

CORRESPONDENCE RECEIVED FROM THE PUBLIC

PCTPA Regular Board Meeting

February 25, 2026

February 24, 2026

To: Mike Costa, PCTPA Senior Transportation Planner

From: Peter Eakland, T.E.

Subject: Comments on FY2026/FY2027 Unmet Transit Needs Assessment

I am asking that assessments be changed from “Not an Unmet Transit Need” to “Unmet Transit Need” for requests 10 and 26. The annual assessment of unmet transit needs requires two separate decisions. First is the service request an unmet need? If the answer is yes, then the second issue, whether or not the unmet need is reasonable to address at this time, must be answered. If no, then no further considerations exist. The two requests are for adding fixed-route service on the Wildcat Blvd., and the sole justification for the “Not an Unmet Need” assessment is that, according to current County criteria, dial-a-ride service by itself is considered adequate mobility for residents. The change to an “Unmet Transit Need” is vital if on-going transit planning can address generally accepted transit demand factors such as development density, demographics, and the proximity of shopping, recreational, and medical trip generators.

I have carefully reviewed the annual unmet transit assessment reports since the adoption of the 2018-2025 Short Range Transit Plans adopted separately by Placer County and Roseville transit operators. I found 27 separate mentions of either Wildcat Boulevard or Whitney High School. I have listed five of them, and all received an “Unmet Transit Need” designation that are unreasonable to address at this time. The response for one of them includes the following: “The situation will continue to be monitored as development occurs and densities may support expanded service in the future”.

Why is there a difference between this year’s assessments and those of past years? The simple answer is that the Unmet Transit Needs criteria, updated by the Board on February 23, 2021 five three ago, added several “poison pills” that virtually eliminate many accepted factors for on-going transit planning. Beginning with the 2023/2024 assessment, as I have noted, a fixed-route transit service request is now “Not an unmet transit need” if either fixed-route or dial-ride service is provided. No consideration can be given to relevant land development conditions or significant differences or between the operating characteristics and and performance measures between fixed-route and dial-a-ride services. Since Rocklin’s areawide dial-a-ride service provides service within and beyond its boundaries, any new request for fixed-route service by any South Placer County location with dial-a-ride service has to be considered “Not an Unmet Transit Need”. Affected areas for Rocklin residents include the single dial-a-ride zone including not only the the City of Rocklin but

Loomis locations and the Roseville retail corridor that includes the Galleria and Fairway Boulevard.

Is the Wildcat Boulevard corridor in the near future able to support a base level of fixed-route service and deserve designation as an “Unmet Transit Need”? Without a doubt, the answer is “Yes”. As shown on Exhibit 1, five locations on Wildcat Blvd have residential densities of 10-20 units/acre, including a 288-unit, low-income development and a major senior assisted-living facility. The aerial view in Exhibit 2 also shows a high school, a community-level park, an UCD Davis medical clinic, a major senior assisted-living facility, a major grocery store one-third a mile away from the Whitney Ranch Blvd. intersection, and a pending 100-bed UCDavis hospital with an adjacent hotel.

On the performance level, fixed fixed-route transit in 2017 had five times the productivity of dial-a-ride, three times the farebox ratio, and 30% of the cost/passenger trip, as shown in Exhibit 3. Comparisons for 2023 had a similar range. Fixed-route service also has key advantages of no reservations required, virtually no capacity constraints, and reliable trip boarding and arrival times. Both from the perspective of the operator and a potential rider, promoting a shift from dial-a-ride to fixed-route service is not only cost-effective but creates additional mobility for both the general public and ADA-eligible residents.

Exhibit 1

Wildcat Fixed-Route Transit Requests for FY2026/FY2027 Unmet Transit Needs Assessment

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
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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.	

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

Exhibit 2

Selected Wildcat Blvd. Corridor Fixed-Route Transit Requests for Past UTN Assessments

FY2020 UTN Assessment

119	I need to go from Wilderness way in Rocklin to 1050 sunset in Rocklin. There are many residential areas on Wildcat Blvd. and areas north of it in Rocklin that do not have bus service available. This could be done by going up University, turning right on Whitney Ranch Parkway and then turning left on Wildcat Blvd. and then continuing on it to Joiner Parkway and then to Twelve Bridges Library, and then on to the casino for a single stop instead of the two stops it gets currently. [summarized]	This unmet need is not reasonable to meet.	All of Rocklin is served by PCT Dial-A-Ride which is available to the general public. The Rocklin Community Transit Study (2015) determined that adding a second local bus route would not be cost effective and the Short Range Transit Plans also do not recommend adding such a service. This situation will continue to be monitored as development occurs and densities may support expanded service in the future.	Rocklin
120	I need to go from Rocklin road and Pacific street to Whitney high school. Quite a few of us parents wish pct would run to and from the high schools in Rocklin	This unmet need is not reasonable to meet.	Currently, PCT Dial-A-Ride serves all areas of Rocklin including this trip. Federal transit regulations prohibit public transit routes that only serve schools. The Rocklin Community Transit Study (2015) concluded that the current service options are the most cost effective.	Rocklin
121	I need to get from 711 University Ave to Sierra College. We are in a full community out here, houses, apartments, schools and have absolutely no bus transportation. we need dial-a-ride or bussing. I have to get to work, my son to and from Sierra College and my daughter to and from work. Education and employment are necessary needs in life and we are unable to have transportation. [summarized]	This unmet need is not reasonable to meet.	All of Rocklin is served by PCT Dial-A-Ride which is available to the general public. The Rocklin Community Transit Study (2015) determined that adding a second local bus route would not be cost effective and the Short Range Transit Plans also do not recommend adding such a service. This situation will continue to be monitored as development occurs and densities may support expanded service in the future.	Rocklin

FY2022 UTN Assessment

18	<p>First Whitney High School, Rocklin High School, five major senior living facilities, and commercial development within one-half mile east and west of the Blue Oaks intersection at Lonetree Boulevard are major activity centers without fixed-route service</p>	<p>This unmet transit need is not reasonable to meet</p>	<p>The Short Range Transit Plans do not recommend any of the proposed transit improvements in Rocklin. The Rocklin Community Transit Study determined that expanded fixed-route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin</p>	<p>Rocklin Placer County</p>
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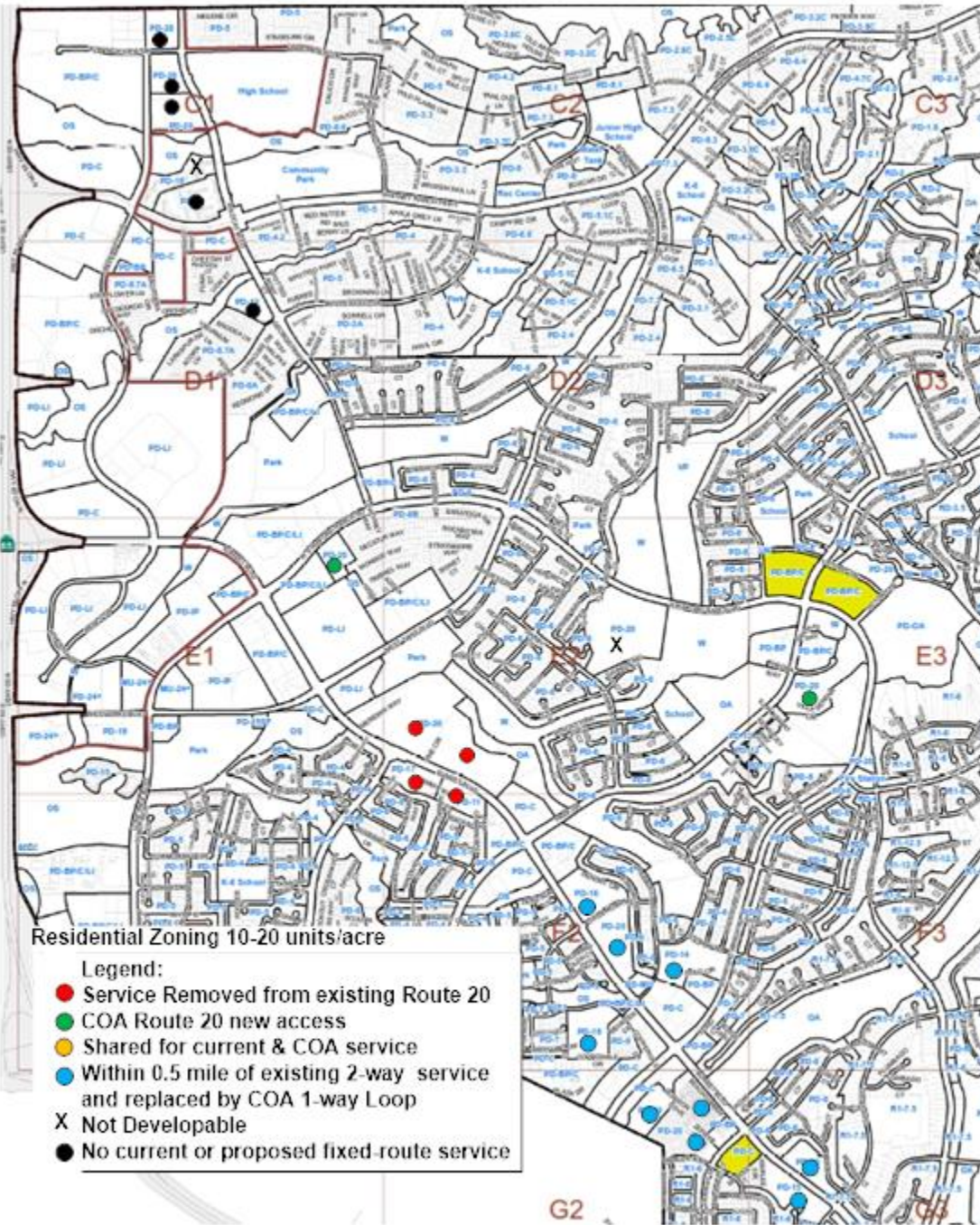
FY2023 UTN Assessment

52	<p>From east side of Interstate 80 via Wildcat or University to Whitney Parkway which is the area where I live. Currently we have no bus service at all because the 20 bus to Lincoln and back goes across the freeway so they can go to the casino. I understand the need to go to the casino, but there are no residential areas on that side of the freeway, while we have a large population on the east side. There are no stores or amenities in the area for us to use. We need a bus!</p>	<p>This is an unmet transit need that is not reasonable to meet</p>	<p>The Rocklin Community Transit Study determined that expanded fixed route transit service in Rocklin is not feasible at this time. Dial-A-Ride service is available to all locations within the City of Rocklin.</p>	<p>Rocklin</p>
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Exhibit 3
Comparison of Dial-a-Ride and Fixed Ride Performance Measures

Description		Year	Pass/ Veh-Hr	Farebox Ratio	Cost/ Pass- Trip
Fixed- Route	Route 10	2017	10.5	5.60%	\$12.77
		2023	7.3	1.70%	\$31.30
	Route 10	2017	8.9	5.30%	\$13.32
		2023	7.1	1.90%	\$28.08
Dial-a-Ride		2017	1.7	1.70%	\$46.40
		2023	1.5	0.80%	\$121.87
Route 10/Dial-a-Ride		2017	6.2	3.3	0.28
		2023	4.9	2.1	0.26
Route 20/Dial-a-Ride		2017	5.2	3.1	0.29
		2023	4.7	2.4	0.23

Exhibit 4



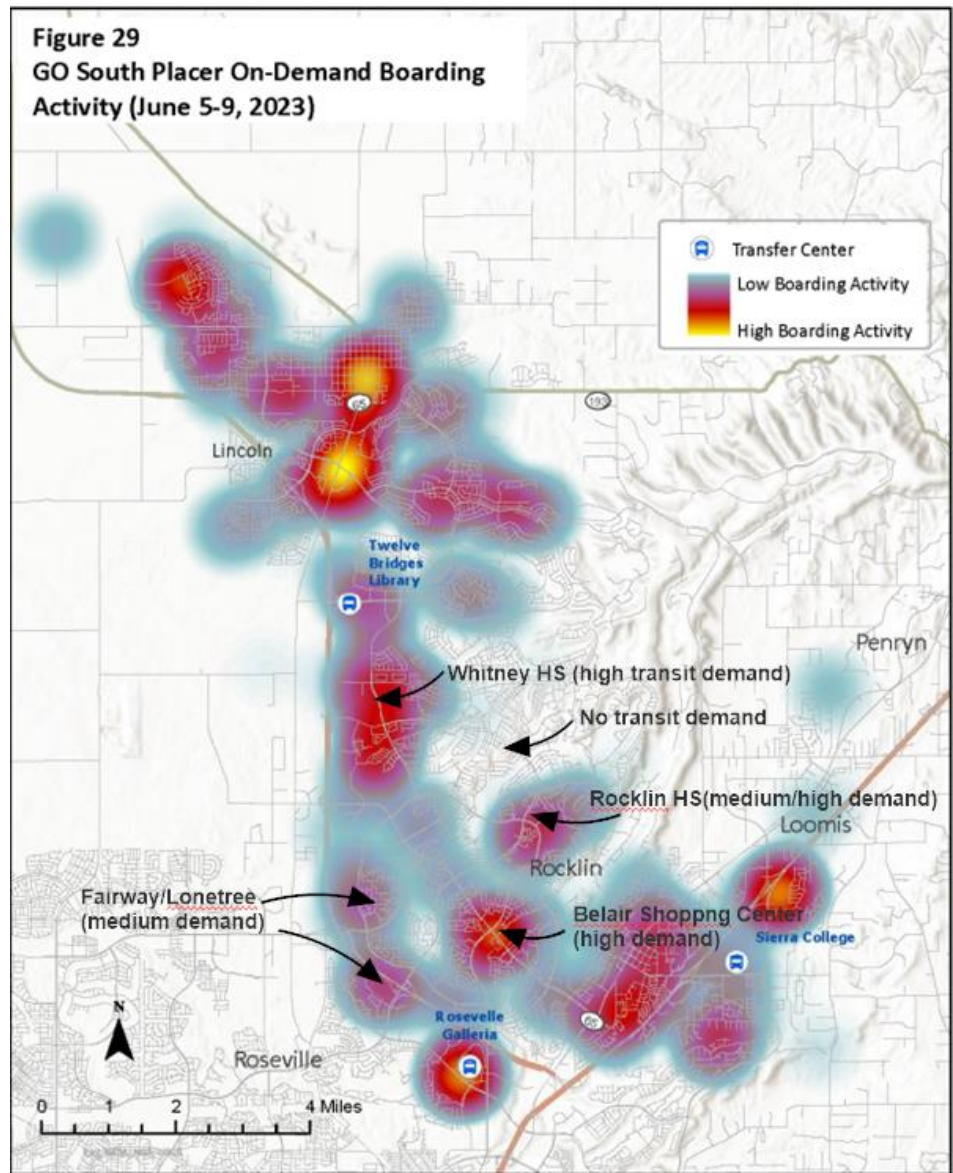
Comparison of High-Density Residential Access to Existing and Final COA Route 20

Exhibit 5



Existing Major Developments in Wildcat Blvd. Corridor adjacent to and West of Whitney Ranch Parkway

Exhibit 6



APPENDIX F: AMENDED UTN DEFINITIONS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS
Pursuant to PUC Section 99401.5(c)
Adopted 11/8/92
Amended 3/23/94
Amended 9/22/99
Amended 9/27/06
Amended 5/14/14
Amendment 2/23/21

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

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

Unmet Transit Need

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

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

Reasonable To Meet

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

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

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

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

APPENDIX F: AMENDED UTN DEFINITIONS

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 B: ADOPTED UTN DEFINITIONS

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Unmet Transit Need

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

Reasonable To Meet

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

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