bay dial-a-ride service periods into one time block operating on weekdays between approximately 10am and 2pm, which has yet to begin. Additional service beyond this period was not recommended in the SRTP at this time given lower estimated potential ridership and projected costs that would make expanding the service not feasible.	Granite Bay, Placer County, Roseville
19	Sheridan to Lincoln, daily, from 8am to 6pm, for groceries, doctor appointments, shopping, dining, and church. Sheridan needs a bus stop. There are a lot of low income residents and seniors that are unable to drive.	This is an unmet transit need that is not reasonable to meet	There is currently no transit service to Sheridan. The recently completed short-range transit plan (SRTP) did not recommend any new services to Sheridan as there is not sufficient ridership at this time to support a service. In the meantime, the Placer Rides program serves eligible clients, including seniors, persons with disabilities, low-income individuals who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips to essential needs provided by their self-selected drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	Sheridan, Lincoln, Placer County
20	From Statford Way to Tahoe Vista post office on National Road, three times a week, anytime from 10am to 3pm, to retrieve mail.	This is not an unmet transit need	This transit need lies solely within the Lake Tahoe Basin, which is located within the Tahoe Regional Planning Agency's (TRPA's) jurisdictional planning area. This comment will be provided to TRPA staff for their review and consideration in assessing transit service needs.	Tahoe, Placer County
21	Where the new houses are going in on Antelope North and PFE, daily, at 7am, to go to Sierra College and doctor appointments at Kaiser. Please consider busing 6 or 7am-5 or 6pm, and more routes especially where new housing is going in near Creekview and Antelope N.	This is an unmet transit need that is not reasonable to meet	This residential neighborhood is located within an unincorporated area of western Placer County that is not currently served by any public transit services and can be considered an unmet transit need. The recently completed Short-Range Transit Plan (SRTP) evaluated services in this area and determined that based on lower ridership and costs, the services would not be feasible at this time. However,	Placer County, Rocklin, Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
			PCTPA will continue to evaluate this need with Roseville Transit and Placer County Transit (PCT) to determine if there become a great enough demand to implement some level of public transit service in that area. In the meantime, the Placer Rides program serves eligible clients, including seniors, persons with disabilities, and low income individuals who cannot access public transit services. Eligible riders are reimbursed on a per-mile basis for eligible trips provided by their self-selected drivers in their private vehicles. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500.	
22	Summarized comments received from PCTPA Board's unmet transit needs public hearing held on 10/29/25: acknowledged a lot of progress made in recent transit service planning efforts, ride scheduling accessibility, and available online transit resources provided for existing transit operators. Appreciates current increased funding for Western Placer Consolidated Transportation Services Agency (WPCTSA). As a county with a larger older adult population percentage that is projected to increase in the future, the need to access affordable transit is going to increase. Need to address older adults' hesitancy to use public transit because of a lack of knowledge of the system and perceived safety concerns that should be addressed with marketing. Continue innovation with a potential shuttle service to respond to transit needs in outlying communities like Colfax and Foresthill, perhaps with a non-profit organization.	This is an unmet transit need that is not reasonable to meet	Many of these comments address regional planning, marketing, and service coordination efforts that the Western Placer Consolidated Transportation Services Agency (WPCTSA) has led in collaboration with the region's transit operators and social service organizations that advocate for transit-dependent populations. These are not considered unmet transit needs, but are appreciated and acknowledged. There currently are no transit services provided to Foresthill, and limited frequency transit services provided in Colfax by Placer County Transit (PCT). The recently completed short-range transit plan (SRTP) did not recommend any new public transit service to Foresthill or expanded PCT services to Colfax given a lower estimated ridership demand and cost that made any new service not feasible. However, through its marketing efforts, the WPCTSA has connected several Foresthill residents with transit needs to the Placer Rides Program currently administered by Seniors First on behalf of the WPCTSA. Placer Rides has helped address some mobility needs in that area. More information regarding the Placer Rides program can be obtained by calling Seniors First at (530) 889-9500. PCTPA also continues to explore the feasibility of a private pilot shuttle program to Foresthill, but consistent ridership demand, funding, and an operating partner have not yet been determined.	Placer County, Foresthill, Colfax

INTERREGIONAL COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
23	Start in Incline Village NV and end at Lake Tahoe Community College, often, during weekday mornings and afternoons/evenings. I'd like to attend a short course at the community college and I do not have a personal vehicle. A year-round bus line that goes around the entirety of Lake Tahoe would be life changing for people like me who live here full time and significantly decrease tourism traffic.	This is an unmet transit need that is not reasonable to meet	There currently are no public transit services operated between Incline Village and Lake Tahoe Community College in South Lake Tahoe. There is also no year-round bus service around Lake Tahoe. This service request is outside of PCTPA's jurisdictional planning area and will be provided to the Tahoe Regional Planning Agency (TRPA) for their consideration and transit service planning efforts.	Tahoe, Placer County, El Dorado County, Nevada
24	Having a 4pm option for the commuter bus from downtown Sacramento to Auburn is of most need to be in Auburn before 6pm The usual time for bus #1 to be back is 6pm to 6:05pm or later making evenings rough for life balance commitments.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Auburn, Sacramento County
25	Light rail from Roseville to Folsom, downtown Sacramento, Sacramento International Airport, and Davis, two or three times a week for recreation and shopping. When I lived in DC, I rode public transportation to work every day. When I lived in Japan I rode public transportation regularly for many reasons. I've ridden trains and buses in many European countries.	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address. A combination of existing fixed-route, on-demand/dial-a-ride services, and light rail services provided by Roseville Transit, Placer County Transit (PCT) and Sacramento Regional Transit District (SacRT) provide a transit connection between Roseville, Sacramento County, and Yolo County, with required transfers at the Louis Orlando transfer station, Watt/I-80 Light Rail station, or in downtown Sacramento. Existing short-range transit plans and current service planning efforts do not recommend a direct service to the Sacramento airport due to a lack of ridership and demand necessary to sustain a viable service.	Roseville, Sacramento County, and Yolo County
26	West Rocklin to downtown Sacramento commuter bus during peak periods. No commuter service exists in West Rocklin. I am speaking for frequent past suggestions. Weekday peak hours. Would be useful not only for commuters but for persons who want to spend the day in Sacramento. Currently, there are only two round-trips per day from Rocklin Station and access from West Rocklin is inconvenient. No bus service from Lincoln or West Rocklin to Capitol Corridor train	This is not an unmet transit need	While direct fixed-route commuter services are not available in West Rocklin during peak AM or PM commute periods, general public on-demand/dial-a-ride weekday services provided by Placer County Transit (PCT) are available within Rocklin's City limits typically starting at 6am. These services can be used to access other fixed-route commuter or local services provided by Roseville Transit and/or PCT at the Roseville Galleria. Further connections to the Roseville train station other commuter transfer locations such as Sierra College, the	Rocklin, Sacramento County, Lincoln, Roseville, Auburn

Comment #	Comment	Finding	Explanation	Jurisdiction
	station in Roseville. Amtrak bus service to that station for two early morning trips has no connecting service to Rocklin or Auburn.		Taylor Rd./Sunsplash park-and-ride lot, and the Louis/Orlando station can be made by transferring to either Roseville or PCT services at the Roseville Galleria. Amtrak thruway bus services are not within PCTPA's jurisdictional authority to plan or manage.	
27	Taylor Rd to downtown Sac, daily, 4:10pm and 4:40pm, for work schedule. Tripshot app tracker is not working, not real time, and missing routes 10 and 11 on am and pm.	This is not an unmet transit need	This comment lacks sufficient detail to determine a transit need. Existing fixed-route services provided by Roseville Transit and Placer County Transit (PCT) provide connections to downtown Sacramento or the Watt/I-80 Light Rail station, to provide service to downtown Sacramento daily. Improving frequencies on existing services are considered operational matters and not unmet transit needs. More information about existing fixed-route services operated by Roseville Transit and PCT can be found online at www.southplacertransitinfo.com or by contacting South Placer Transit Information at (916) 745-7560.	Placer County, Sacramento County
28	I live in Placer County and Truckee. So, I am unable to use the Truckee TART Connect since I'm Placer County. but Placer doesn't have the service on the Truckee side, only lakeside. I would occasionally use TART Connect if it was available. In addition to what I wrote about TART Connect in Truckee for Placer residents, I also use the free shuttles for events downtown (Truckee Thursday, 4th of July, etc.) I would use that service for Halloween Parade, Tree Lighting, etc.	This is not an unmet transit need	This comment lacks sufficient detail to determine a transit need. Existing fixed-route and on-demand/dial-a-ride services operated by Tahoe Truckee Area Regional Transit (TART) provide connections between the northern shore of Lake in Placer County with Truckee in Nevada County. For more information about TART's service contact (530) 550-1212.	Tahoe, Placer County, Nevada County
29	I wish there were more commuter buses to/from Sacramento. It would be nice to have more options like it was pre-Covid.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need.	Placer County, Sacramento County
30	The recent afternoon commuter pick up time for Taylor & I-80 changed that made it not work for my schedule for the first time in over 10 years. I leave work at 4 pm and the drop off location for the bus at that time doesn't go to Taylor & 80 anymore.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Placer County
31	Roseville Commuter needs additional PM routes from downtown Sacramento to I-80/Sunsplash. As of July 21, 2025 with the new schedule, there is a 40	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need.	Roseville, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
	minute gap in the afternoon for downtown Sacramento workers wanting to go to Roseville, I-80 Sunsplash.		However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	
32	Catching the Capitol Corridor train in Roseville to Sacramento to easily connect to the San Joaquin trains that go south to Bakersfield. Coming back from Bakersfield a quick layover in Sacramento and the ability to catch a train (not a bus) to Roseville, six times a year at least, during the early morning going towards Bakersfield, for work. Placer County exists along the historic transcontinental rail line, but train service to Sacramento from Roseville (and points east) is not frequent enough nor are return trains from Sacramento to Roseville frequent enough. Buses get stuck in traffic!	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address. There currently is one, daily roundtrip passenger train service trip provided by the Capital Corridor Joint Powers Authority (CCJPA) between Roseville and Sacramento, with connections to Amtrak's Gold Runner (formerly San Joaquins) passenger service to Bakersfield. Frequency for these services is determined by the CCJPA.	Roseville, Sacramento County, Kern County
33	Roseville commuter bus Taylor Rd. to downtown, between 11am and 12noon or 2pm. I don't' actually need it now. I changed my work hours on Fridays. I used to get off of work at 11am, but now that I'm in the office on Fridays. I can't take the bus until 2:50 pm, so I changed my hours. I'd really only need it one day or one day or when I wanted to go home early. A mid-day bus would be nice each day, but I understand if it's not possible.	This is not an unmet transit need	Sacramento Regional Transit District (SacRT) operates light rail service daily between downtown Sacramento and the Watt/I-80 light rail station. While Roseville Transit commuter fixed-route services do not operate between 11am and 2pm, Placer County Transit (PCT) provides hourly weekday fixed-route service between the Watt/I-80 light rail station and both the Louis/Orlando and Roseville Galleria stations in Roseville, where transfers can be made to Roseville Transit's local fixed-route and general public on-demand/dial-a-ride services to connect to the Taylor Rd. park-and-ride lot. More information about these services and for assistance with trip planning contact South Placer Transit Information at (916) 745-7560.	Roseville, Sacramento County
34	If I have an appointment midday or don't go into the office until the afternoon, the Roseville Commuter bus does not have a route available. Also, I work 8am to 5pm downtown. There is only bus I can take home in the afternoon. A noon bus would be helpful to leave work early or start later.	This is not an unmet transit need	Sacramento Regional Transit District (SacRT) operates light rail service daily between downtown Sacramento and the Watt/I-80 light rail station. While Roseville Transit commuter fixed-route services do not operate during the midday, Placer County Transit (PCT) provides hourly weekday fixed-route service between the Watt/I-80 light rail station and both the Louis/Orlando and Roseville Galleria stations in Roseville, where transfers can be made to Roseville Transit's local fixed-route and general public on-demand/dial-a-ride services to connect to various areas within Roseville.	Roseville, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
35	I'd like an eastbound trip that doesn't have so many stops downtown and then practically to West Sacramento before heading home. Something like the Placer commuter, but starting earlier. A lunchtime route would also be nice, twice per week, anytime after 12pm. I am able to work partial days in the office, so earlier return trip times would be great.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and bus stop locations/routing configurations, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review. Additionally, Sacramento Regional Transit District (SacRT) operates light rail service daily between downtown Sacramento and the Watt/I-80 light rail station. While Roseville Transit commuter fixed-route services do not operate during the midday, Placer County Transit (PCT) provides hourly weekday fixed-route service between the Watt/I-80 light rail station and both the Louis/Orlando and Roseville Galleria stations in Roseville, where transfers can be made to Roseville Transit's local fixed-route and general public on-demand/dial-a-ride services to connect to various areas within Roseville.	Roseville, Placer County, Sacramento County
36	Please bring back the Maidu commuter bus stop.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and stop locations, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento
37	I would like a daily commuter service from Mahany that arrives at 5th & P at 6am with an afternoon bus to Mahany with a 4:50pm pick up at 5th & P. This would accommodate a 10-hour work day with a half hour lunch and get back to Mahany before 6pm. Bus tracker on TripShot is good if unit in the bus is on/working.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, frequency improvements, and equipment, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
38	Roseville to the Bay Area on the Capital Corridor, five or six times a year during the late morning Ing or early afternoons for visiting family in San Jose or for flying in or out of San Francisco International Airport (SFO). I urge the Capitol Corridor Joint Powers Authority (CCJPA) to help expedite the additional of more Capitol Corridor trips between Roseville and Sacramento.	This is not an unmet transit need	This is an interregional service request that is not within PCTPA's jurisdiction to address. There currently is one, daily roundtrip passenger train service trip provided by the Capital Corridor Joint Powers Authority (CCJPA) between Roseville and the Bay Area, with additional trips provided from Sacramento Valley Station throughout the day. Travel between Roseville and the Sacramento Valley Station can be made via Placer County Transit's (PCT's) fixed-route service (i.e., Route	Roseville, Bay Area

Comment #	Comment	Finding	Explanation	Jurisdiction
			10), Roseville Transit's Commuter service in the peak AM and PM periods, and the Sacramento Regional Transit District's (SacRT's) bus and light rail services with transfers at the Watt/I-80 Light Rail station.	
39	Roseville Commuter should streamline the last evening bus to Taylor Rd. and Saugsted, the no. 11, by leaving downtown from I Street rather than going all the way out the detour to Richards Blvd., where we never pick anyone up.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and bus stop locations/routing configurations, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
40	Start in Roseville and Stop UC Davis Medical Center, arrive at 6:30 or 7:30 for work. Would be nice to have a pickup to Sacramento to Lincoln.	This is not an unmet transit need	This is an interregional service request that is not entirely within PCTPA's jurisdiction to address. While no service exists to get a rider to UC Davis Medical Center in Sacramento from Placer County by 6:30am, Placer County Transit (PCT) provides fixed-route service connections between Lincoln, Roseville, and Sacramento, via Route 20 with a transfer to Route 10 in Roseville, for a connection to the Sacramento Regional Transit District's (SacRT's) light-rail service at the Watt/I-80 Light Rail station. Connections to UC Davis facilities in Sacramento can be accessed via SacRT's light rail, local route, and/or on-demand services through available transfers.	Roseville, Sacramento County
41	West Roseville to Downtown Sacramento, twice a week at 7:00am. Would help to alleviate the traffic on Baseline. Would be great to have a service that takes you from Roseville to the Sacramento airport.	This is not an unmet transit need	Existing on-demand/dial-a-ride transit service provided by the Roseville Arrow operate starting at 5:45am, and can provide connections to local and commuter fixed-route services operated by Roseville Transit and Placer County Transit (PCT), which provide direct connections, with required transfers, to Sacramento Regional Transit District's (SacRT's) light rail service (via transfer connections between Roseville Transit and PCT services at the Roseville Galleria and between PCT and SacRT at the Watt/I-80 Light Rail station) and downtown Sacramento. SacRT's services can provide connections to the Sacramento airport from downtown Sacramento For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Roseville, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
42	Direct trips from the Nevada County and Rocklin Sierra College campuses, possibly making a loop through Colfax and Auburn would be helpful for my college student taking classes on both campuses, 2 to 3 times per week, Mondays through Fridays, likely 8am to 5pm, or times to meet classes. College student doesn't drive yet and needs to get to class. STEM classes are mostly at the Rocklin campus and not offered at the Nevada County campus. Extended hours connections to the Sacramento airport (SMF) would be welcome. I've tried to find a way to get there and there doesn't seem to be one. I see posts on the Colfax community groups about this frequently.	This is not an unmet transit need	This interregional service request lacks enough specificity to determine an unmet transit need. Existing transit services provided by Nevada County Connects and Placer County Transit (PCT's), provide transit services connections to both Sierra College campuses in Nevada County and Rocklin (with required transfers at Auburn's Nevada Station). Transit service connection between Colfax and Auburn can also be made at certain times in the day through PCT's fixed-route services. Connections to Sacramento Regional Transit District's (SacRT's) light-rail system can be made through PCT's Rte. 10 service, operating between Auburn and the Watt/I-80 light rail station hourly on weekdays and Saturdays, which can further provide connections with downtown Sacramento and the Sacramento airport via available transfers.	Nevada County, Rocklin, Colfax, Sacramento County
43	From Auburn to Midtown Sacramento. It is technically possible, but takes the better part of a day between Placer transit bus, light rail, and Sacramento city bus. Not worth taking public transit for the amount of time required. Also from Auburn to Sacramento airport. Occurs once a week, time could be flexible, for visiting/tending to family members in Sacramento, library, shopping, etc. It would also be great to be able to get from Auburn to the Sacramento airport on public transportation efficiently. Traveling longer distances requires a lot of time because of limited schedules in this area. I would use public transit more frequently to go from Auburn to Nevada City or Sacramento, but it takes a long time to get there. Same with trips to the Sacramento airport.	This is not an unmet transit need	Existing local and commuter fixed-route services operated by Placer County Transit (PCT) provide connections to downtown Sacramento via transfers to Sacramento Regional Transit District's (SacRT's) light rail service (via a transfer between PCT Rte. 10 and SacRT at the Watt/I-80 Light Rail station) and/or PCT's Placer Commuter Express Rte. 60 service to downtown Sacramento. SacRT's local/regional bus services can provide connections to the Sacramento airport from downtown Sacramento. Transit service provided by Nevada County Connects (NCC) provides connections between Auburn's Nevada Street Station and Grass Valley/Nevada City. For more information regarding these services and for trip planning assistance contact South Placer Transit Information at (916) 745-7560.	Auburn, Sacramento County, Nevada County
44	Daily, hourly Capitol Corridor from Roseville to SF Bay Area. Extend Capitol Corridor to Truckee	This is not an unmet transit need	This is an interregional service request for more frequent passenger rail service outside of PCTPA's jurisdiction and will be shared with the Capitol Corridor Joint Powers Authority (CCJPA) for consideration in their service planning and operational improvement efforts. Existing Amtrak thruway bus service operates between Roseville and Truckee, and PCTPA in coordination with the Caltrans Division of Mass Transit & Rail are conducting a study about the feasibility of expanded passenger rail service to Reno, which	Roseville, Bay Area, Nevada County

Comment #	Comment	Finding	Explanation	Jurisdiction
			could include additional connections to Truckee from Roseville.	
45	From Roseville to Sutter Health Park for baseball games, one to three times a week when baseball games are playing locally to watch baseball games at the park. Complement the basketball service.	This is not an unmet transit need	This comment lacks specificity and is for an interregional transit service that is not within PCTPA's jurisdiction to address. Existing services operated by Roseville Transit and Placer County Transit (PCT), with transfers, connect to Sacramento Regional Transit District's (SacRT's) light rail and local/regional bus services at several locations, including the Watt/I-80 light rail station, which provides connections to downtown Sacramento and additional SacRT and Yolobus transit services that connect to Sutter Health Park in West Sacramento.	Roseville, Yolo County
46	Can we have a 7:30am-7:45am bus from Taylor Road to downtown Sacramento.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
47	Trip from West Roseville is near Veterans Park and downtown Sacramento near Richards, five days a week, from 6am to 3:30pm, for work. The bus is sometimes late in the morning, and driver does not wait on Richards and 7th, until designated departure time in the evening, if the bus is early. Bus should wait at the bus stop until the departure time, even if there is none at the stop.	This is not an unmet transit need	This comment lacks specificity to determine a specific transit need. Existing fixed-route and on-demand/dial-a-ride services provided by Roseville Transit and Placer County Transit (PCT), with required transfers, provide connections between West Roseville and downtown Sacramento during the weekdays. From downtown Sacramento, connections to Richards Blvd. can be made using Sacramento Regional Transit District's (SacRT's) local bus and light rail services. For more information about these services and for trip planning assistance, contact the South Placer Transit Information Center at (916) 745-7560.	Roseville, Sacramento County
48	A streamlined commuter bus home from downtown that doesn't go out to Richards Boulevard, Mondays through Fridays, leaving downtown Sacramento at 5pm, to get home without spending an extra 15-20 minutes a day touring Richards Blvd. for no riders. We never pick anyone up on the last bus to Sunsplash and it takes an extra 15-20 minutes due to the detour and traffic backed up to the freeway on Richards. I would like to investigate Placer County Transit because the new electric Roseville Commuter buses have	This is not an unmet transit need	This comment pertains to an evaluation of general transit route service configurations and other onboard bus equipment issues that are operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County, Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
	really hard seats, the windows are too high to see out of and the windows aren't tinted so the sunshine is brutal. They also sway, blech.			
49	I recently looked into using the commuter bus from Roseville to Downtown Sacramento, however I work from 9am to 6pm. There were no return bus that I could catch after I got off work to make it home. Two days a week I go downtown, and need a bus at 6:30pm from downtown Sacramento to Roseville. No return bus after 6:00 pm from Sacramento to Mahany Park prevents me from utilizing public transit. Just curious if there are any plans for a later evening commuter bus from Sacramento to Mahany Park.	This is not an unmet transit need	While Roseville commuter bus services generally leave downtown Sacramento before 6pm on weeknights, connections from downtown Sacramento to Roseville can still be made by utilizing Sacramento Regional Transit District's (SacRT's) Blue Line light rail service from downtown Sacramento to the Watt/I-80 light rail station where a transfer can be made to Placer County Transit's (PCT's) Rte. 10 service that connects to the Roseville Galleria. Further transfers to Roseville Transit's local fixed-route and on-demand/dial-a-ride services can be made at the Roseville Galleria to accommodate trips to Mahany Park.	Roseville, Sacramento County
50	Inter-suburb connections (such as Folsom to Roseville & Auburn), & add RT routes 21, 25, & 93 into Roseville to handle Riverside/Vernon & Sunrise local traffic to the Galleria, & eventually RT 19, 26, & 84 to the new Costco. 109 to Sierra College.	This is not an unmet transit need	This comment lacks the necessary details to determine an unmet transit need and pertains to services that are outside of PCTPA's jurisdiction to fully address. However, these comments can be considered as part of PCTPA's on-going planning and coordination efforts with the Sacramento Regional Transit District (SacRT) and the Sacramento Area Council of Governments to address interregional travel needs with public transit services within the greater six-county Sacramento region.	Roseville, Auburn, Rocklin, Sacramento County
51	I wish Roseville Commuter would evaluate their departure times bus stop locations in Sacramento and the safety of the passengers who use these services.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, service scheduling, and safety issues, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
52	After the recent Roseville commuter changes that took place this year, I get home a half hour later than last year. If I have to go in 4 days a week, this will be extremely difficult and make me question if I should continue taking the bus.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County

Comment #	Comment	Finding	Explanation	Jurisdiction
53	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/2/25: Need more night service between Lake Tahoe and Truckee, and increase frequency on existing service.	This is not an unmet transit need	This comment lacks sufficient information to determine a transit need. Generally, comments pertaining to frequency improvements are considered operational and are not an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Tahoe, Nevada County, Placer County
54	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/2/25: TART's Hwy 267 route does no stop at the train station/bus station in Truckee, many people have to carry suitcases from the transit center to the train station, which can be difficult for some people.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and bus stop locations, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Tahoe, Nevada County, Placer County
55	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/2/25: Supports a bus that operates around Lake Tahoe, which could be used by tourists to hop on and off of. Stop building more parking.	This is an unmet transit need that is not reasonable to meet	There currently is also no bus service that operates around the entirety of Lake Tahoe, connecting both the northern and southern shore communities and cities in Placer County El Dorado counties. This service request is outside of PCTPA's jurisdictional planning area and will be provided to the Tahoe Regional Planning Agency (TRPA) for their consideration and transit service planning efforts.	Tahoe, El Dorado County, County, Placer County
56	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/2/25: Supports a bus that operates around Lake Tahoe, but do not eliminate parking because some people with disabilities need the parking.	This is an unmet transit need that is not reasonable to meet	There currently is also no bus service that operates around the entirety of Lake Tahoe, connecting both the northern and southern shore communities and cities in Placer County El Dorado counties. This service request is outside of PCTPA's jurisdictional planning area and will be provided to the Tahoe Regional Planning Agency (TRPA) for their consideration and transit service planning efforts.	Tahoe, El Dorado County, County, Placer County
57	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/2/25: Supports TART to help with fighting climate change. Would like to leave Incline Village on public transit and wants a connecting bus there. Inconsistent service hours in Incline Village make is hard to keep a schedule. It's currently hard for workers to commute from Incline Village to other parts of the Lake Tahoe basin because of inconsistent service hours and long ride times. Incline Village needs more efficient	This is not an unmet transit need	This comment lacks enough details to determine a specific unmet transit need. Additionally, Incline Village is located within the State of Nevada and not within PCTPA's planning jurisdiction. However, this comment will be provided to the Tahoe Regional Planning Agency (TRPA) for their consideration and transit service planning efforts.	Tahoe, Nevada

Comment #	Comment	Finding	Explanation	Jurisdiction
	service to the ski resorts and to keep impaired drivers off the road. With more year round population living in Incline Village, more people want to be able to go out and drink or spend money, and take transit home rather than driver or get a hotel. During a time when the commentor wasn't able to drive, they had to leave the Lake Tahoe basin because it was too hard to get to doctor appointments.			
58	From my house in Truckee to the Reno Airport, at various times two or three times per month, for personal and business travel. Would like to have more viable options to get to Sacramento.	This is not an unmet transit need	This comment lacks enough details to determine a specific unmet transit need. Additionally, Truckee is located within the Nevada County, Reno is located in the State of Nevada, and Sacramento is located in Sacramento County. All three locations are not within PCTPA's planning jurisdiction. However, this comment will be provided to the Nevada County Transportation Commission (NCTC) for their consideration and transit service planning efforts.	Tahoe, Nevada County, Sacramento County, Nevada
59	From Truckee to the Reno Airport at various times once a month to get to/from the airport. Need to get to/from Sacramento.	This is not an unmet transit need	This comment lacks enough details to determine a specific unmet transit need. Additionally, Truckee is located within the Nevada County, Reno is located in the State of Nevada, and Sacramento is located in Sacramento County. All three locations are not within PCTPA's planning jurisdiction. However, this comment will be provided to the Nevada County Transportation Commission (NCTC) for their consideration and transit service planning efforts.	Tahoe, Nevada County, Sacramento County, Nevada
60	From Auburn to Boreal ski resort at 7am at least five times per winter season, so I don't have to drive up the pass and instead take a train right to the mountain. Not enough stops at locations I would go and not much flexibility with timing of trains.	This is an unmet transit need that is not reasonable to meet	While no transit service directly operates between Auburn and Boreal ski resort, this comment pertains to an interregional service request that is outside of PCTPA's planning jurisdiction since the Boreal ski resort is located within Nevada County. Additionally, given the seasonal nature of this service, it is unknown how feasible this potential service would be to operate. This comment will be provided to the Nevada County Transportation Commission (NCTC) for their consideration and transit service planning efforts.	Tahoe, Auburn, Nevada County
61	From Northstar to Truckee at 10pm at least 5 days a week to get home from work. TART Connect is too busy in peak periods and needs to be able to prioritize local employees over visitors.	This is not an unmet transit need	This comment pertains to an interregional service request that is outside of PCTPA's planning jurisdiction since the Town of Truckee is located within Nevada County. Additionally, TART Connect does operate during Winter hours until	Tahoe, Nevada County, Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
			11pm. Comments pertaining to bus capacity and operating policies are not considered an unmet transit need.	

MISC COMMENTS

Comment #	Comment	Finding	Explanation	Jurisdiction
62	I ride the Roseville commuter bus twice per week from Roseville to Sacramento and have done so for years. I am amazed at how many times the on-board kiosk is not working such that dozens of riders, including myself, are unable to tender our fare.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and equipment, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
63	Need a bus between 3:30pm to 4:30pm at Richards and 7th. Currently there is a bus at 3:37pm, the #4 Roseville Transit at Richards, but can't come to the stop at that time because my shift ends at 3:30pm and it takes at least 12 minutes to get on foot to the bus stop.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
64	I ride bus 20 daily from Roseville to light rail but the Connect Card reader is frequently out of order. I don't know if the transit agency receives funds for originating or transfer riders when out of order but know my card balance doesn't decrement.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and equipment, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
65	The Placer County bus 80 for the school kids is way over crowded. Drivers are kicking kids off to wait for the public bus 70 to get them or the 80 to come back for them which makes them late for school. This bus shared junior high & high school!	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and bus capacity, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Lincoln
66	I schedule my rides 2 weeks in advance for work. Sometimes (lately it is Thursdays), I am not able to get a ride closer to my work time. I would like more buses and thus more available rides weekly to arrive by 9:45am for work. It is hard for me to understand why I am not able to get a ride, closer to my work time, when	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and on-demand capacity matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown

Comment #	Comment	Finding	Explanation	Jurisdiction
	scheduling two weeks ahead on Thursday mornings.			
67	I think using smaller buses over bigger ones as I never see a full bus. Bus routes can be tailored if there is a route that has a lot of passengers then more frequent buses are on that certain route.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown
68	The commuter buses are great! Thank you!	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, which are not considered an unmet transit need.	Unknown
69	Three suggestions: 1) more Arrow buses for mornings, hard to get a ride even booking days in advance; 2) easier transfers for Roseville to downtown Sacramento South Placer app; 3) connect Arrow to connection buses; and 4) test app with TalkBack/VoiceOver.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, on-demand capacity other service improvements, and equipment, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento
70	The unmet need that I see with my sons taking the bus to Twelve Bridges Middle & High schools are safety. I've heard for several years now that there is vaping, fighting, arguing and obscene things being said on the bus. The bus drivers do nothing.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and safety issues, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Lincoln
71	Too bad there isn't a service that takes dialysis patients to from their regularly scheduled sessions.	This is not an unmet transit need	This comment lacks sufficient details to determine a transit need.	Unknown
72	We would love another Commuter bus in the 4pm hour. Thank you for all the recent bus improvements as well as the new schedule and splitting the bus up Mahaney/Foothills and Saugstad/Taylor. That works nicely.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and frequency improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville, Sacramento County
73	Please upgrade the bus stop on Junction and Foothills. It's very small and sometimes there are multiple people waiting for the bus in the morning. We won't fit there when it begins to rain soon.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and facility improvements, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Roseville

Comment #	Comment	Finding	Explanation	Jurisdiction
74	The local bus service is limited. If it was more robust parents may not have to rely on e-bikes to get kids to school. Also the school boundaries should be redrawn to prevent children traveling long distance and encourage transit use. Need transit daily, around school hours, to get kids to school. I don't think we will get kids on e-bikes off them but we can prevent more kids from needing them with more robust transit service.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, which are not considered an unmet transit need. Additionally, this comment lacks sufficient detail to determine a transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown
75	If you are going to change to electric buses, you will need more buses as you lose 10-20 seats, with those buses everything will be packed.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and bus capacity issues, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Unknown
76	Service in Lincoln for the new shopping big box stores is terrible. Need service weekly or more, between 9am and noon, for shopping for home purchases. Placer County has failed to honor the Unmet Transit Need process. As part of the Grand Jury, I heard testimony that flatly showed that the PCTPA is not following the required processes. Everyone involved should be held accountable.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and service frequencies, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Lincoln, Placer County
77	I do appreciate the service offered at the Auburn station with the regular routes to the light rail etc. but in general could use better signage of the routes and times.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and signage, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Auburn
78	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/2/25: Real time tracking on buses being available on Google Maps.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters and technology available for trip planning, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Tahoe, Nevada County, Placer County
79	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/2/25: Many people ride their bikes to buses, but buses only accommodate road and mountain	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, onboard vehicle components and service policies, which are not considered an unmet transit need. However, this comment can still be considered as part	Tahoe, Nevada County, Placer County

Comment #	Comment	Finding	Explanation	Jurisdiction
	bike tires. Some mountain bike tires are too thick, and sometimes e-bikes don't fit as well. Buses need to have better bike racks.		of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	
80	Summarized comments received from Truckee/North Tahoe unmet transit needs public meeting held on 10/2/25: Need more consistent evening service for TART, that operates at least until 9:30pm year-round.	This is not an unmet transit need	This comment lacks enough details to determine a specific unmet transit need. Service frequencies and/or on-time performance generally are considered operational matters and not an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators for review.	Tahoe, Nevada County, Placer County
81	TART Connect has become a popular mode of transit for community, more vans would be great and there needs to be a solution for Truckee pick-up/drop-off across county lines. Truckee Transit Center parking should be free for local workforce so that TART can be used to commute to work.	This is not an unmet transit need	This comment pertains to an evaluation of general transit operational matters, fleet capacity, and local parking policies, which are not considered an unmet transit need. However, this comment can still be considered as part of on-going operational and transit system improvements moving forward and will be provided to the transit operators and Town of Truckee staff for review.	Placer County, Nevada County

APPENDIX B: ADOPTED DEFINITIONS

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

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS
Pursuant to PUC Section 99401.5(c)
Adopted 11/8/92
Amended 3/23/94
Amended 9/22/99
Amended 9/27/06
Amended 5/14/14
Amended 2/23/22

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

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

Unmet Transit Need

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

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

Reasonable To Meet

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

1) Would meet state required farebox ratio standards.[1]

2) Could be fully funded without exceeding existing Local Transportation Fund revenues[2] and is a reasonable use of taxpayer funds.

3) Has strong and broad community support, whether documented in a short-range transit

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

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

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

4) Consistent with the long-term goals of the Regional Transportation Plan.

5) The need is consistent with the intent of the goals and implementation plan of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

Common examples of unmet transit needs could include:

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

Operational Comments

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

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

APPENDIX C: TDA FARE REVENUE RATIOS

This appendix contains the latest adopted farebox recovery ratios for each transit operator, which were last adopted by PCTPA's Board of Directors in September 2016. Farebox recovery is used as part of evaluating unmet transit needs and whether requested services to address these needs are reasonable to meet (i.e., can achieve farebox recovery among other service efficiency standards).

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

Approved February 23, 2011
Amended December 14, 2011
Amended June 26, 2013
Amended and Effective September 28, 2016

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

Notes:

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

APPENDIX D: PUBLIC HEARING NOTICE

Pursuant to the TDA regulations, PCTPA must conduct at least one public hearing during the annual UTN Assessment process, which must be noticed at least 30 days prior to the hearing date in a publication of general circulation. PCTPA noticed its October 29, 2025 public hearing date in the Auburn Journal, which was published on September 24, 2025.

126342

126342

PLACER COUNTY TRANSPORTATION
2260 Douglas Blvd., Suite 130, Roseville, CA 95661

NOTICE OF PUBLIC HEARING
UNMET TRANSIT NEEDS

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

WEDNESDAY, OCTOBER 29, 2025, 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 Unmet Transit Needs staff report will be available to download ten days prior to the public hearing date by following this link to the agenda: https://www.pctpa.net/pctpa-board-meetings. The public may participate in the public hearing by accessing the virtual Zoom meeting link that is listed on the agenda. If the Zoom connection malfunctions for any reason, the Board of Directors reserves the right to conduct the meeting without remote access.

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

PUBLISHED IN AUBURN JOURNAL ON SEPTEMBER 24, 2025

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:

9/24/2025

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

Rita Maranelli

RITA MARANELLI

Dated in Auburn, California

9/24/2025

PROOF OF PUBLICATION
AUBURN JOURNAL
1030 High Street
Auburn, CA 95603
P.O. Box 5910
Auburn, CA 95604

APPENDIX E: UTN FINDINGS FOR FY 2026/27

On February 26, 2025, the PCTPA Board of Directors adopted the UTN Assessment finding that there were no unmet transit needs that were reasonable to meet in FY 2025/26, which is contained in this appendix. However, one unmet transit need that was determined to be reasonable to meet was identified during this year's assessment. That need was addressed by the City of Roseville's adjustment to its on-demand (i.e., Roseville Arrow) service area in January 2025, which effectively eliminated the unserved area with a reasonable service accommodation. Therefore, there are no unresolved unmet transit needs that are reasonable to meet for FY 2025/26.

Placer County Transportation Planning Agency

RESOLUTION #26-08 OF THE BOARD OF DIRECTORS

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

The following resolution was duly passed by the Placer County Transportation Planning Agency Board of Directors at a regular meeting held February 25, 2026, by the following vote on roll call:

AYES: Broadway, Brown, Burruss, Cortez, DeMattei, Dowdin Calvillo, Houdesheldt, Jones, Wilkins

NOES: None

ABSTAIN: None

ABSENT: None

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 transit operators, social service agencies, transit users, and the general public via a public hearing and survey promoted at local governing body meetings, distributed through PCTPA's email contact list, and through various newsletters, online websites, and social media platforms, and posted onboard transit vehicles and at bus stops/stations; and

WHEREAS, each item of testimony received was analyzed and compared with the definitions of "unmet transit need" and "reasonable to meet" as adopted by the PCTPA Board of Directors on February 23, 2022, and is documented in the *Annual Unmet Transit Needs Assessment Report for Fiscal Year 2026/27*; and

WHEREAS, PCTPA consulted with the Social Services Transportation Advisory Council (SSTAC) on January 27, 2026, 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) 2025/26 that are reasonable to meet for implementation in FY 2026/27.

2. The Annual Unmet Transit Needs Assessment Report for FY 2026/27 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

ATTEST:

Solvi Sabol
Clerk of the Board

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 recently completed Comprehensive Operational Analysis (COA) for Auburn Transit and Placer County Transit in 2024, evaluated the location and density of groups that may have a higher likelihood of using transit as a mobility option in the southwestern Placer region, which helped establish an appropriate service plan for those operators.

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) 5-year estimates data for each of the following groups is summarized on the subsequent pages of this appendix:

- Youth Population (under 18 years old): Many youths have commitments outside of home but are not old enough to drive, do not have a parent/guardian available to give them a ride, or do not have a car available for them to use.

- Senior Population (65+ years old): 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.

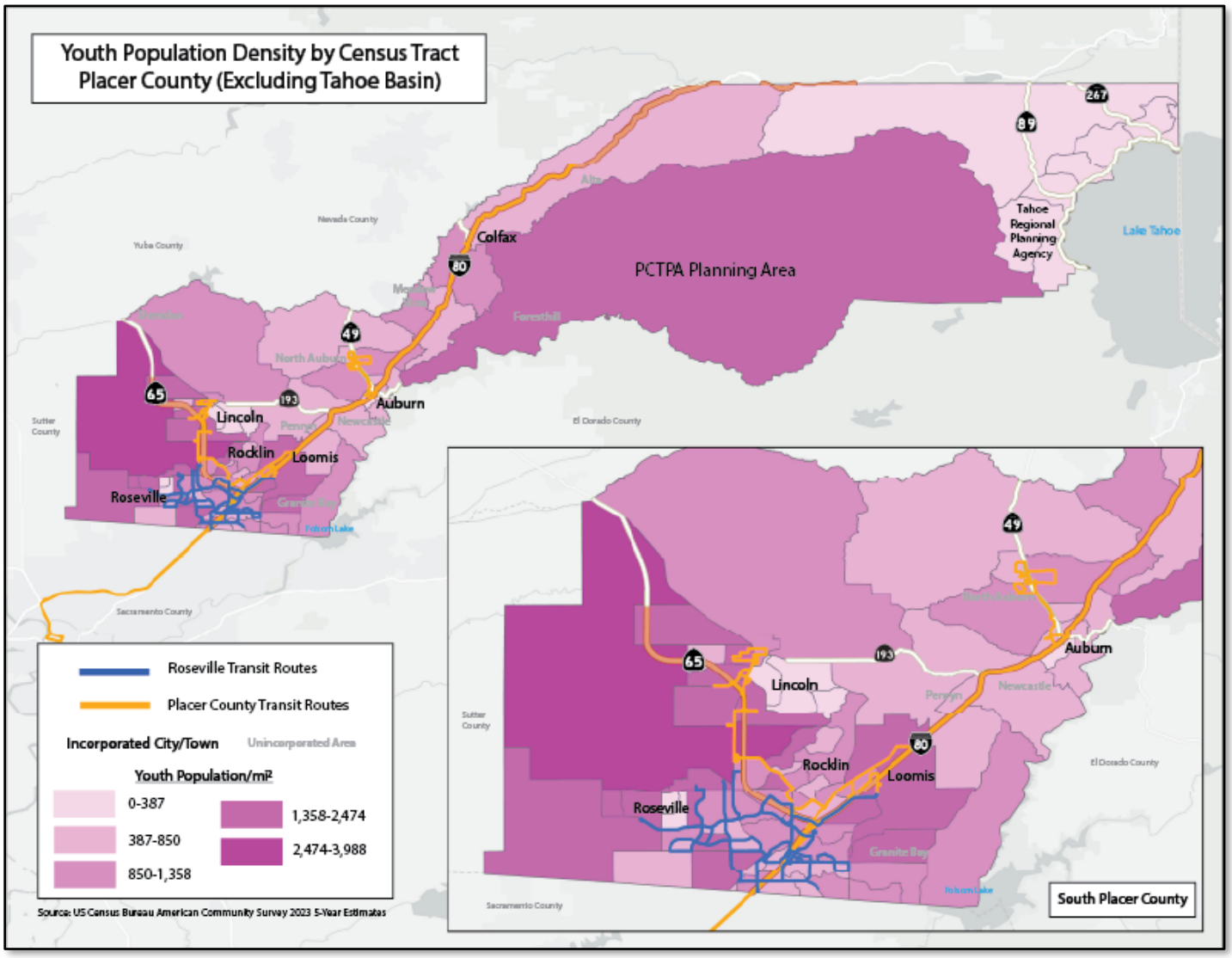
- Zero Vehicle Households: Zero vehicle households may be the greatest indicator of transit dependency in suburban communities due to their lack of a personal vehicle.

Youth Population Location and Density

Youth, 18 years or younger, total 86,557 individuals in the south Placer region, representing approximately 22% of the region's population as of 2021. For PCT's service area, the largest concentrations of youths are in the residential neighborhoods located between Lincoln and Rocklin, near Whitney High School, west and southwest of central Lincoln and SR 65, and the westernmost tract within unincorporated Placer County, immediately west of Lincoln and north of Roseville. Most of these areas are served by PCT's fixed-routes (i.e., Routes 20, 70, and 80) and/or Dial-a-Ride (on-demand) services.

In the Auburn area, high proportions of youth reside south of Maidu Drive and in the unincorporated North Auburn area. Both the City of Auburn's OnDemand service and PCT's Route 30 and complementing on-demand service provide coverage in a large portion of these areas.

In Roseville, concentrations of youth populations are in the southwestern and western portions of the City, which are served by Roseville Transit's fixed-routes service and/or the Arrow on-demand service.

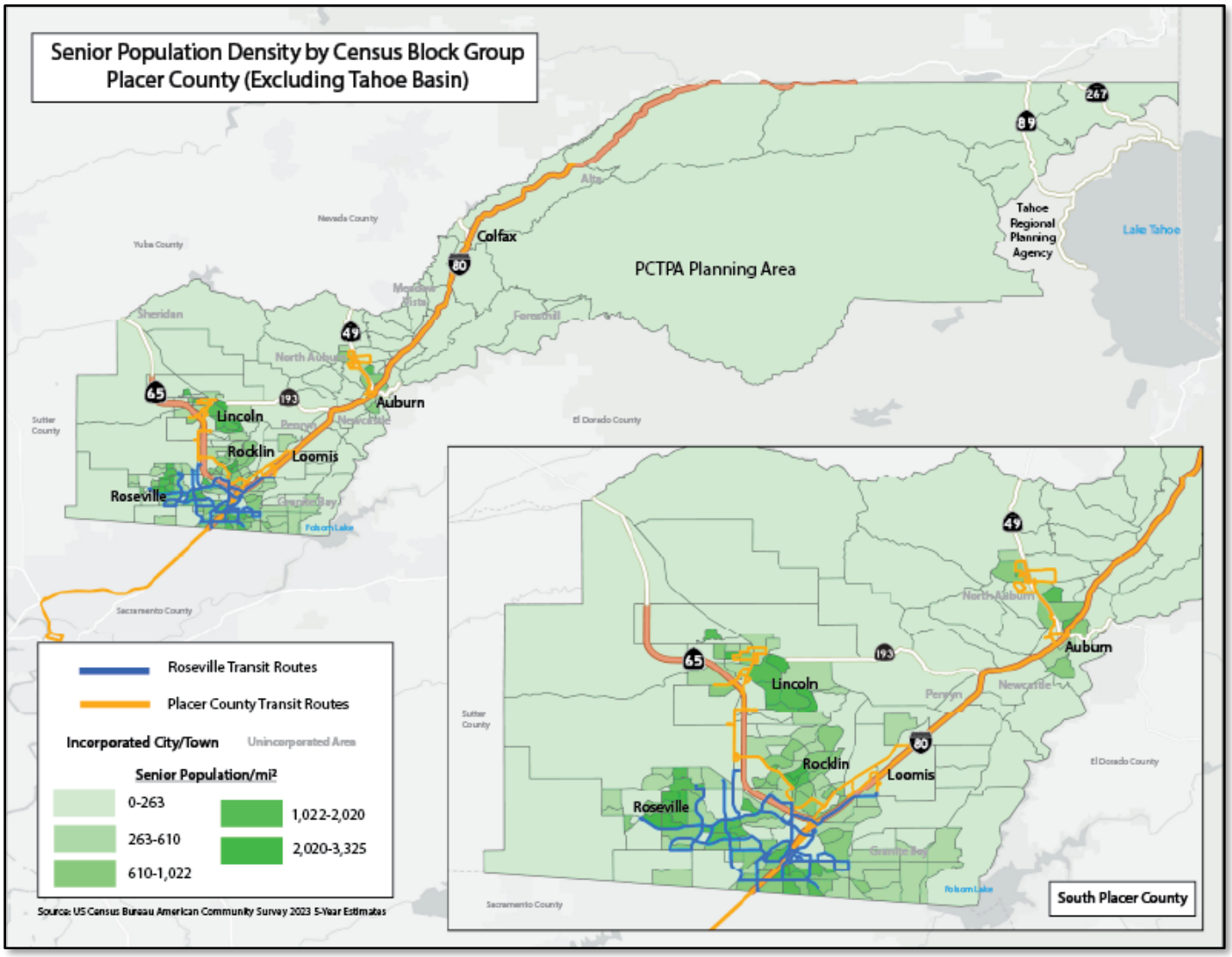


Senior Population Location and Density

Seniors, 65 years or older, total 75,059 individuals in the south Placer region, representing approximately 19% of the region's population as of 2021. For PCT's service area, the largest concentrations of seniors are in the residential tracts of the City of Lincoln along Sun City and Del Webb boulevards. General public, on-demand and paratransit microtransit services are provided in many of these areas by PCT where fixed-route services are not available.

Seniors make up approximately one-quarter of the population in the Auburn area, with high concentrations living near Dairy Road, north of Maidu Drive, and south of Rogers Lane. Many of these areas are covered by either Auburn OnDemand and/or PCT's fixed-route and on-demand services.

In Roseville, the greatest number of seniors per square mile are found in western regions of the City, adjacent to the unincorporated southwestern Placer County. Except for some unincorporated areas along Placer and Sacramento counties' shared boundary, Roseville Transit's fixed-route and Arrow, general public, on-demand microtransit services provide coverage for these areas.



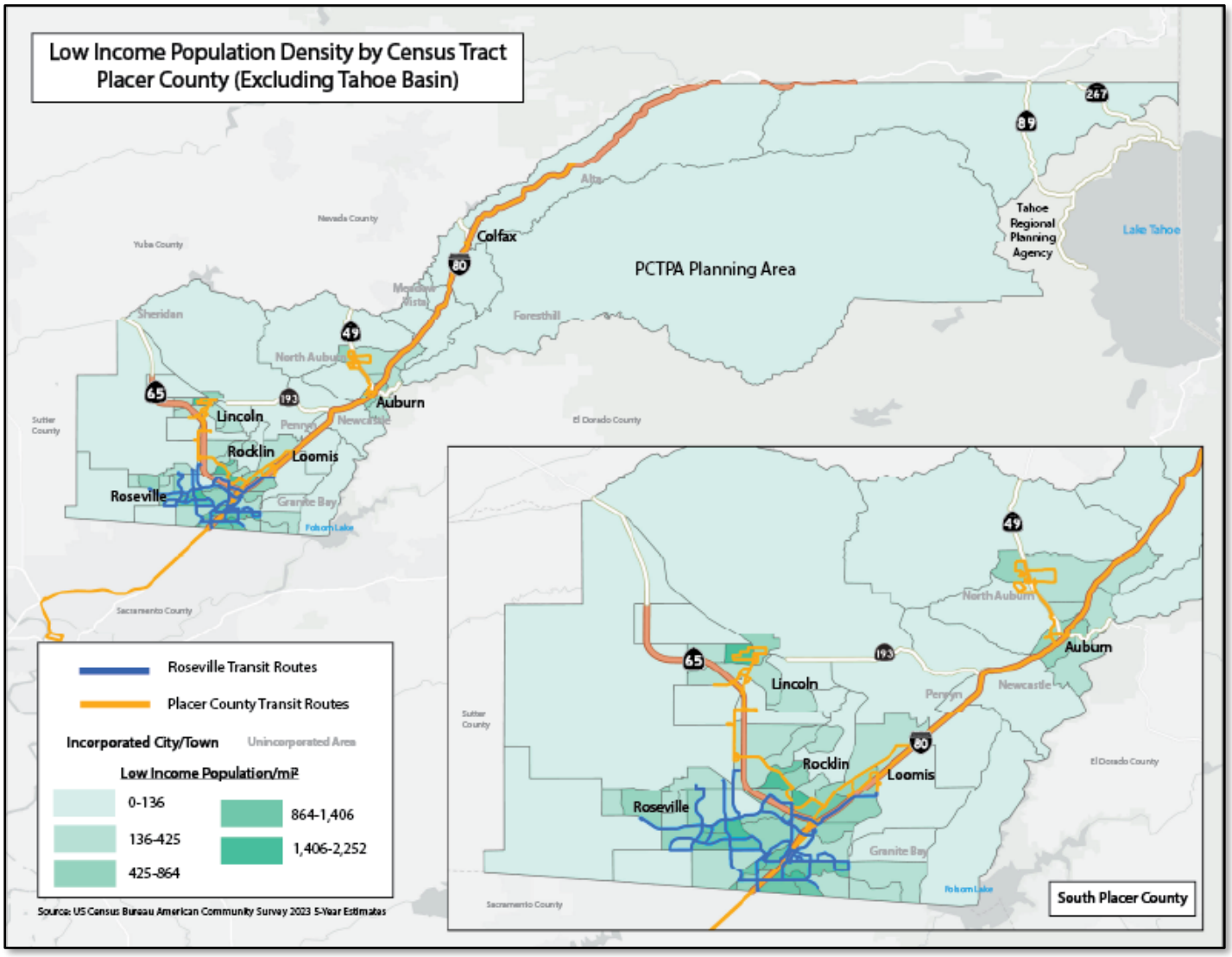
Low-Income Population Location and Density

Approximately 26,600 individuals, or 7% of the population, in the south Placer County region area are living below the poverty line as of 2021. There is likely a significant overlap between low-income households and zero vehicle households.

For PCT's service area, central Lincoln has the greatest concentration of low-income individuals followed by two areas in central Rocklin, adjacent to the Sunset Boulevard corridor. These areas are generally served by both local fixed-route and general public, on-demand services.

Central Auburn has the largest concentration of low-income individuals 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 Auburn OnDemand and PCT's adjacent fixed-route and on-demand services.

Within the Roseville Transit service area there are multiple concentrations of low-income populations within the central, southern and western areas of the City: between Dry Creek and Cirby Way, near the Eastwood Park area south of Atlantic Avenue, and in areas west of Fiddyment Road. If not served by fixed-route services, these areas within Roseville are served by the Arrow on-demand service.



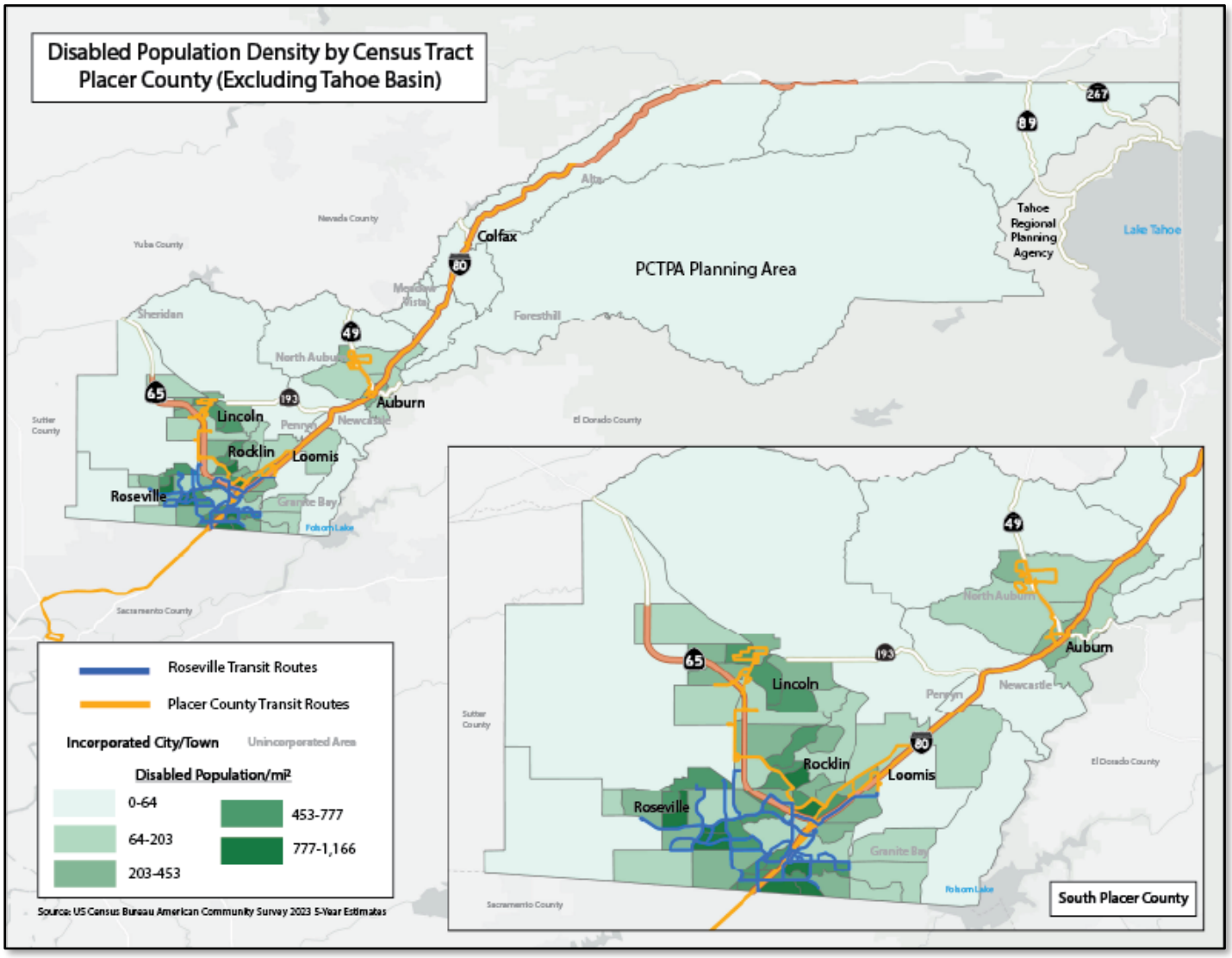
Persons with a Disability Location and Density

Persons with a disability make up 40,681, or approximately 11%, of the south Placer region's population as of 2021.

For PCT's service area, the census tracts with the greatest concentration of disabled residents are in the City of Lincoln (both central and eastern areas) near Sun City Lincoln Hills, and in the City of Rocklin near the Sunset Boulevard corridor. Some PCT fixed-routes provide service to these areas, while all these areas are served by PCT's general public, on-demand service provided in those two cities.

Central Auburn, near the Sunrise Ridge Circle area, and North Auburn, between Vernon Road and Wise Road, have the largest concentration of disabled residents with respect to the Auburn Transit service area. Both these areas are served by either Auburn OnDemand or PCT's fixed-route and/or on-demand services.

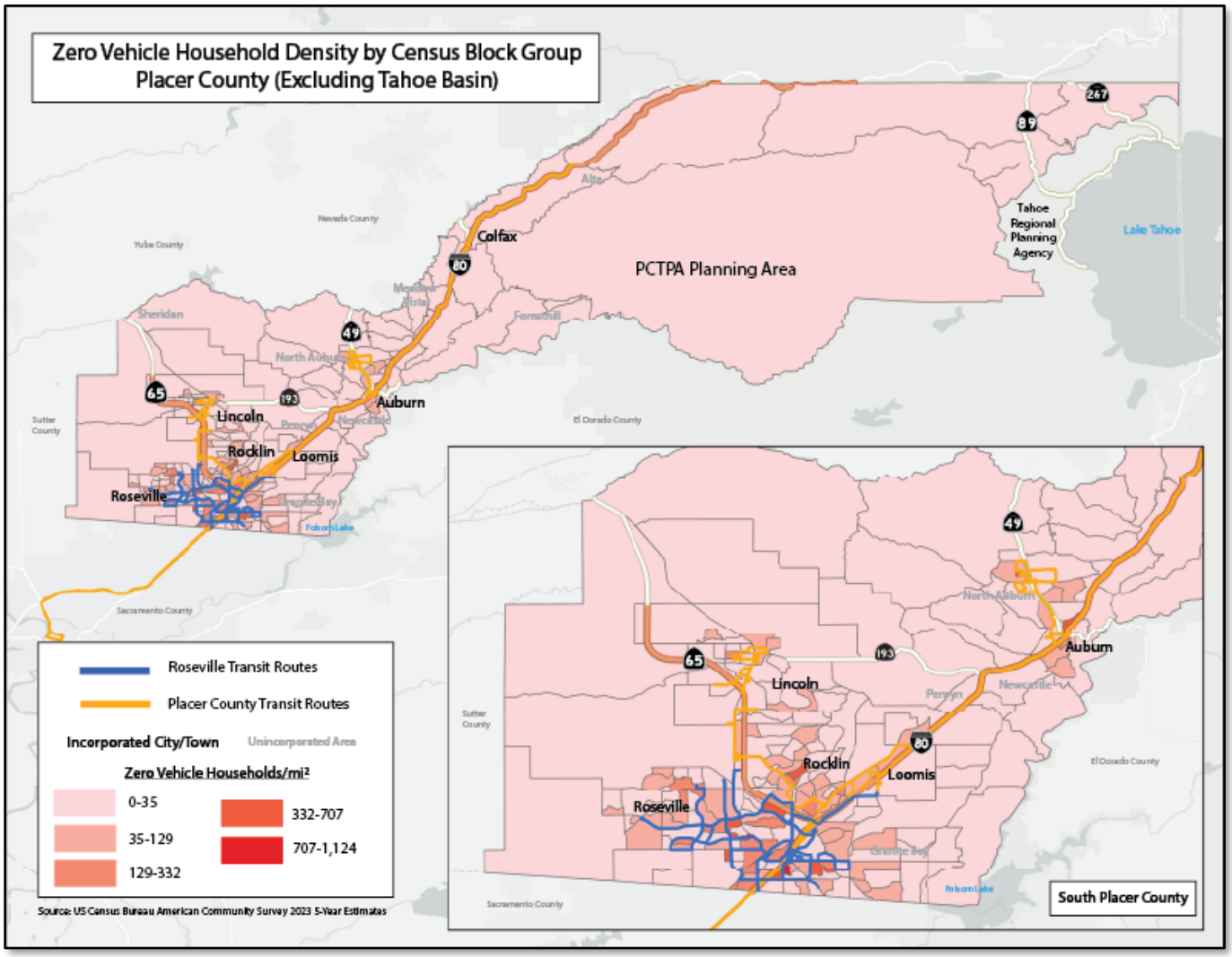
In the Roseville Transit service area, a large concentration of disabled population resides in the southern and western portions of the City, particularly, adjacent to Cirby Way, Pleasant Grove Boulevard, Blue Oaks Boulevard, and Fiddyment Road. These areas are served by both the City's fixed-route and Arrow on-demand services.



Zero Vehicle Households Location and Density

Perhaps the greatest indicator of transit dependency is households with no vehicle available. The south Placer region has 5,165 zero vehicle households, or approximately 4% of the region's total households as of 2021. The census tracts with the largest concentration of zero vehicle households in the region are found in Roseville and Rocklin.

With respect to PCT's service area, central and eastern Lincoln, near the Lincoln Crossing and Sorrento developments adjacent to Twelve Bridges Drive and Whitney Ranch Parkway, and the commercial core area of Rocklin northeast of Sunset Boulevard have the highest concentrations of zero vehicle households. Areas of Loomis, along Taylor Road, also have higher concentrations of zero vehicle households. However, all these areas are generally served by either PCT's fixed-route or general public, on-demand services.

For the Auburn Transit service area, central and North Auburn have the greatest concentration of zero-vehicle households, specifically between Hidden Creek Road and Auburn Ravine Road, and around the Lincoln Way/US Post Office area. These areas are generally served by the Auburn OnDemand service and/or PCT's fixed-route and on-demand services.

In the Roseville Transit area, concentrations of zero vehicle households can be found in the Kaseberg-Kingwood neighborhood, the Johnson Ranch area near Maidu Regional Park, and the Meadow Oaks neighborhood, adjacent to Cirby Way and Interstate 80. Most of these areas are well served by the City's fixed-route and/or Arrow on-demand services, making it possible for residents to live in these areas without having a vehicle.