
Placer County Rural Transit Study

Final Report



Prepared for

Placer County Transportation Planning Agency

Prepared by



LSC Transportation Consultants, Inc.

PLACER COUNTY

RURAL TRANSIT STUDY

FINAL REPORT

Prepared for

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INTRODUCTION

The Placer County Transportation Planning Agency (PCTPA) conducted a study regarding potential improvements in public transit services in rural western Placer County. PCTPA identified eight rural unincorporated communities in Western Placer County which have limited or no public transit service:

- ◆ Unincorporated Lincoln
- ◆ Sheridan
- ◆ Loomis – Including Penryn
- ◆ Granite Bay
- ◆ Unincorporated Auburn – Including Bowman and Newcastle
- ◆ North Auburn
- ◆ Colfax – Including Meadow Vista and Alta
- ◆ Foresthill

The primary objective of this study was to determine the feasibility of expanding public transit in the study areas and so that PCTPA can respond properly to unmet transit need requests.

DEMOGRAPHIC PROFILE

The current total population of Placer County is 348,432. The total population of the census tracts considered part of this rural transit study is 115,207 – 33 percent of the total countywide population.

A review of population in various “transit dependent” groups indicates the following:

- ◆ Granite Bay and Loomis/Penryn – Transit services catering to youth needs is particularly important in Granite Bay
- ◆ Unincorporated Auburn/Newcastle – There are greater concentrations of elderly and low income residents in this region.
- ◆ West Placer/Unincorporated Lincoln – Youth and low income are the significant transit dependent groups in this area
- ◆ Sheridan – Sheridan has above study area average proportions of youth, low income, and disabled residents.
- ◆ North Auburn, Colfax/Meadow Vista, and Foresthill – All these study areas show a higher proportion of elderly, low income, and disabled residents.
- ◆ North Auburn is the location of both the greatest number of zero-vehicle households and the greatest proportion of zero-vehicle households in the study area. Colfax/Meadow Vista/Alta also has a relatively high number of zero-vehicle households.

The elderly population is expected to grow substantially through 2020 and 2030. The population of seniors ages 65 through 74 is expected to increase by 49.0 percent between 2010 and 2020 and by 81.4 percent between 2010 and 2030

CURRENT TRANSIT SERVICES

Placer County Transit

Placer County Transit provides fixed route, demand response, and commuter services throughout western Placer County. PCT routes which serve study areas are:

- ◆ Lincoln/Rocklin/Sierra College Route
- ◆ Auburn to Light Rail
- ◆ Highway 49 Route
- ◆ Alta/Colfax Route
- ◆ Lincoln Circulator
- ◆ Placer Commuter Express (PCE)
- ◆ Dial-A-Ride
- ◆ Taylor Road Shuttle
- ◆ Vanpool Program

The Placer County Transit system has seen an increase overall ridership and vehicle service hours within the last several years. For the fixed routes, the Auburn to Light Rail Route carried the greatest number of one-way passenger trips in FY 13/14 (144,487) followed by Lincoln-Sierra College (103,588). The fixed route with considerably lower ridership was the Alta – Colfax line, which had 7,834 annual one-way passenger trips. Out of the PCT DAR services, the Highway 49 route and Taylor Road Shuttle generated the highest ridership in FY 2013-14, with respectively 12,748 and 10,422 one-way passenger trips. The Granite Bay DAR only accounted for 487, or 1.5 percent, of total annual DAR one-way passenger trips.

Auburn Transit

Auburn Transit offers two deviated fixed route services within the City of Auburn and portions of unincorporated Placer County. The Red and Blue Routes generally travel between Bowman Road in the north and Sacramento and High Street to the south and will deviate from the fixed route up to $\frac{3}{4}$ of a mile upon a reservation request, with two hours advance notice.

Roseville Transit

Roseville Transit offers nine local routes generally within the City of Roseville, with an added route during peak hours.

Western Placer CTSA

The Western Placer Consolidated Transportation Service Agency (WPCTSA) in cooperation healthcare and non-profit agencies operates two main programs: Health Express Non-Emergency Medical Transportation and My Rides volunteer driver/mileage reimbursement program. These WPCTSA services are available throughout western Placer County and are the only form of public transit available for some very rural communities such as Foresthill and Sheridan.

TRANSIT NEEDS AND DEMAND

Populations Not Served by Current Transit Programs

Census tracts which stand out as having a high number of transit dependent residents with limited transit services are located in the Foresthill, Colfax, and North Auburn study areas. All these census tracts have at least 3,800 transit dependent residents. Transit dependent communities with little or no transit service available include: all of Sheridan, Loomis/Penryn south of I-80, Foresthill, and the North Auburn area around the I-80 corridor. Census tracts having more than 120 zero vehicle households are located in North Auburn, Loomis Penryn, Colfax/Meadow Vista/Alta, and Granite Bay. In addition to having large concentrations of transit dependent residents (youth, elderly, low income, and disabled) and limited transit services, the portion of North Auburn along the I-80 corridor and Loomis Penryn outside the Taylor Road Shuttle service area also have a high concentration of zero vehicle households.

Transit Need

The mobility gap methodology is one way to quantify transit need, defined as the difference between the number of trips made by persons who reside in households owning no personal vehicle and the number of trips that would likely be made by those persons if they had access to a personal vehicle. One important finding from this analysis is the location of the highest need. North Auburn's trip need of 628 daily-trips accounts for 45 percent of the total study area trip need. Colfax/Meadow Vista/Alta has the next highest trip need, at 208 daily-trips, though its population is lower than that of Granite Bay. The other rural areas with over 100 trips needed per day include Granite Bay and Loomis/Penryn. The area which stands out as having the highest levels of transit need and lowest levels of transit service is Colfax east of I-80.

Unmet transit need hearing minutes were also reviewed as another indicator of transit needs.

PEER ANALYSIS

A review was conducted of nine rural peer transit routes in northern and eastern California. The analysis showed that the average annual ridership per capita for the nine rural routes was 1.27 trips per capita and the average annual subsidy per passenger-trip was \$58.64.

SERVICE ALTERNATIVES

An extensive list of service alternatives was developed, based upon stakeholder input, the unmet transit needs findings, a community survey, Municipal Advisory Committee (MAC) meetings in each of the study areas and PCTPA Board input:

- ◆ **Sheridan Service Alternatives** - Lifeline transit service 1 day per week, 2 days per week and 5 days per week.
- ◆ **State Route 193 Corridor Service Alternatives** - Both a frequent "commuter" type of service as well as lifeline service between Lincoln and Auburn along the SR 193 corridor.

- ◆ **Combined SR 193 and Sheridan Alternative** – A combined SR 193 and Sheridan lifeline service was analyzed at the one day per week level.
- ◆ **Granite Bay Service Alternatives** – Expanding service hours for the existing Granite Bay DAR, contracting with the City of Roseville to operate the Granite Bay DAR and extending Roseville Transit fixed routes into Granite Bay.
- ◆ **North Auburn Service Alternatives** – Expanding the Highway 49 DAR service area as well as a separate route for the community of Bowman.
- ◆ **Alta/Colfax Service Alternatives** – Operating one additional round trip per day (mid-day) and changing the existing schedule to better serve commuters.
- ◆ **Taylor Road Shuttle Alternatives** – Expanding the Taylor Road Shuttle deviation service area to 1 mile, and to 1.5 miles.
- ◆ **Foresthill Alternatives** – Lifeline service ranging from one day per week to five days per week.
- ◆ **Rural Vanpools** – Expansion of the vanpool program could be used to address commuter needs in all communities in the study area. Examples include between Lincoln and Auburn or Alta and Auburn.
- ◆ **Transportation Network Companies (TNC)** – The option of using TDA funds to subsidize TNC trips (such as Uber or Lyft) was considered.
- ◆ **Increase Marketing/Public Awareness of Health Express and My Rides** - It was discovered through the public input process that many MAC committee members and the general public are unaware of Health Express and My Rides services in Placer County.

RECOMMENDED PERFORMANCE STANDARDS

The study defined recommended performance standards specific to rural transit services.

RECOMMENDED STRATEGIES

The following strategies to improve mobility for rural residents of western Placer County are based on documented needs for transit service and meet the recommended rural performance standards.

Combined Sheridan/SR 193 Corridor Lifeline Service 1 Day per Week

The service should be a true lifeline service with two round trips, one day per week between the Sheridan Post Office and Lincoln (Twelve Bridges Transfer Point) and then between Lincoln (Walmart) and Auburn (Nevada Street Station) along SR 193. The service should operate as a deviated fixed route to meet ADA requirements and provide increased mobility for the general public. Transfers to the PCT Lincoln – Rocklin – Sierra College Route would be possible at Twelve Bridges and to Auburn Transit or PCT Highway 49 route at Nevada Street Station. This

strategy would allow for a three hour stay in Lincoln for Sheridan residents and a two hour stay in Auburn for Lincoln/SR 193 residents. It would be reasonable to charge a higher fare for this service.

The annual operating subsidy required is estimated at \$21,610 and the service would carry around 740 one-way passenger trips per year. PCT is the most likely operator for the service and therefore the vehicle would be based at the Lincoln Corp Yard. Initially, the service should be advertised as a “reservation only” service with a minimum of two individual passenger reservations, made at least two business days in advance, for either the Sheridan leg or SR 193 corridor leg. This strategy would be implemented as a demonstration route. If after three years of operation, performance standards were not met, this route should be discontinued.

Capital Requirements - A new small transit vehicle or minivan would be required for the Sheridan/SR 193 service. In terms of bus stops, a sign would need to be installed at the Sheridan Post Office. Existing bus stops in Lincoln and Auburn could be used.

Foresthill Lifeline Service 1 Day per Week

Lifeline service to Foresthill one day per week should be implemented as a three year demonstration service. This new route should extend from the Foresthill Community Center near the intersection of Main St & Soap St in Foresthill to the Nevada Street Station in Auburn. In order to be compliant with ADA, the route should be operated as a deviated fixed route. The three-quarter mile service area would cover most of the communities of Foresthill and Todd Valley and include the Sky Terrace Mobile Home Park and Hillcrest Mobile Home Park. The schedule would provide a three hour stay in Auburn for residents to make medical appointments or do some shopping. The Foresthill Lifeline route should be a reservation only service and a higher fare could be charged. The route would not operate unless a minimum of two individual passengers made a reservation at least two business days in advance (which could be modified in the future depending on ridership patterns). The Foresthill Lifeline route would serve 900 one-way passenger-trips per year, or 12 per service day. Accounting for headway, layover, and travel time, this alternative would require \$19,940 in annual operating subsidy. PCT would operate the service.

Capital Requirements – If the Foresthill Lifeline route is operated on a different day of the week from the Sheridan/SR 193 Lifeline route, the same vehicle could be used. A bus stop should be placed at the Foresthill Community Center.

Alta/Colfax – Commuter Schedule + Mid-Day Run

The schedule for the existing two daily Alta/Colfax – Auburn runs should be modified to meet commuter schedules, and a third mid-day round-trip run added. The existing Alta/Colfax schedule should be adjusted so that the first round trip would arrive in Auburn at the Nevada Street Station at or before 8:00 AM and the second round trip would depart Auburn at or just after 5:00 PM. The runs should also originate and end at DeWitt Center to serve county employees (as well as other users of county services). Passengers could transfer to Auburn Transit and PCT Highway 49 routes at Nevada Street Station at the top of the hour. The three-quarter mile deviation service area would not change. The mid-day run should depart Auburn around 11:00 AM and then depart Alta at around Noon to arrive in Auburn around 1:00 PM,

providing non-commuting passengers with a three hour stay in Auburn in the morning or a four hour stay in the afternoon.

This plan element would increase total operating subsidy by \$44,420 annually and would increase passenger-trips by 4,630. As the number of vehicle service hours operated within the Colfax area would increase, the funding arrangement between the City of Colfax and PCT should be reviewed and revised.

Capital Requirements – No new bus stops or vehicles would be required as part of this alternative.

Roseville Operates Granite Bay Dial-A-Ride

Placer County should explore the potential for the City of Roseville to provide Dial-A-Ride services in the Granite Bay area. Roseville destinations for Granite Bay DAR passengers would no longer be limited to the Sierra College Blvd corridor, improving service to Granite Bay residents, and the hours that service is available would be expanded from the current 4 hours per day to 6 AM – 10 PM. As a result, the Granite Bay DAR would carry roughly 580 more passenger-trips per year. Placer County's annual operating subsidy would be reduced by \$3,180. This strategy will require frequent and close coordination with the City of Roseville.

Detailed Service Review in the Auburn Region

There appears to be some confusion among residents regarding service area boundaries for PCT and City of Auburn transit services within the greater Auburn area. As such, many Auburn transit needs could potentially be met through better outreach and communication of available services to residents. There is also overlap of the deviation request areas for Auburn Transit and PCT. Therefore, a more detailed service review of public transit services in the Auburn region should be conducted that also considers coordination opportunities for fares and schedules as well as joint marketing outreach.

Expand PCT Vanpool Budget to Meet Rural Commuter Needs

A vanpool is a good alternative strategy to address commuter needs in rural Placer County. Commute patterns and public input indicate the potential for vanpools between Lincoln and Auburn, between Alta and Auburn and between Foresthill and Auburn. The PCT vanpool budget should be increased by 10 percent to meet rural commuter transportation needs.

Farebox Ratio Adjustment

Per the Transportation Development Act (TDA), PCTPA has adopted a blended farebox ratio for PCT services of 13.2 percent. The ratio is based on the proportion of PCT service area which lies within urbanized and non-urbanized portions of western Placer County. The implementation of some of these rural transit strategies will change that proportion. Therefore, after the three year demonstration period for the recommended strategies, PCTPA should reevaluate the blended farebox ratio for PCT services. TDA law allows for an exemption from the systemwide farebox ratio calculation for "Extension of Public Transit Services" for two years after the end of

the fiscal year in which the extension of services was put into operation (PUC 99268.8). PCTPA should grant the farebox ratio exemption to the operator as applicable.

POTENTIAL FUNDING SOURCES

The following lists potential funding sources for the rural transit strategies:

- ◆ **Passenger Fare Structure** – Change the passenger fare structure so that reservation only services and long distance services are subject to a higher fare that is more equitable to the distance travelled and relative operating costs.
- ◆ **Transportation Development Act – Local Transportation Funds (LTF)** - LTF funds are the most likely funding source for the rural transit strategies identified in this document. Therefore, implementation will trigger the unmet transit needs process. This study should be used as basis for decision-makers for that process.
- ◆ **Federal Transit Administration (FTA) funds** – The FTA recurring grant programs can be used for both operating and capital transit expenses.

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The Placer County Transportation Planning Agency (PCTPA) conducted a study regarding potential improvements in public transit services in rural western Placer County. Using the services of LSC Transportation Consultants, Inc., this study reviews the existing transit services, the needs for transit services in currently unserved rural areas, and assesses the feasibility of various strategies to expand services. This Final Report was developed through several interim study documents: Goals and Objectives Memo, Existing Conditions Memo, Alternatives Memo, as well as public and stakeholder input.

Western Placer County is defined as the portion of the County west of the Sierra Crest and excluding the Tahoe Basin. PCTPA has identified eight rural unincorporated communities in Western Placer County which have limited or no public transit service. The study area is shown in Figure 1.

- ◆ Unincorporated Lincoln
- ◆ Sheridan
- ◆ Loomis – Including Penryn
- ◆ Granite Bay
- ◆ Unincorporated Auburn – Including Bowman and Newcastle
- ◆ North Auburn
- ◆ Colfax – Including Meadow Vista and Alta
- ◆ Foresthill

STUDY PURPOSE

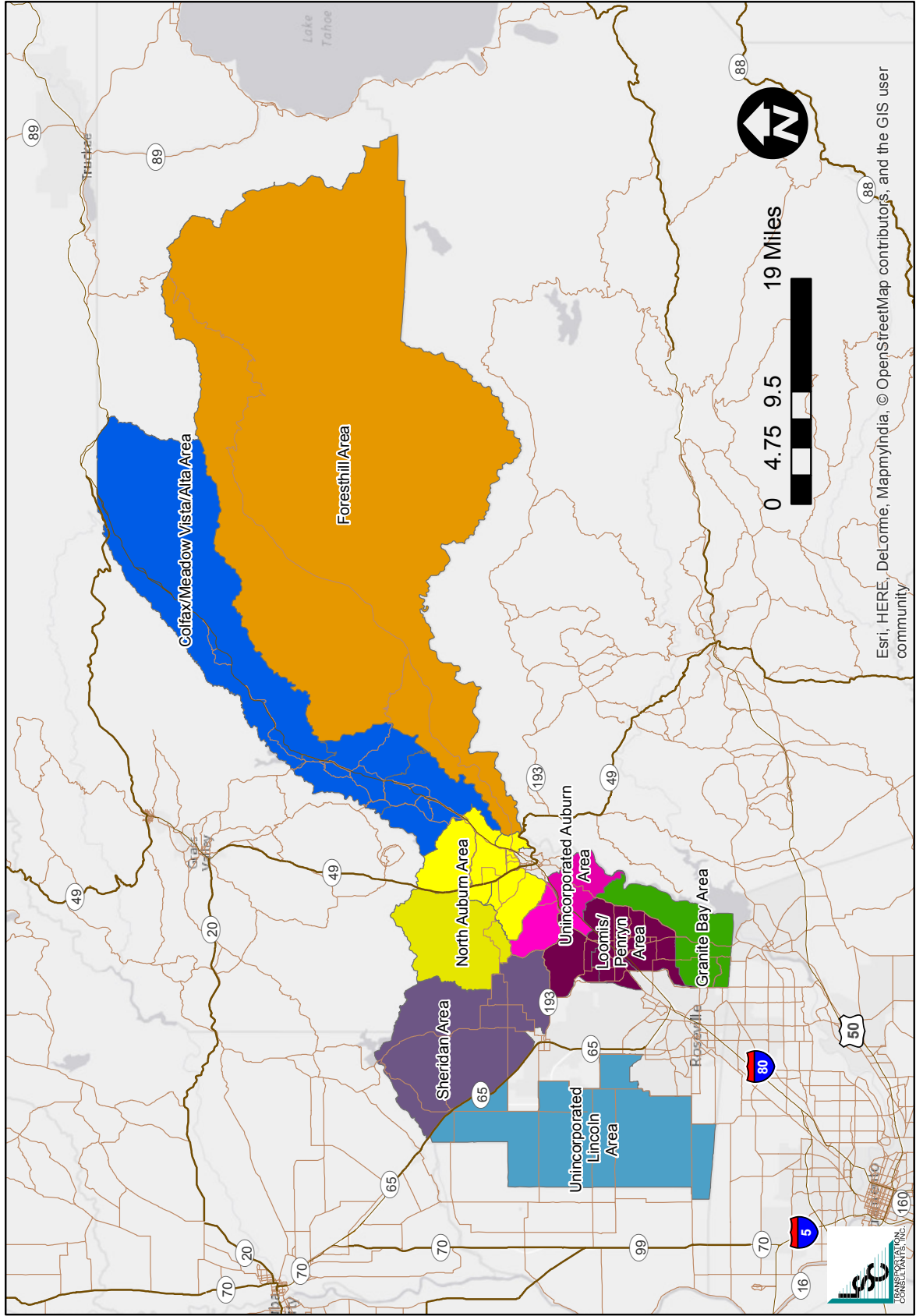
There are transportation needs beyond existing transit services as evidenced in unmet needs workshops and other public input forums. Prior to funding new transit services identified through the unmet needs process, PCTPA requires that the service be consistent with the adopted Short Range Transit Plan (SRTP). The current SRTP recommended a Rural Transit Study. A key of this study is to consider a wide range of potential transit services and strategies to serve rural areas, and identify those elements that warrant inclusion in the SRTP.

STUDY GOALS AND OBJECTIVES

The following are the primary goals and objectives of the Placer Rural Transit Planning Study:

- ◆ Document transit needs in rural portions of western Placer County.
- ◆ Determine the feasibility of expanding public transit service for: Sheridan, Lincoln (unincorporated), Granite Bay, Auburn/Bowman, North Auburn (unincorporated),

Figure 1
Study Areas



Loomis/Penryn/Newcastle/Ophir, Alta/Colfax/Meadow Vista and Foresthill through a thorough public and stakeholder input process. This may include modifications to existing services, or implementation of new service.

- ◆ Evaluate which transit services make sense by comparing alternatives to adopted standards so that PCTPA can respond properly to unmet transit need requests. Potential new rural service alternatives should consider the impact to the overall performance of Placer County Transit or Health Express. Performance would be defined primarily by farebox recovery ratio, but should also include the other typical performance indicators included in the triennial performance audits such as passengers per vehicle revenue hour and cost per passenger.
- ◆ Identify potential funding sources for new/expanded service through typical public transit funding sources as well as human service agency or medical transportation sources.
- ◆ Identify recommended strategies for better serving the eight regions for a three to seven year implementation horizon.

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This Chapter reviews demographic and economic trends in Western Placer County along with previous planning studies in an effort to develop a picture of travel patterns for potential rural public transit users.

DEMOGRAPHIC PROFILE

Population

General Population Trends in Placer County: Historic and Projected Population

According to the US Census *American Community Survey 2009 – 2013 5 Year Estimates*, the total population of Placer County is 348,432. As shown in Table 1, the total population of the census tracts considered part of this rural transit study is 115,207 – 33 percent of the total countywide population. Of the eight study areas, North Auburn has the largest population (29,152 persons) and Sheridan has the smallest population (5,448 persons). The California Department of Finance projects that the population of Placer County will increase by 13.1 percent to 396,203 persons between 2010 and 2020 and by 27.8 percent to 447,625 persons between 2010 and 2030.

Population Density

Figure 2 illustrates the population density by census tract within Placer County. While population size is a useful determinate of transit need, population density highlights the specific areas that have a condensed number of residents, therefore making it easier to cost effectively serve with public transit. Both census tracts located within the study area and within urban Placer County are presented in the figure. As shown, the more urbanized census tracts outside of the study area (Roseville, Rocklin, and Lincoln) tend to have the highest level of population density (5,551 – 7,581 persons per square mile). Within the study area, North Auburn also falls in to the highest population density category. Granite Bay, as well as portions of Unincorporated Auburn and Unincorporated Lincoln, have population densities of 586 – 1,520 persons per square mile. The rest of the study area regions all have population densities that fall within the lowest category of 11-585 persons per square mile. Many of these areas represent the regions without traditional public transit service.

Transit Dependent Population

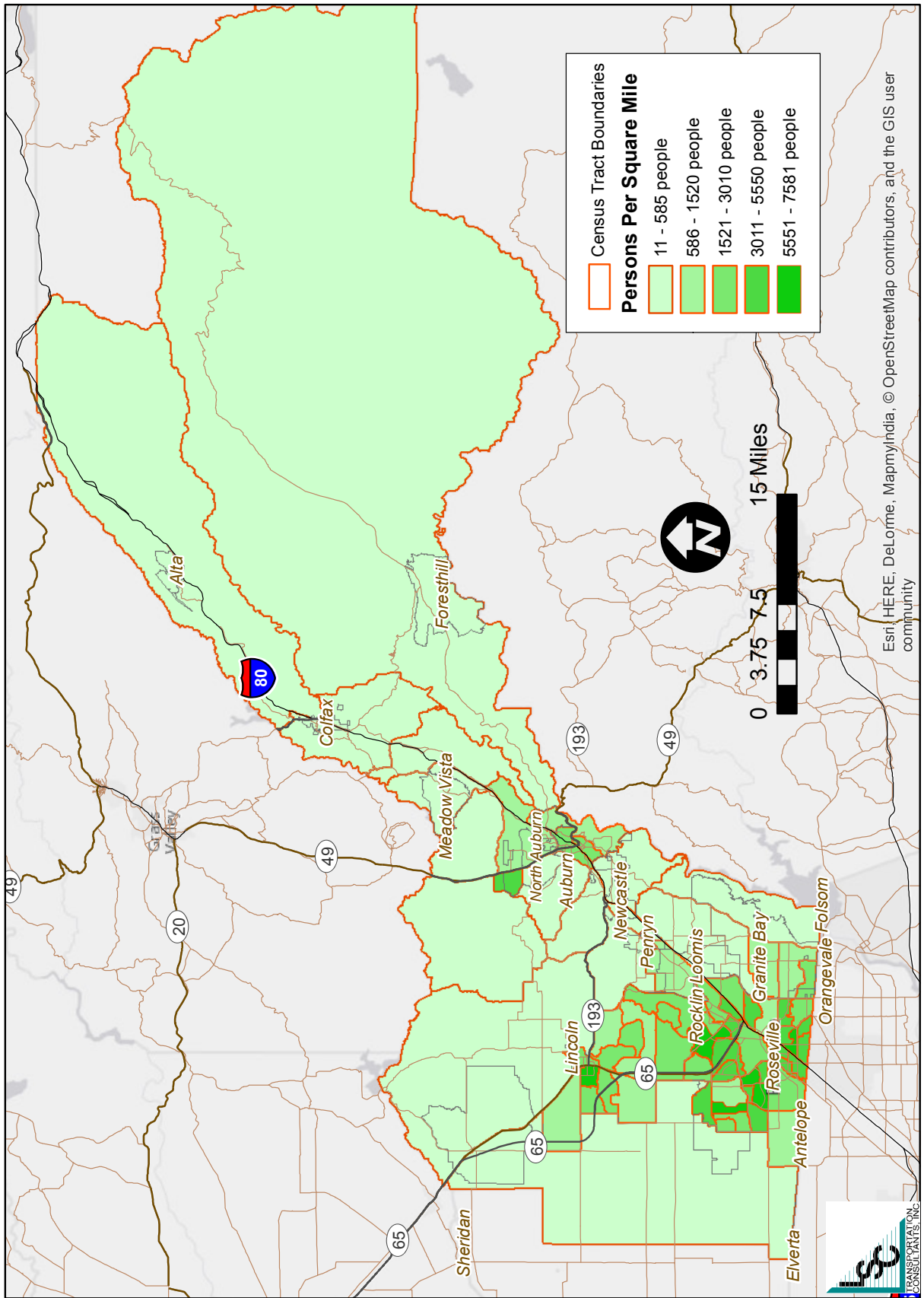
Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the “transit dependent” population. This category includes youths,

TABLE 1: Rural Placer County Transit Dependent Population by Census Tract

Census Tract	Total Population	Total Households	Transit Dependent Population(1)	Youth (Under 18 years)	Senior (65+ years)	Senior (75+ years)	Low Income(2)	Disabled(3)	Zero Vehicle Households	Veteran Status	Median Household Income	Meets Disadvantaged Criteria?								
	#	#	#	#	#	#	#	#	#	#	\$	Y								
206.01	7,730	2,694	3,709	48.0%	1,654	21.4%	1,515	19.0%	673	8.7%	138	1.8%	943	12.2%	32	1.2%	689	8.9%	117,411	N
206.04	6,026	2,117	2,587	42.9%	1,645	27.3%	689	11.6%	271	4.5%	581	9.6%	449	7.5%	31	1.5%	383	6.4%	125,528	N
Granite Bay	206.05	6,138	2,659	43.3%	1,528	24.9%	921	15.0%	466	7.6%	95	1.5%	371	6.0%	77	3.7%	239	3.9%	109,659	N
206.06	4,288	1,374	1,643	38.3%	1,256	29.3%	283	6.6%	103	2.4%	94	2.2%	144	3.4%	6	0.4%	219	5.1%	140,574	N
Total	24,182	8,260	10,598	43.8%	6,084	25.2%	3,418	14.1%	1,513	6.3%	908	3.8%	1,907	7.9%	146	1.8%	1,530	6.3%		-
206.02	7,248	2,568	3,510	48.4%	1,848	25.5%	1,174	16.2%	449	6.2%	336	4.6%	822	11.3%	75	2.9%	604	8.3%	87,560	N
212.03	5,896	2,155	2,726	46.2%	1,421	24.1%	987	16.4%	413	7.0%	357	6.1%	705	12.0%	20	0.9%	505	8.6%	69,789	N
Loomis/Pennryn	212.04	2,643	889	47.0%	552	20.9%	470	17.8%	198	7.5%	230	8.7%	257	9.7%	47	5.3%	172	6.5%	97,292	N
Total	15,787	5,612	7,478	47.4%	3,822	24.2%	2,612	16.5%	1,060	6.7%	923	5.8%	1,784	11.3%	142	2.5%	1,281	8.1%		-
205.01	3,103	1,167	1,525	49.1%	630	20.3%	596	19.2%	242	7.8%	400	12.9%	391	12.6%	10	0.9%	332	10.7%	69,427	N
205.02	4,002	1,612	1,880	47.0%	604	15.1%	972	24.3%	316	7.9%	365	9.1%	448	11.2%	15	0.9%	409	10.2%	64,764	N
Auburn/Newcastle	Total	7,105	3,405	47.9%	1,234	17.4%	1,568	22.1%	558	7.9%	765	10.8%	839	11.8%	25	0.9%	741	10.4%		-
Unincorporated Lincoln/West Placer	213.22	10,830	5,165	47.7%	3,390	31.3%	1,105	10.2%	314	2.9%	937	8.7%	661	6.1%	116	3.4%	698	6.4%	91,092	N
Sheridan	213.04	5,448	2,867	49.0%	1,258	23.1%	823	15.1%	409	7.5%	573	10.5%	690	12.7%	40	2.1%	654	12.0%	65,750	N
215.01	6,288	2,133	2,563	41.2%	1,323	21.1%	946	15.1%	345	5.5%	665	10.6%	447	7.1%	96	4.5%	478	7.6%	60,417	N
215.02	3,646	1,463	1,886	48.2%	616	16.9%	729	20.0%	343	9.4%	352	9.7%	462	12.7%	28	1.9%	374	10.3%	73,750	N
216.03	5,135	1,910	2,991	58.2%	1,376	26.8%	1,263	24.6%	739	14.4%	802	15.6%	796	15.5%	241	12.6%	544	10.6%	36,413	Y
North Auburn	216.04	3,533	1,668	47.2%	629	17.8%	802	22.7%	360	10.2%	171	4.8%	566	15.7%	17	1.3%	400	11.3%	95,559	N
218.01	4,617	1,681	2,415	52.3%	997	21.6%	1,071	23.2%	425	9.2%	426	9.2%	571	12.4%	27	1.6%	451	9.8%	83,486	N
218.02	5,953	2,330	3,230	54.3%	1,214	20.4%	1,542	25.9%	833	14.0%	620	10.4%	1,026	17.2%	162	7.0%	641	10.8%	48,534	Y
Total	29,152	10,804	14,573	50.0%	6,155	21.1%	6,354	21.8%	3,045	10.4%	3,036	10.4%	3,858	13.2%	571	5.3%	2,888	9.9%		-
219.01	2,799	1,185	1,268	45.3%	467	16.7%	462	16.5%	232	8.3%	299	10.7%	425	15.2%	33	2.8%	259	9.3%	59,779	N
219.02	4,428	1,718	2,158	48.7%	828	18.7%	1,005	22.7%	385	8.7%	144	3.3%	646	14.6%	32	1.9%	457	10.3%	68,077	N
Colfax/Meadow Vista/Alta	220.02	6,969	3,320	47.6%	1,338	19.2%	1,227	17.6%	474	6.8%	903	13.0%	1,260	18.1%	104	3.8%	768	11.0%	59,459	N
220.13	2,492	1,072	1,063	42.7%	353	14.2%	424	17.0%	163	6.5%	362	14.5%	380	15.2%	20	1.9%	233	9.3%	61,413	N
Total	16,688	6,691	7,809	46.8%	2,987	17.9%	3,118	18.7%	1,254	7.5%	1,708	10.2%	2,711	16.2%	189	2.8%	1,717	10.3%		-
Foresthill	202	6,015	3,167	52.7%	1,071	17.8%	1,155	19.2%	361	6.0%	887	14.7%	1,384	23.0%	32	1.4%	729	12.1%	62,530	N
Total Study Area	115,207	41,788	54,862	47.6%	26,001	22.6%	20,151	17.5%	8,515	7.4%	9,737	8.5%	13,834	12.0%	1,261	3.0%	10,238	8.9%	72,725	-

Source: American Community Survey 2009 - 2013 5 Year Estimates
 Note 1: Individuals who fit into one or more of the following transit dependent categories: youth, elderly, disabled, or low income.
 Note 2: Individuals with income below poverty level previous 12 months.
 Note 3: All types of disabilities.

Figure G
Population Density by Census Tract



elderly persons, persons with disabilities, low-income persons, and members of households with no available vehicles. There is considerable overlap among these groups.

Table 1 presents the transit dependent population by Census Tract in the study area as counted through the American Community Survey (ACS) and the U.S. Census 2010. ACS is an ongoing statistical survey which represents a small sample of the population. As such, statistical errors can be quite high for some of the smaller communities in the region. Nevertheless, the American Community Survey has the most comprehensive data available which provides a picture of demographic conditions in Placer County.

The “Transit Dependent Population” column in Table 1 presents the total number of transit dependent individuals in each Census Tract without counting overlap among elderly, youth, low income and disabled. It does not include persons who qualify as “transit dependent” strictly due to having zero vehicles, as the zero vehicle criteria measures households, not individuals. The Census does not enable veterans to be measured without potential overlap. According to the data there are 54,862 transit dependent residents living in the study area and this represents 47.6 percent of the study area population. In addition to this, there are 1,261 households in the study area with no vehicle available. Residents of these households may be included in the transit dependent figure. Roughly 8.9 percent of the study area population or 10,238 people have veteran status. Again, these veterans may already be included in the transit dependent figure. Some grant funding sources define an area as disadvantaged if the median household income for a census tract is less than 80 percent of the statewide median. Only two census tracts fit into this category and they are both located in North Auburn.

A review of each transit dependent category reveals the following:

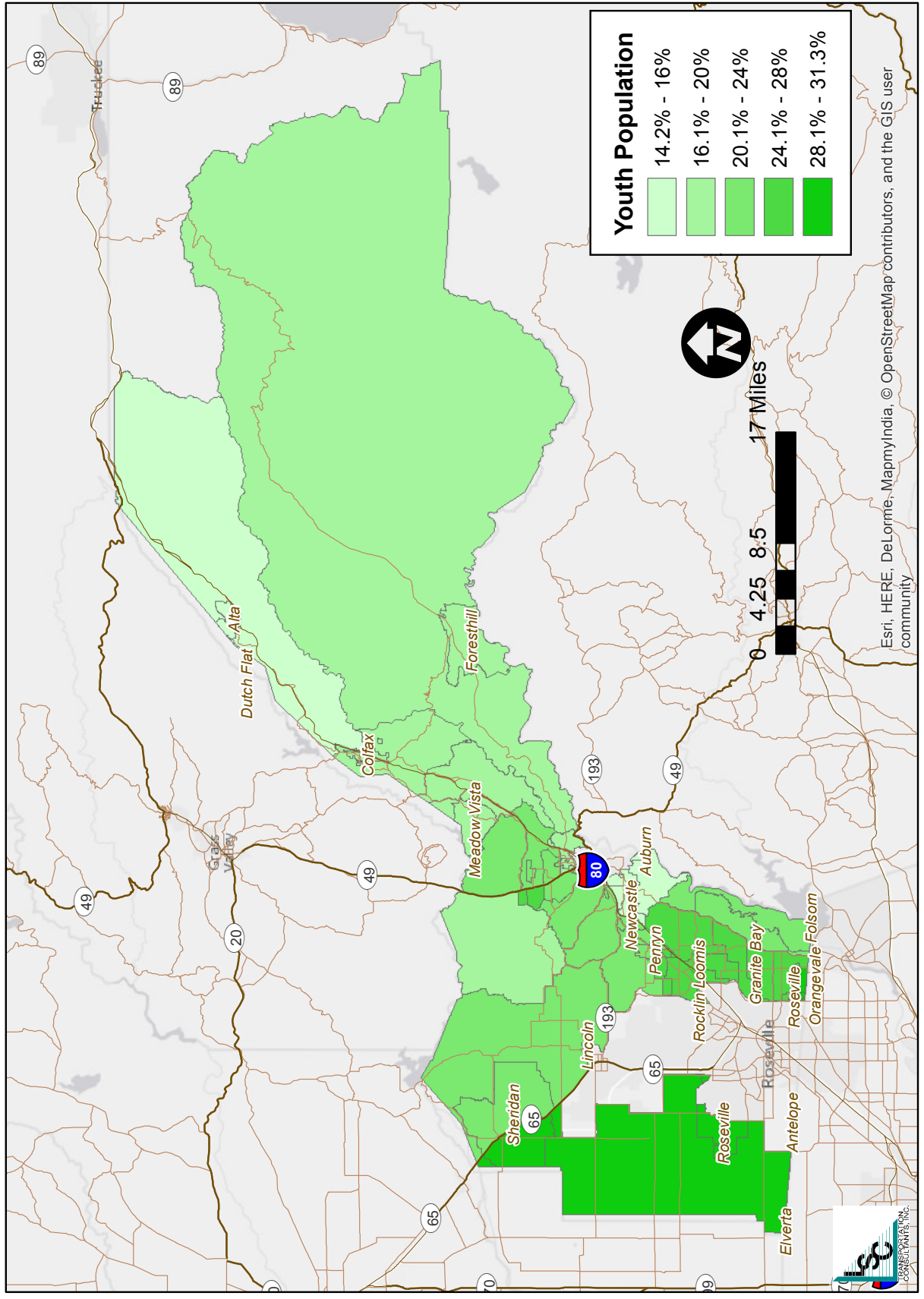
Youth Population

The youth population, which is considered persons under the age of 18 years, represents 22.6 percent of the Study Area population, totaling 26,001 persons (as shown in Table 1 and Figure 3). In rural areas, it is common for school children to ride public transit to/from school or after school activities. Public transit also affords youth age 10 to 16 freedom and mobility. Therefore, they are considered an important group to consider in terms of transit riders. The study area communities with the most youth are North Auburn (6,155 persons) and Granite Bay (6,084 persons). The community with the largest proportion of youth is unincorporated Lincoln, 31.3 percent, followed by Granite Bay, 25.2 percent.

Senior Population

As the population ages, more older adults become unable to drive to essential appointments or trips and therefore must rely on family or public transit. There are an estimated 20,151 persons age 65 or over residing in the study area, comprising 17.5 percent of the total population. This

Figure 3
Youth Population by Census Tract



data is depicted in Figure 4. The study community with the largest population of elderly is North Auburn, with 6,354 seniors. North Auburn, Foresthill, and Colfax/Meadow Vista/Alta have the greatest proportions of seniors, with respectively 21.8, 19.2 and 18.7 percent seniors in the areas.

Although the population age 65 and over is considered senior, most residents ages 65 to 75 are still self-sufficient in terms of transportation. Therefore, it is relevant to review the population over age 75. In total, there are 8,515 persons in the study area in this category. Again, the more populated communities such as North Auburn and Granite Bay have the highest number of older seniors, with 6,354 and 3,418 respectively. North Auburn also has the greatest proportion of older seniors, 10.4 percent, followed by Auburn/Newcastle at 7.9 percent.

Low-Income Population

Low-income persons are another likely market for transit services, as they are less likely to afford the expenses involved in running and maintaining vehicles (especially multiple vehicles). For this study, low-income status is defined by an individual with an income below the poverty level. The poverty threshold is a nation-wide figure, determined on a sliding scale, based upon the number of household members, number of children, and number of seniors. As an example, the poverty level for a single person under age 65 is \$12,071, whereas the poverty level for a four-person household with two children (under 18) is \$24,008. These figures are developed and calculated by the US Census.

An estimated 9,737 low-income persons reside in the study area, representing 8.5 percent of the total study area population, as shown in Figure 5. The number of low-income residents is significantly higher in North Auburn (3,036 persons) than the other communities. However, the greatest proportion of low-income residents is in Foresthill, where 14.7 percent are living below the poverty level. Auburn/Newcastle, Sheridan, and Colfax/Meadow Vista/Alta are the other communities with over 10 percent low-income residents.

Disabled Population

According to the Census, there are a total of 13,834 persons in the study area with a cognitive and/or physical disability. Many of these disabilities prevent residents from driving. Although North Auburn has the greatest number of disabled persons (3,858), Foresthill has the largest proportion of residents with disabilities, at 23.0 percent. Colfax/Meadow Vista/Alta also has a high number and proportion of disabled residents, with 2,711, or 16.2 percent, disabled persons. This data is depicted in Figure 6.

Figure 4
Senior Population (65 and Older) by Census Tract

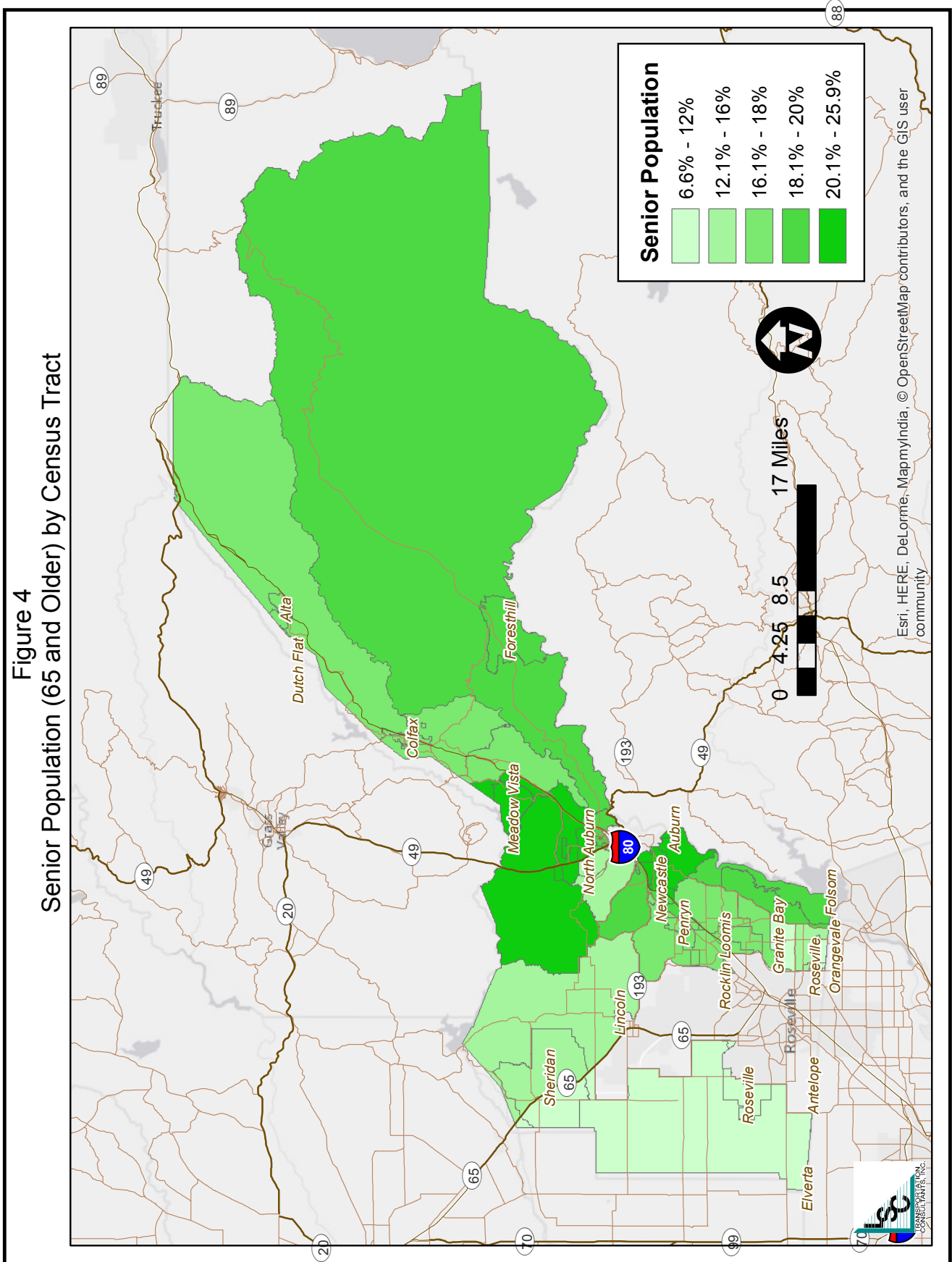


Figure 5
Population Living Below the Poverty Level

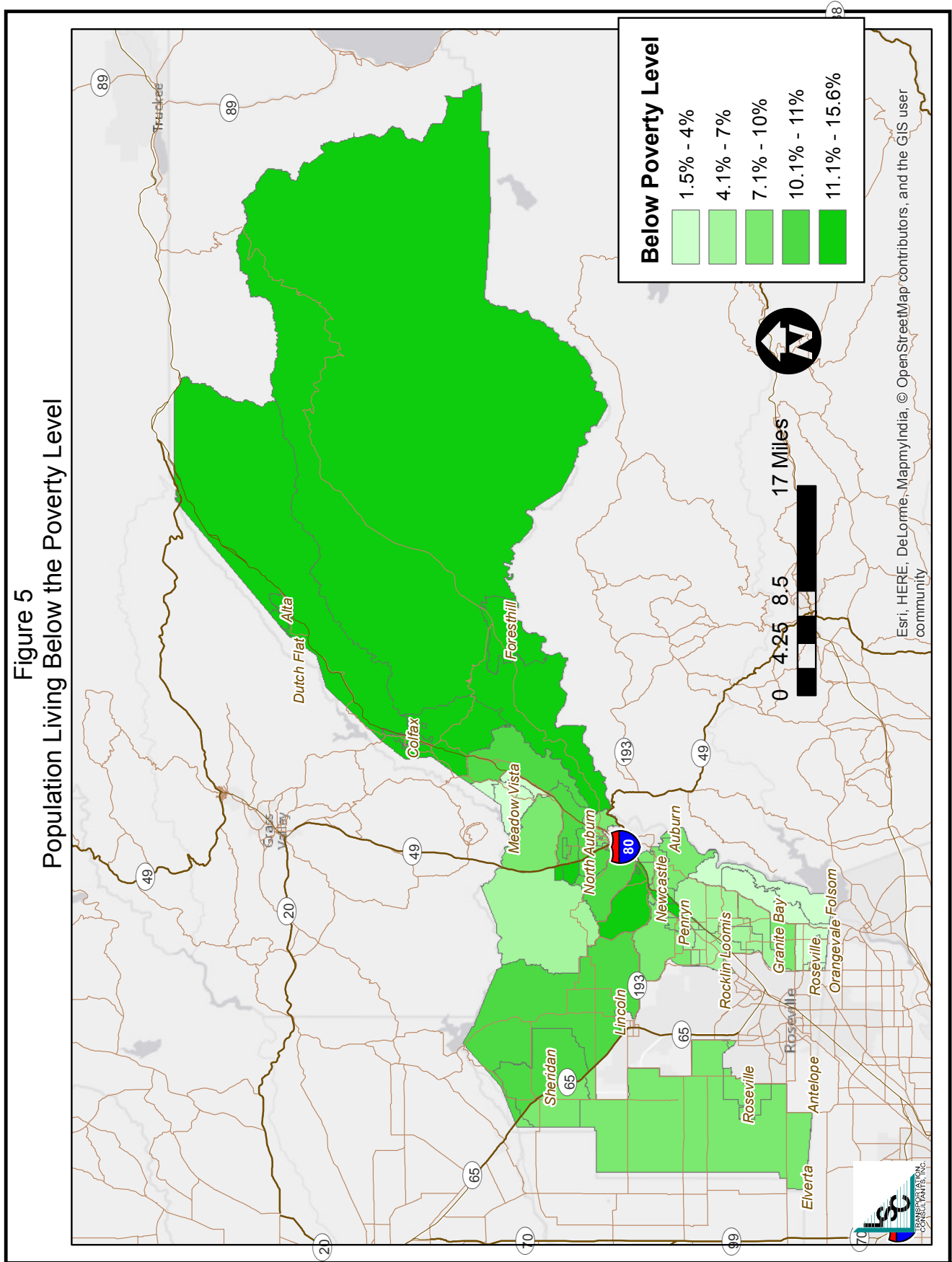
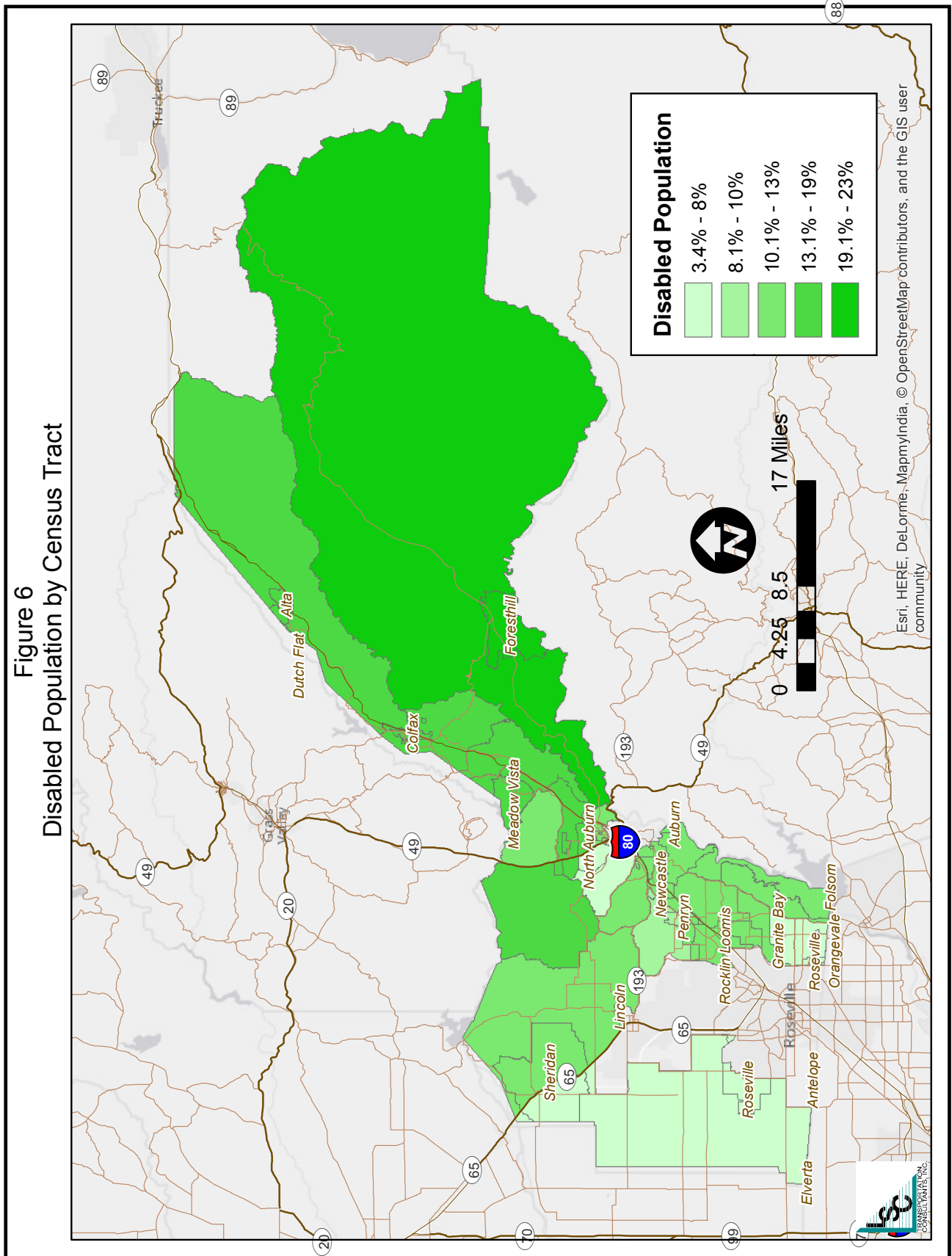


Figure 6
Disabled Population by Census Tract



Zero Vehicle Households

Within the analysis of the transit dependent population, it is also important to consider households that do not have a vehicle available, as public transit is likely their only option for travel. The number of households without a vehicle available is estimated at 1,261, as shown in the table and Figure 7 and 8. This represents 3.0 percent of the total households in the area. North Auburn is the location of both the greatest number of zero-vehicle households (571 households) and the greatest proportion of zero-vehicle households (5.3 percent) in the study area. Colfax/Meadow Vista/Alta also has a relatively high number of zero-vehicle households (189 persons, 2.8 percent).

Veteran Population

Many veterans fit into one of the transit dependent categories and/or rely on public transportation to travel to specific veteran medical clinics and centers. As shown in Table 1, veterans account for 8.9 percent of the study area population, or a total of 10,238 veterans. As shown, North Auburn has the highest number of veterans (with 2,888 individuals, making up 9.9 percent of its population). The largest proportions of veterans exist in Sheridan and Foresthill (with respectively 654 and 729 veterans), where roughly 12 percent of the populations have veteran status.

Summary of Transit Dependent Population

In order to produce a more concise overview of transit needs, Table 2 provides a summary of the largest transit dependent groups in each study sub-region, as well as the total number of zero-vehicle households. Study areas where the proportion of the transit dependent category is greater than the study area average are identified in the “largest transit dependent groups” column. As illustrated:

- ◆ Granite Bay and Loomis/Penryn – Transit services catering to youth needs is particularly important in Granite Bay
- ◆ Unincorporated Auburn/Newcastle – There are greater concentrations of elderly and low income residents in this region.
- ◆ West Placer/Unincorporated Lincoln – Youth and low income are the significant transit dependent groups here.
- ◆ Sheridan – In terms of percentages, Sheridan has above study area average proportions of youth, low income, and disabled residents.
- ◆ North Auburn, Colfax/Meadow Vista, and Foresthill – All this study areas show a higher proportion of elderly, low income, and disabled residents.

Figure i
Zero Vehicle Households by Census Tract

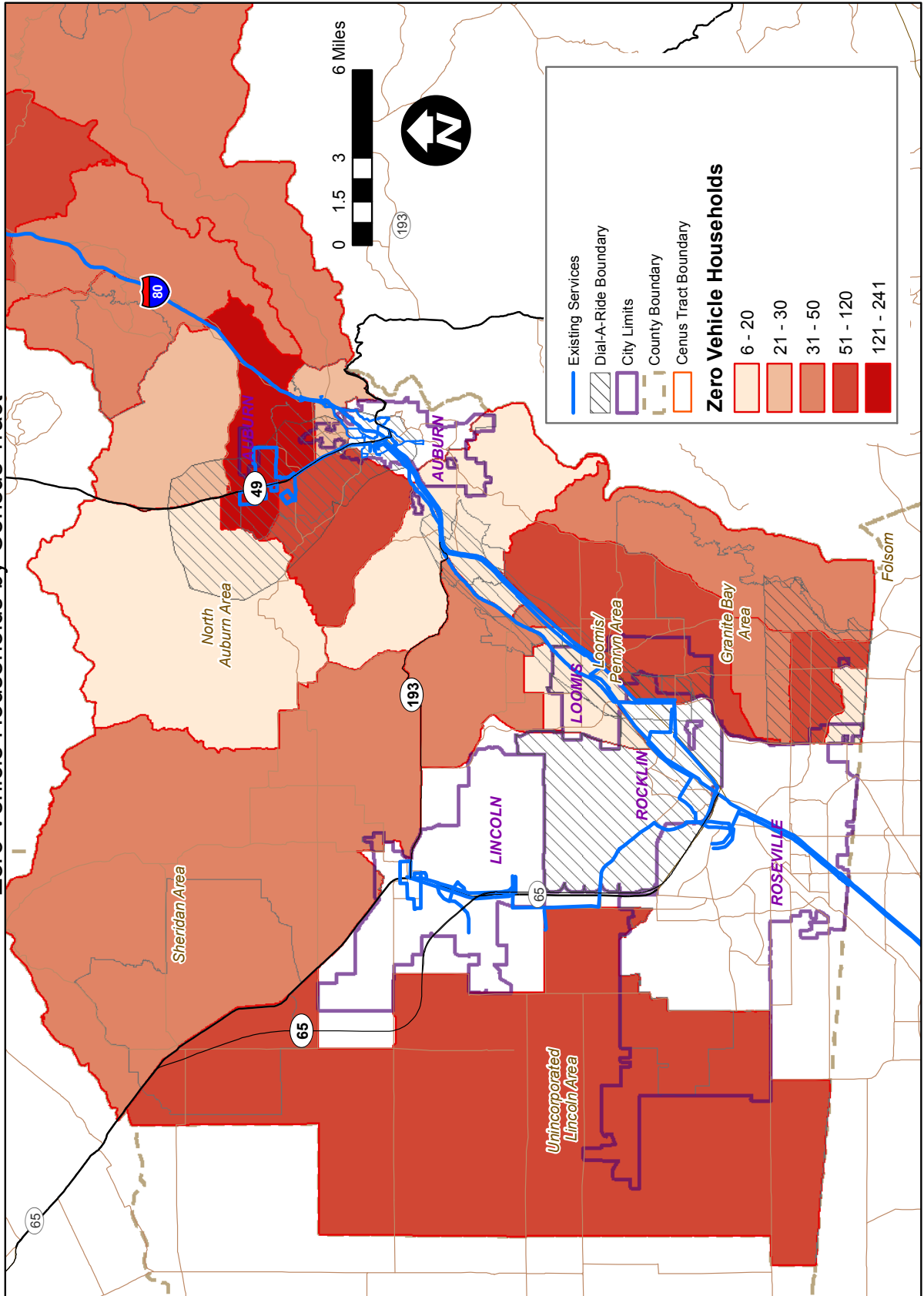


Figure 1
Zero Vehicle Households by Census Tract

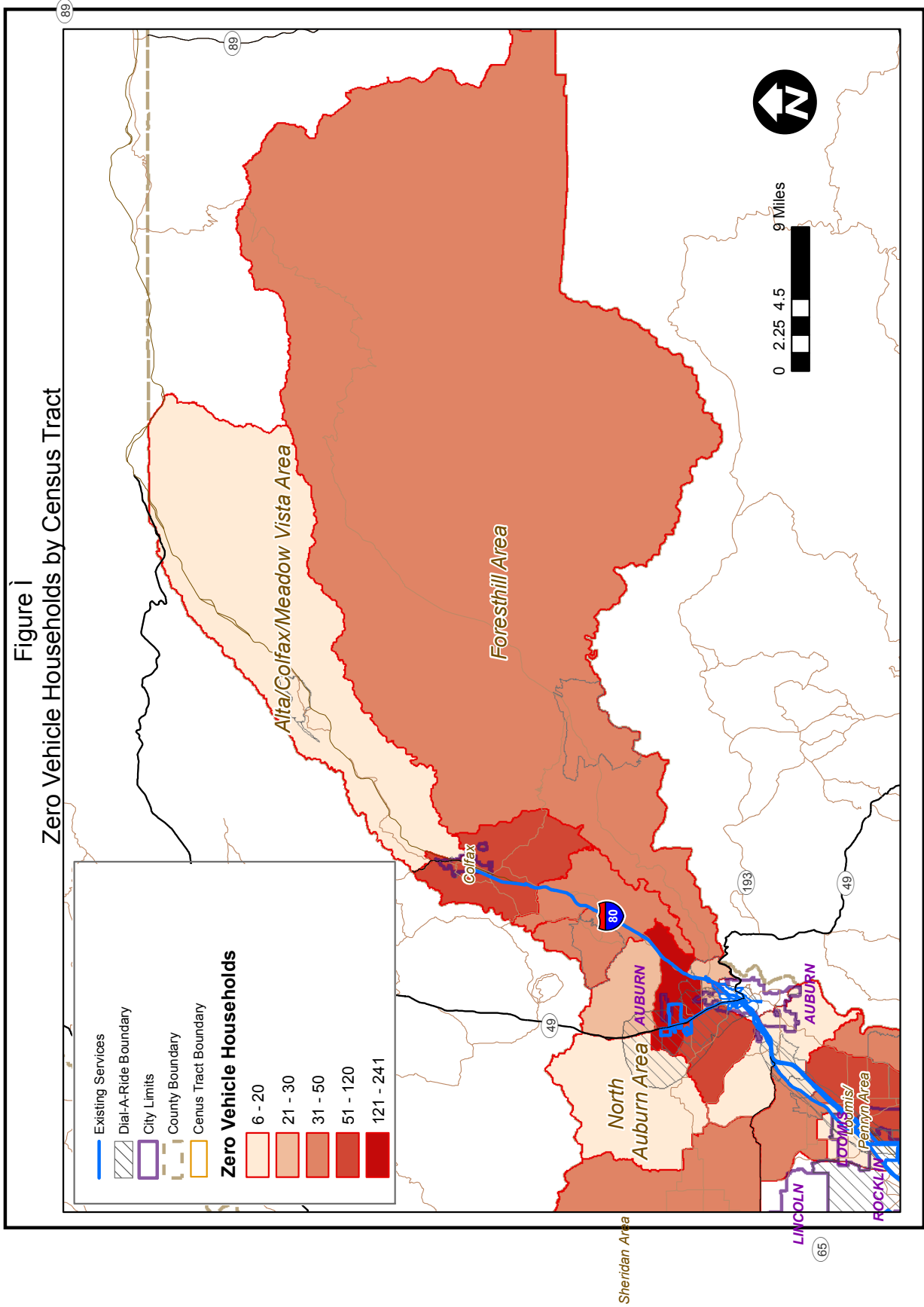


TABLE 2: Placer Rural Transit Study Area Transit Dependent Population

Community Area	Population Households		Transit Dependent Population ⁽¹⁾		Largest Transit Dependent Groups ⁽²⁾				Zero Vehicle Households	
					Youth (Under 18)	Elderly (65+)	Low Income	Dis-abled	#	%
Granite Bay	24,182	8,260	10,598	43.8%	X				146	1.8%
Loomis/Penryn	15,787	5,612	7,478	47.4%	X				142	2.5%
Unincorporated Auburn/Newcastle	7,105	2,779	3,405	47.9%		X	X		25	0.9%
West Placer/Unincorporated Lincoln	10,830	3,442	5,165	47.7%	X		X		116	3.4%
Sheridan	5,448	1,885	2,667	49.0%	X		X	X	40	2.1%
North Auburn	29,152	10,804	14,573	50.0%		X	X	X	571	5.3%
Colfax/Meadow Vista/Alta	16,688	6,691	7,809	46.8%		X	X	X	189	2.8%
Foresthill	6,015	2,315	3,167	52.7%		X	X	X	32	1.4%
Total Study Area	115,207	41,788	54,862	47.6%					1,261	3.0%

Note 1: Individuals who fit into one or more of the following transit dependent categories: youth, elderly, disabled, or low income.

Note 2: Transit dependent population proportion in community area is greater than study area average.

Source: American Community Survey 2009 - 2013 5 Year Estimates

Projections of Population by Age

Table 3 and Figure 9 present Placer County population projections by age group over the next fifteen years, as estimated by the California Department of Finance¹. This data grants insight into the trends of the age-related transit dependent groups. As shown, the elderly population is expected to grow substantially through 2020 and 2030. The population of seniors ages 65 through 74 is expected to increase by 49.0 percent between 2010 and 2020 and by 81.4 percent between 2010 and 2030. The population of seniors ages 75 and older is expected to increase by 44.9 percent between the years of 2010 and 2020 and by 108.1 percent between 2010 and 2030. This suggests that transportation for elderly will become an even greater need in the coming decades.

Table 3 also shows the school age (5-17) and college age (18-24) population projections from 2010 to 2030. While school age populations will slightly decrease (by 1.1 percent between 2010 and 2030), college age populations are expected to significantly grow (by 36.1 percent) through 2030. These trends indicate that transportation to college sites will become increasingly important in the coming decades.

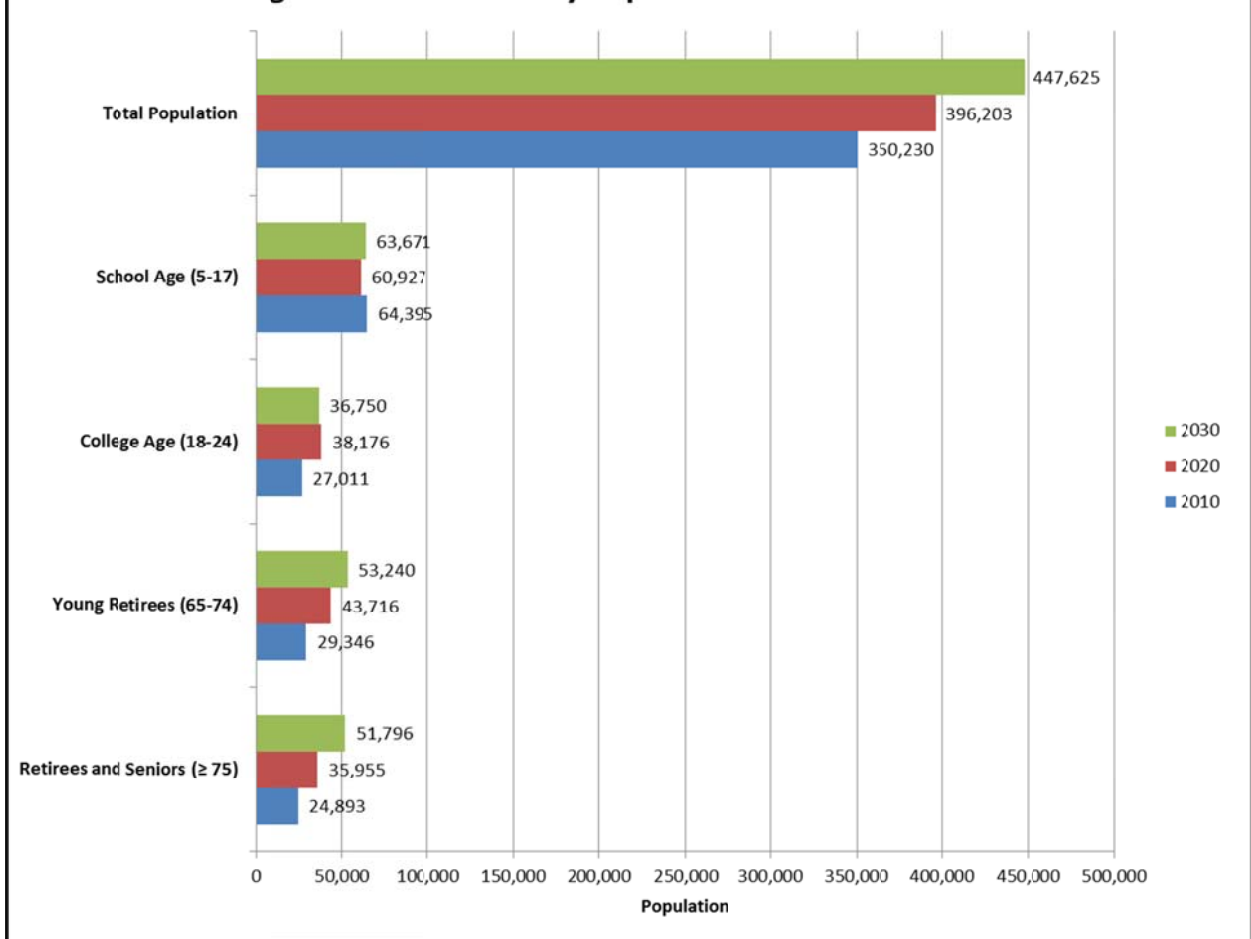
¹ Note that these forecasts are only available for the county as a whole.

TABLE 3: Population Projections by Age Groups for Placer County

Year	Total (All ages)	Preschool Age (0-4 years)	School Age (5-17 years)	College Age (18-24 years)	Working Age (25-61 years)	Young Retirees (62-74 years)	Mature Retirees (75-84 years)	Seniors (85 or more years)
2010	350,230	20,723	64,395	27,011	183,862	29,346	17,496	7,397
2020	396,203	20,127	60,927	38,176	197,302	43,716	25,350	10,605
2030	447,625	25,203	63,671	36,750	216,965	53,240	36,673	15,123
2010-2020 Change								
#	45,973	-596	-3,468	11,165	13,440	14,370	7,854	3,208
%	13.1%	-2.9%	-5.4%	41.3%	7.3%	49.0%	44.9%	43.4%
2010-2030 Change								
#	97,395	4,480	-724	9,739	33,103	23,894	19,177	7,726
%	27.8%	21.6%	-1.1%	36.1%	18.0%	81.4%	109.6%	104.4%

Source: CA Department of Finance

Figure 9: Placer County Population Trends 2010-2030



TRAVEL GENERATORS

This section includes information about how study area residents get to work, where they work, major commute patterns, and major activity centers. A discussion on common travel modes and destinations can provide insight to the areas/destinations that may have a greater need for increased public transit.

Means of Transportation to Work

The American Community Survey's 5-Year Estimates for 2009 – 2013 include data regarding what mode of transportation workers in the County use to get to/from work. The most common modes of transportation to work are by single occupancy vehicle (78.4 percent), carpooling (9.0 percent) and walking to work (1.6 percent). According to the ACS, 2,016 of the total 155,572 workers in Placer County age 16 or older take public transportation to work. This represents a 1.3 percent transit commute mode split.

Major Employers

Table 4 provides a list of the major employers within Placer County, according to the 2015 California Employment Development Department (sourced from America's Labor Market Information System Database). Analysis of the major Placer County employers grants insight into potential commute destinations for outlying rural residents. For the purpose of this study, employers located in the Northern Tahoe region of Placer County are omitted from the analysis. As shown, employers with 1,000 to 5,000 employees are located in Auburn and Roseville, and Lincoln and include AT&T, C-Tech Systems, Kaiser, Placer County Food Stamps, Sutter Roseville Medical Center and the Thunder Valley Casino.

Commute Patterns

Table 5 presents data regarding commute patterns for residents in Placer County, both within the county and to key outside locations. This data is drawn from the US Census Longitudinal Employer Household Dynamics commute flow data for 2013 (the most recent available). Per Table 5, the greatest proportion of Placer County employed residents work in Roseville (15.6 percent) and Sacramento (14.0 percent). Rocklin, Auburn, Rancho Cordova, and Arden-Arcade CDP are other common commuter destinations, with each drawing respectively 5.2, 4.2 and 3.1, and 3.0 percent of all Placer County workers.

While the commuter analysis on a county level helps to identify overall areas of high transit demand, it is useful to pinpoint the commuter needs specific to the study area. Table 6 focuses on the commute patterns for residents within the study area. As shown, the most common commute destinations are Sacramento, Roseville, and Auburn, which account for respectively 13.46, 12.64, and 10.53 percent of total employment destinations. Auburn is the most prevalent commute destination among the areas in the northeastern portion of the study area of

TABLE 4: Major Employers in Placer County

Employer Name	Location	Industry	# of Employees
AT&T	Auburn	Telephone Companies	1,000-4,999
C-Tech Systems Inc	Roseville	Computers-Service & Repair	1,000-4,999
Kaiser Foundation Hospitals	Roseville	Hospitals	1,000-4,999
Placer County Food Stamps	Auburn	Social/Human Resources	1,000-4,999
Sutter Roseville Medical Ctr	Roseville	Hospitals	1,000-4,999
Thunder Valley Casino & Resort	Lincoln	Casinos	1,000-4,999
Adventist Health	Roseville	Health Services	500-999
Placer County of Education	Auburn	Schools	500-999
Roseville Golfand-Sun Splash	Roseville	Water Parks	500-999
Sheriff's Training	Auburn	Sheriff	500-999
Unfi Western Region Div	Rocklin	Food Products (Whls)	500-999
Composite Engineering Inc	Roseville	Engineers-Professional	250-499
Oracle	Rocklin	Computer Software-Manufacturers	250-499
Placer County Fire Dept	Auburn	County Government-Fire Protection	250-499
Placer County Sheriff	Auburn	Sheriff	250-499
Progressive Technology	Rocklin	Machine Shops (Mfrs)	250-499
Roseville Toyota & Scion	Roseville	Automobile Dealers-New Cars	250-499
Tami Saner & Assoc	Roseville	Real Estate	250-499
Union Pacific Railroad Co	Roseville	Railroads	250-499
Walmart Supercenter	Roseville	Department Stores	250-499
Walmart Supercenter	Rocklin	Department Stores	250-499

Source: California Employment Development Department 2015

TABLE 5: Employment Destinations for Residents in the Placer County

Place	Count	Percent of Total
Roseville	20,416	15.6%
Sacramento	18,390	14.0%
Rocklin	6,822	5.2%
Auburn	5,536	4.2%
Rancho Cordova	4,104	3.1%
Arden-Arcade CDP	3,935	3.0%
Folsom 3	,857	2.9%
North Auburn	2,948	2.3%
San Francisco	2,398	1.8%
Lincoln	2,264	1.7%
All Other Locations	60,221	46.0%
Total	130,891	100.0%

Source: 2013 Longitudinal Employer-Household Dynamics
 CDP=Census Data Place

(Auburn/Newcastle, North Auburn, and Alta/Colfax/Meadow Vista). Roseville is a common commuter destination for the areas of Granite Bay and Unincorporated Lincoln. The prevalence of Sacramento as a commuter destination within the study supports the importance of connections from Rural Placer County to Sacramento-bound routes.

Unemployment

Unemployment data can help to grant insight into economic conditions for the study area. Public transit can be a crucial part of unemployed residents obtaining and maintaining a job. Unemployment data was obtained from the US Census American Community Survey 5-Year Estimates for 2009 – 2013. The most recent data shows that the unemployment rate in Placer County is roughly 10.0 percent. The countywide unemployment rate is below the statewide rate of 11.5 percent.

Major Activity Centers

A review of major activities centers in the more urbanized portions of the county is pertinent to this discussion as a means to refine possible destinations for potential new rural public transit services. Community activity centers potentially generate transit ridership depending on the clientele served. Human service programs typically generate ridership from low income, elderly and/or disabled residents; shopping centers often generate ridership from all types of residents, but particularly elderly and low income passengers; schools and recreational facilities may generate transit ridership from the youth (K – 12) population. Below are lists of major activity centers in Placer County that are potential transit ridership generators.

TABLE 6: Employment Destinations for Residents in the Study Area

	Granite Bay CDP	Loomis/ Penryn	Auburn/ Newcastle	Unincorporated Lincoln	Sheridan	North Auburn	Meadow Vista	Foreshill	Total							
	#	%	#	%	#	%	#	%	#							
Sacramento	1,240	18.62%	585	7.49%	1,963	17.22%	184	11.68%	281	9.20%	5,104	13.46%				
Roseville	1,330	19.97%	503	6.44%	1,986	17.42%	124	7.87%	153	5.01%	4,792	12.64%				
Auburn	263	3.95%	1,542	19.75%	401	3.52%	346	21.97%	352	11.53%	3,993	10.53%				
Rocklin	198	6.25%	197	2.52%	672	5.90%	59	3.75%	53	1.74%	1,597	4.21%				
Rancho Cordova	326	4.89%	114	1.46%	413	3.62%	23	1.46%	55	1.80%	1,102	2.91%				
Lincoln					1,040	9.12%	22	4.55%			1,062	2.80%				
Arden-Arcade CDP	270	4.05%	117	1.50%	439	3.85%	17	3.51%	49	3.11%	1,054	2.78%				
Folsom	402	6.04%	60	1.89%	317	2.78%			57	1.87%	914	2.41%				
San Francisco	433	6.50%	99	3.12%	275	3.52%			92	3.01%	899	2.37%				
San Jose	305	4.58%	166	2.13%					86	2.82%	557	1.47%				
Granite Bay CDP	443	6.65%									443	1.17%				
Citrus Heights					217	1.90%			66	1.75%	283	0.75%				
Loomis	181	2.72%	14	0.18%			12	2.48%			189	0.50%				
Oakland											181	0.48%				
North Highlands											181	0.48%				
Folsom			107	1.37%							173	0.46%				
Grass Valley									99	2.63%	146	0.39%				
Foreshill									100	3.28%	100	0.26%				
Colfax									58	3.68%	58	0.15%				
Meadow Vista									51	3.24%	51	0.13%				
Davis					15	3.10%			16	1.02%	31	0.08%				
Carmichael					11	2.27%					11	0.03%				
Elk Grove							5	0.32%			5	0.01%				
All Other Locations	1,468	22.04%	4,188	53.64%	3,770	33.07%	231	47.73%	1,306	34.66%	604	38.35%	1,824	59.74%	14,991	39.54%
Total	6,661	100.00%	7,808	100.00%	11,399	100.00%	484	100.00%	3,768	100.00%	1,575	100.00%	3,053	100.00%	37,917	100.00%

Source: 2013 Longitudinal Employer-Household Dynamics

Retail Area

- ◆ Auburn Plaza
- ◆ Roseville Galleria
- ◆ Rock Creek Plaza, Rocklin
- ◆ Quarry Ponds Shopping Center, Granite Bay
- ◆ Washington Square Shopping Center, Roseville

Resource Centers for Seniors

- ◆ Villa Serena Apartments, Roseville
- ◆ Auburn Multipurpose Senior Center
- ◆ Maidu Community/Senior Center, Roseville
- ◆ Rocklin Parks & Recreation: Active Adult Program, Rocklin
- ◆ Sisters of Mercy Senior Apartments, Roseville
- ◆ Sierra Vista Community Center, Colfax
- ◆ Auburn Creekside Villa for Elderly, Auburn
- ◆ Rolling Oaks Senior Apartments, Rocklin
- ◆ McAuley Meadows Senior Housing, Auburn
- ◆ Seniors First, Auburn
- ◆ Veteran Services Office, Rocklin
- ◆ Eskaton Home Support Programs, Carmichael
- ◆ Auburn Palms Senior Apartments, Auburn
- ◆ Kindred Siena Nursing Home, Auburn
- ◆ Brookdale Assisted Living, Auburn
- ◆ Emeritus at Roseville Gardens for Memory Impaired
- ◆ Eskaton's Roseville Manor for low-income seniors
- ◆ Emeritus of Citrus Heights

Resource Centers for Persons with Disabilities

- ◆ Placer Advocacy Resources & Choices, Roseville
- ◆ Sutter Roseville Medical Center: Recreation and Respite Program
- ◆ NAMI Placer County, Inc, Auburn
- ◆ Placer Independent Resource Services, Auburn

Resource Centers for Low-Income Persons

- ◆ Placer Food Bank, Roseville
- ◆ Legal Services of Northern California, Auburn
- ◆ Lighthouse Counseling and Family Resource Center, Lincoln
- ◆ Placer County Human Services, Rocklin
- ◆ The Gathering Inn, Roseville

Medical Facilities

- ◆ RAI Dialysis, Rocklin
- ◆ Sacramento VA Medical Center,
- ◆ UC Davis Medical Group, Rocklin
- ◆ Chapa-De Indian Health Program, Auburn
- ◆ Kaiser Eureka, Roseville
- ◆ Placer County Psychiatric Health Facility, Roseville
- ◆ DaVita Dialysis Center, Auburn
- ◆ Sutter Hospital, Auburn
- ◆ Sutter Medical Group, Roseville
- ◆ Sutter Medical Group, Auburn
- ◆ Placer Center for Health, Rocklin
- ◆ Sacramento VA Medical Center, Mather

Recreation

- ◆ Twelve Bridges Library, Lincoln
- ◆ Maidu Regional Park, Roseville
- ◆ Hidden Falls Regional Park
- ◆ Thunder Valley Casino, Lincoln

Education Centers

- ◆ Sierra College, Rocklin
- ◆ Heald College, Roseville
- ◆ Intercoast College, Roseville
- ◆ Institute of Technology, Roseville
- ◆ William Jessup University, Rockli

Government Centers

- ◆ Rocklin DMV
- ◆ Roseville DMV
- ◆ Auburn DMV
- ◆ Placer County Center (including Health and Human Services), Auburn
- ◆ Superior Court Historic Courthouse, Auburn
- ◆ Santucci Justice Center, Roseville

RELATED PLANNING EFFORTS

In an effort to obtain a better understanding of rural transit issues in Western Placer County, relevant transit planning studies, documents, and recommendations completed in the past several years are reviewed and summarized below.

Western Placer Consolidated Transportation Services Agency (WPCTSA) Short Range Transit Plan (2011)

The Western Placer Consolidated Transportation Service Agency (WPCTSA) is a joint powers agency (JPA) formed to coordinate and provide social service transportation for the western portion of Placer County, including services for the elderly and individuals with disabilities. Transit needs and issues identified through the short range transit planning public input process included:

- ◆ Issues of addressing problems of outlying, unserved areas such as Sheridan and Foresthill
- ◆ Difficulty for lowest-income individuals to get to various lifeline destinations
- ◆ Affordability of transit for those with limited needs
- ◆ Transit connectivity issues

The plan identified the following strategies to meet the needs of Placer County:

General Recommendations:

- ◆ Increase the quantity of specialized transportation trips for Placer County residents
- ◆ Distribute information and education to prospective ADA users, particularly seniors

- ◆ Monitor *trips per capita* indicator for trips overall and for specialized transit trips
- ◆ Develop new partnering roles
- ◆ Maintain a budgeted contingency reserve of 15 percent

Program Recommendations:

- ◆ The following are possible new initiatives to improve mobility options for disabled, elderly and poverty-stricken populations:
 - Non-Emergency Medical Transportation (NEMT) trip reimbursement
 - Bus pass subsidy program
 - Placer County rural mileage reimbursement project
 - Conduct bus stop inventory and study in regards to accessibility
 - Implement tracking software to enable Call Center to locate NEMT vehicles and manage usage/capacity

Placer County Transit Short Range Transit Plan (2011)

The Placer County Short Range Transit Plan analyzes and recommends changes to public transit services in the western Placer County area for a five year period. The plan identified the following strategies to meet Placer County needs:

- ◆ Development of a no-show/trip cancellation policy for demand-response
- ◆ Development of College Transit Pass program
- ◆ Increase operating hours on certain routes
- ◆ Increase farebox recovery ratio
- ◆ Undertake a Rural Transit Study to determine the need for expanding or developing a rural transit service into the underserved areas
- ◆ Conduct a Transit Corridor Study to evaluate existing conditions within each corridor
- ◆ Launch a Foresthill deviated fixed-route pilot program
- ◆ Develop shuttle service between Meadow Vista and Auburn
- ◆ Develop Hwy 193 transit expansion
- ◆ Eliminate N. Auburn Loop from Hwy 49 route
- ◆ Increase operating hours on Taylor Rd. Shuttle
- ◆ Service Douglas Blvd corridor, which runs east and west between Roseville and Granite Bay
- ◆ Extend service (through the Lincoln-Sierra College route or Taylor Rd. Shuttle) further into Rocklin, so as to serve underserved areas and diminish need to provide full Dial-A-Ride coverage

Placer County Community Plans: Transit Policy Guidance

Many of the rural communities within Western Placer County have developed separate community plans over the years to guide developments and improvements in the community. Issues and policy guidance relating to transportation and circulation are summarized below:

Sheridan Community Plan (2015)

- ◆ This plan includes the following policy goals:
 - Require park-and-ride lots as conditions of development (where appropriate)
 - Placer County Transit should expand Lincoln/Rocklin/Sierra College to Plan area
 - Ensure infrastructure changes don't compromise community's essential character and natural environment

Granite Bay Community Plan (2012)

- ◆ This plan includes the following policy goals:
 - Develop alternative routes for through traffic
 - Provide accessible road, transit, pedestrian and cycle connections between Granite Bay and nearby communities
 - Complete a Placer County study to investigate transit service linking Roseville, Rocklin and Folsom to reduce auto traffic through Granite Bay
 - Increase auto occupancy and ridesharing
 - Require park-and-ride lots as conditions of development (where appropriate)

Foresthill Divide Community Plan (2008)

- ◆ This plan includes the following policy goals:
 - 5.A.5-4: "Encourage that land use patterns and transportation systems in new growth areas be designed to provide residents and employees with the opportunity to accomplish many of their trips by walking, bicycling and using public transit."
 - 5.A.5-5: "Encourage opportunities in home-based businesses, telecommuting and local satellite offices, and more local employment opportunities as measures to reduce traffic. Investment in high-speed telephone, cable and satellite electronic transmission facilities should be encouraged, consistent with adopted design guidelines and land use limitations. Public education programs which focus on working from home also should be offered."

Auburn Bowman Community Plan (1999)

- ◆ This plan includes the following policy goals:
 - "Park and ride" shelters should be required for appropriate developments

- Expand transit service for Auburn/Bowman area by adding two 25-30 passenger buses
- 1993 Trip Reduction Ordinance (Placer County): Requires all businesses and agencies to reduce trip generation
- Consider other measures to reduce peak-period traffic generation

Meadow Vista Community Plan (1996)

- ◆ This plan includes the following policy goals:
 - New developments must provide off-street parking
 - Coordinate alternative transportation systems with neighboring areas
 - Provide safe, convenient access to local facilities
 - Promote programs that increase vehicle occupancy
 - New development needs to provide sheltered public transit stops with turnouts (when applicable)
 - Review need for independent community shuttles

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As the designated Regional Transportation Planning Agency for Placer County, the Placer County Transportation Planning Agency (PCTPA) is responsible for allocating public transportation funds within Placer County, excluding the Tahoe Basin area. Currently, there are several public transit operators, human service transportation providers and private transportation providers that provide services in or near the eight study area communities. Descriptions of these services are listed below.

PLACER COUNTY TRANSIT

Transportation Development Act (TDA) funds from unincorporated Placer County and the cities of Rocklin, Loomis and Colfax are pooled to operate Placer County Transit (PCT). Services initially began in 1974 and are currently operated by Placer County Department of Public Works (DPW). Placer County DPW staff provides local fixed route service in Western Placer County and contracts for the operation the Dial-A-Ride (DAR) services and commuter routes. Descriptions of the various services within PCT are as follows, and Figure 10 presents a map of existing fixed routes.

PCT Fixed Routes

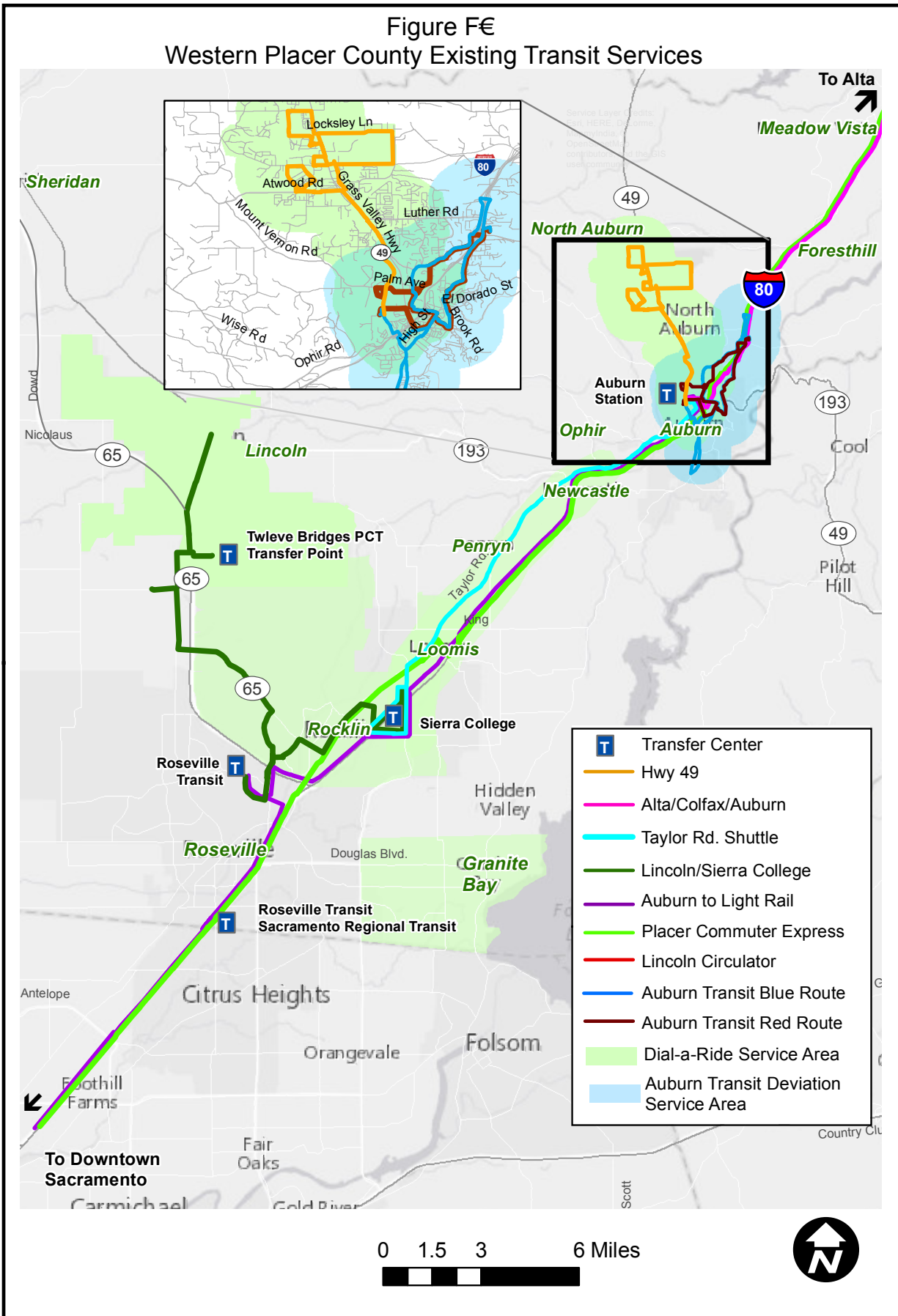
Lincoln/Rocklin/Sierra College Route

The Lincoln Sierra College Route runs hourly between Sierra College and Lincoln through the City of Rocklin. The route was recently extended in August of 2015 to include the Rocklin Commons and Rocklin Crossings shopping centers. The first run starts at 6:00 AM and the last run ends at 8:00 PM, Monday through Saturday. No service is provided on Sunday. The service provides access to mostly commercial and institutional centers, and some residential areas in the more urbanized area of the City of Rocklin. The Lincoln – Sierra College route provides important regional connections to: Roseville Transit at the Galleria Transfer Point in Roseville, the PCT Auburn - Light Rail Route and Taylor Road Shuttle at Sierra College, and fixed routes in the City of Lincoln at the Twelve Bridges Library Monday through Friday. This line does not directly serve any regions within the study area.

Auburn to Light Rail Route

The Auburn – Light Rail Route provides express service between Auburn Station and the Sacramento RT Watt/I-80 light rail station with only three stops along the way: Rocklin Road at Sierra College, Roseville Galleria, and Louis/Orlando in Roseville. This hourly service operates Monday through Friday from 5:00 AM to 9:00 PM with reduced Saturday service hours from 8:00 AM to 7:00 PM. No Sunday service is provided. The Auburn to Light Rail Route provides an important public transit connection to urban Sacramento for rural western Placer County residents provided they can connect to the service at Auburn Station or Sierra College. This line does not directly serve any regions within the study area.

Figure F€
Western Placer County Existing Transit Services



Highway 49 Route

The Highway 49 Route provides access to urbanized areas along Highway 49 in unincorporated Auburn. The route is relatively extensive, including up to 25 stops along the way. The Southbound route runs between Dewitt-1st & E/1st & C and the Auburn Station. Southbound service runs from 4:35 AM to 6:48 PM on weekdays, and from 7:30 AM to 4:48 PM on Saturdays. The Northbound route runs from the Auburn Station to Chana Park (and there is subsequent "Drop off Only" until Highway 49 at Quartz Dr). The Northbound service runs from 7:00 AM to 7:34 PM on weekends. The Saturday service runs from 10:00 AM to 5:43 PM, with "Drop off Only" service offered through 7:00 PM at the stops Auburn Station through Plaza Dr. No Sunday service is provided.

Alta/Colfax Route

This service runs between the Alta Store and the Auburn Station at Nevada Street. Reservations are required for Alta destinations. The route runs from 7:00 AM through 4:45 PM on weekdays only. The route has timed stops at Auburn Station, Colfax Amtrak, and the Alta Store. Other communities, served upon request through reservation, include Elder's, Bowman, Meadow Vista, Applegate, Gold Run and Dutch Flat.

Lincoln Circulator

Beginning in FY 2015-16, PCT began operation of the City of Lincoln fixed route. The PCT Lincoln Circulator operates hourly service between 3rd and F Street (Walmart) in Lincoln, Ferrari Ranch, area and the Twelve Bridges transfer point to other PCT services. Service begins at 6:40 AM and ends at 6:35 PM. Special school "tripper" runs are available in the morning and afternoon.

Fixed-Route Fares

One way fares for PCT fixed routes are \$1.25 for the general public and \$0.60 for disabled persons, seniors, or youths. Children ages five and under ride free with a paying adult. Day, 14-day, 30-day and 10-ride passes are also available.

Placer Commuter Express (PCE)

This commuter bus travels from Placer County (starting in Colfax) to downtown Sacramento in the morning and returns in the evening. Rural western Placer County residents can access this route at Amtrak stations in Auburn, Rocklin, Loomis and Colfax as well as the Clipper Gap Park and Ride, Penryn Park and Ride, and Taylor Road Park and Ride. Three roundtrips are operated between Colfax and downtown Sacramento while a fourth roundtrip is operated between Auburn and downtown Sacramento. The first bus departs Colfax at 5:20 AM and the last bus returns to Colfax at 7:07 PM. Depending on the route, fares range from \$4.25 to \$5.75 one way. Monthly and 20-ride passes are also available.

Vanpool

Placer County administers a van pool program for commuters. Vehicles are leased from a private party and rather than paid staff drivers, each vanpool relies on participants to serve as drivers. Service is available within Placer County and to other nearby destinations; in general, the participants use the service for commuting purposes to surrounding areas such as Sacramento and Davis. With respect to the study area, there is currently one van pool operating out of Foresthill to downtown Sacramento. There are no more openings in this vanpool at this time.

Dial-A-Ride (DAR)

Placer County Transit operates four Dial-A-Ride services, serving Rocklin/Loomis, Granite Bay, Taylor Road, and the Hwy 49 corridor in North Auburn. DAR provides curb-to-curb transportation by request to the general public with discount fares available to seniors and persons with disabilities.

One-way trip fares on the Dial-A-Ride are \$1.25 for senior, youth, disabled, and ADA certified persons and \$2.50 for the general public. Multiple ride passes are available at a slight discount. Rides may be requested 1 to 14 days in advance. In general, Dial-A-Ride service is offered Monday through Friday from 6:00 AM to 8:00 PM and Saturdays from 9:00 AM to 4:00 PM. No service is available on Sundays. DAR serves as the Americans with Disabilities Act (ADA) complimentary paratransit service for PCT fixed route services.

Taylor Road Shuttle

The Taylor Road Shuttle is regarded as a demand response service as it is a deviated fixed route. The Shuttle runs between Auburn Station and Sierra College every other hour, mostly along Taylor Road. The shuttle offers possible connections with the Auburn/Light Rail Route at Sierra College and Gold Country Stage, as well as with Auburn Transit and Amtrak at the Auburn Station. The first run starts at 6:35 AM and the last run ends at 8:25 PM, Monday through Friday. On Saturdays, services run from 7:35 AM to 6:25 PM. No Sunday service is provided. This service provides routine stops in the study area communities of Loomis (at Park & Ride), Penryn (at Park & Ride) and Newcastle (at Newcastle/Taylor Rd and by request at Ophir Park & Ride). The route was modified in August 2015 to include the Rocklin Commons and Rocklin Crossings shopping centers as routine stops. Deviations of up to $\frac{3}{4}$ miles from Taylor Road can be made with a reservation. These deviations provide public transit options for more residents living the study area communities of Ophir, Loomis, Newcastle, and Penryn; however many residents live just outside this boundary.

Historical Ridership and Service Levels

The Placer County Transit system has seen an increase overall ridership and vehicle service hours within the last several years. As shown in Table 7, ridership since FY 09/10 increased by 13.8 percent, from 413,481 to 470,658 annual one way passenger-trips. As shown in Figure 11, fixed routes carry nearly 20,000 more passengers than they did five years ago, resulting in a 6.5 percent overall ridership increase. Commuter routes have experienced the largest growth in ridership, with an increase of 38,570 passenger-trips and a 51.4 percent overall ridership

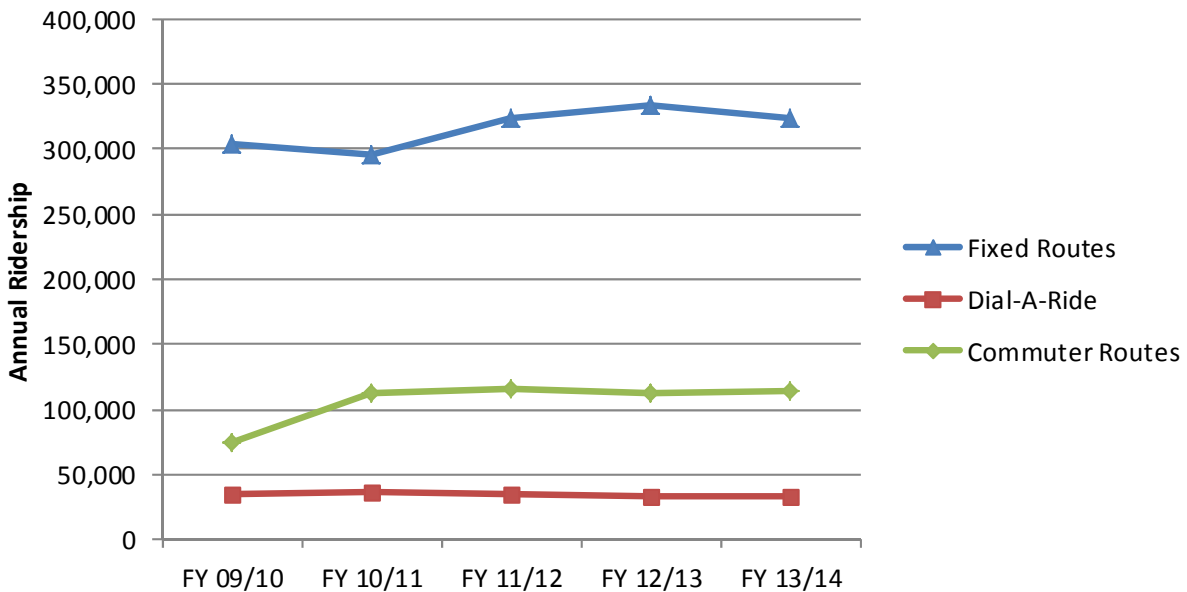
increase. Dial-A-Ride services have decreased by 1,098 passenger-trips and 3.2 percent in the last five years.

TABLE 7: Placer County Short-Term Historical Ridership and Service Levels by Service Type

Ridership	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	Change FY 2009/10 - FY 2013/14		
						#	%	Annual %
Fixed Routes	304,146	296,477	323,686	333,408	323,851	19,705	6.5%	1.6%
Dial-A-Ride	34,237	36,903	34,378	33,444	33,139	-1,098	-3.2%	-0.8%
Commuter Routes	75,098	111,640	115,532	112,656	113,668	38,570	51.4%	12.8%
Total Systemwide	413,481	445,020	473,596	479,508	470,658	57,177	13.8%	3.5%
Vehicle Service	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14			
Fixed Routes	24,305	23,933	23,902	23,852	23,853	-452	-1.9%	-0.5%
Dial-A-Ride	16,938	17,136	16,310	16,070	16,140	-798	-4.7%	-1.2%
Commuter Routes	3,111	8,647	8,886	8,569	8,759	5,648	181.5%	45.4%
Total Systemwide	44,354	49,716	49,098	48,491	48,752	4,398	9.9%	2.5%

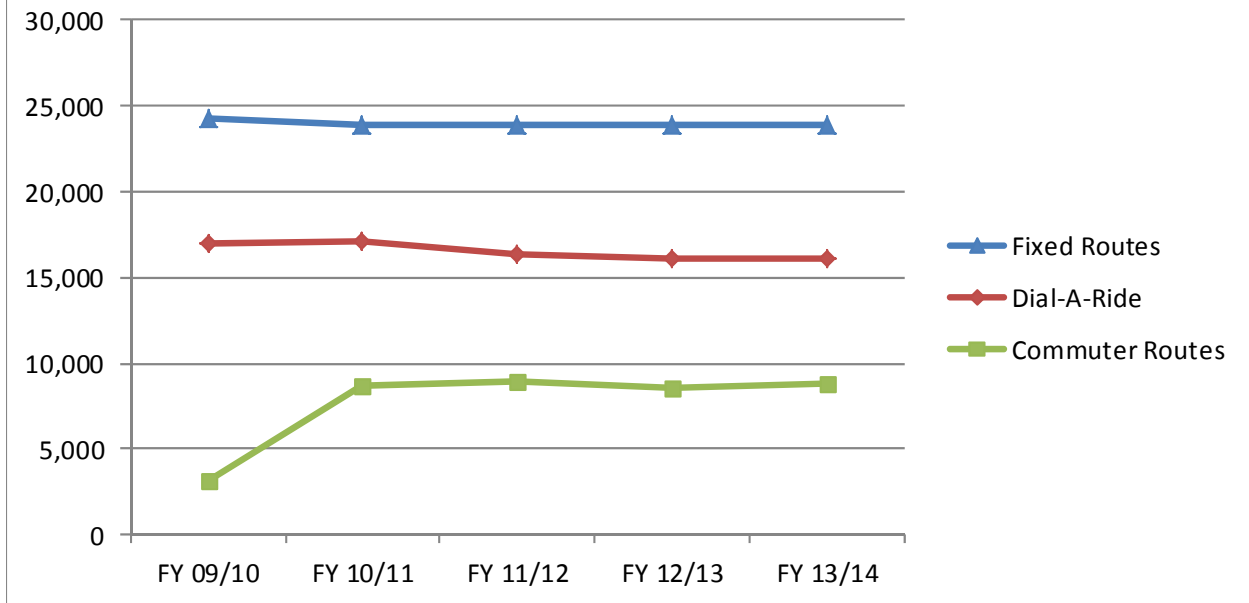
Source: Placer County Transit Annual Reports

Figure 11: PCT Ridership by Service Between FY 09/10 and FY 13/14



Annual vehicle service hours have increased by 9.9 percent since FY 09/10 (Figure 12). The increase is accounted for completely by an expansion of the commuter service. Fixed route and Dial-A-Ride vehicle-hours declined slightly (by 2 percent and 5 percent, respectively) over this period.

Figure 12: PCT Annual Vehicle Service Hours by Service Between FY 09/10 and FY 13/14



The majority of one-way passenger trips on PCT in FY 2013-14 were made on fixed route services (69 percent), 24 percent on commuter routes, and 7 percent on Dial-A-Ride services. In terms of vehicle service hours, 49 percent of vehicle service hours are allotted to fixed routes, a significant 33 percent go towards Dial-A-Ride, resulting in only 18 percent of total vehicle service hours representing commuter routes.

Ridership by Month

Table 8 and Figure 13 display seasonal trends in ridership for the fixed routes, DAR services, and commuter routes serving Placer County, as measured in one way passenger-trips per month and route. As shown, fixed routes had the greatest fluctuations in monthly ridership, with a low of 22,680 in June and a high of 30,585 in September. All three PCT programs had the highest level of ridership in October. Dial-A-Ride programs had the lowest ridership levels in February and June. Commuter routes saw ridership reduction in trips during the holiday months of November and December. Fixed routes experienced the lowest ridership levels in June and July.

Ridership Activity for Placer County Transit Fixed Routes

In FY 2013/14, Auburn – Light Rail and Lincoln – Sierra College had the highest ridership of any of the PCT fixed routes. With 144,487 (Auburn-Light Rail) and 103,588 (Lincoln-Sierra College) annual one-way passenger trips, these routes accounted for respectively 44.6 and 32.0 percent of total ridership (as shown in Table 9 and Figure 14). The fixed route with considerably lower ridership was the Alta – Colfax line, which only had 7,834 (2.3 percent) annual one-way passenger trips. The fixed route service hours are fairly proportionate to ridership levels, as shown in Table 9.

TABLE 8: Placer County Transit Ridership by Month

FY 2013-14

	Fixed Routes	Dial-A-Ride	Commuter Routes	Total	% Total
July	24,344	2,550	9,992	36,886	7.8%
August	27,167	2,891	9,670	39,728	8.4%
September	30,585	2,918	9,128	42,631	9.1%
October	33,313	3,291	10,512	47,116	10.0%
November	26,747	2,745	8,310	37,802	8.0%
December	24,541	2,669	8,250	35,460	7.5%
January	24,817	2,737	10,038	37,592	8.0%
February	25,787	2,351	9,013	37,151	7.9%
March	28,599	2,828	9,646	41,073	8.7%
April	27,651	2,882	10,271	40,804	8.7%
May 27,	620	2,833	9,373	39,826	8.5%
June	22,680	2,448	9,465	34,593	7.3%
Total	323,851	33,143	113,668	470,662	100.0%

Source: Placer County FY13-14 Annual Report

Figure 13: Placer County FY 2013-14 Monthly Ridership by Service

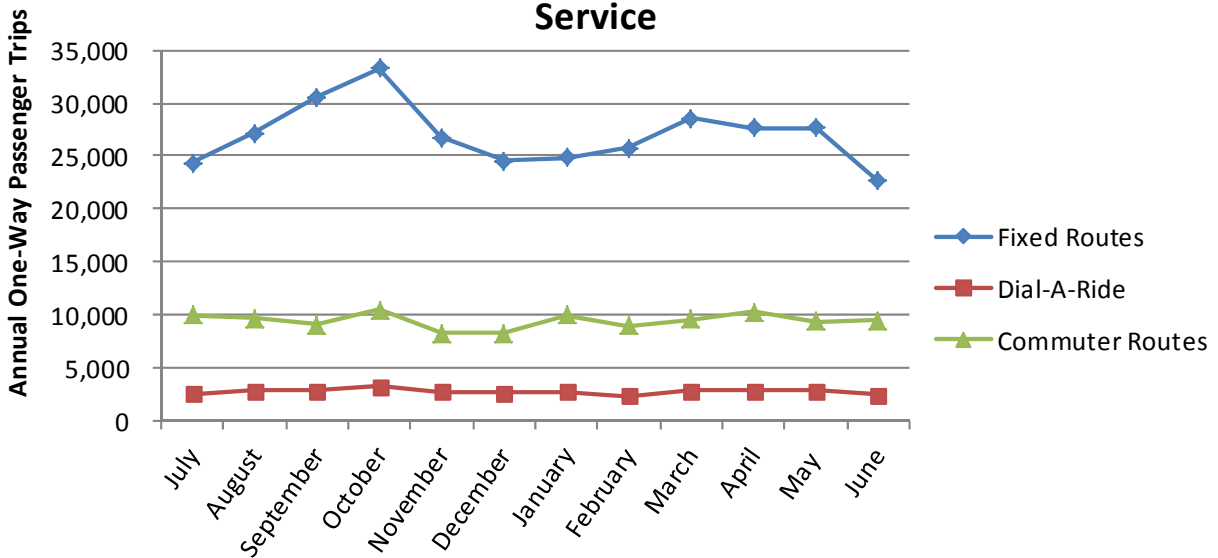


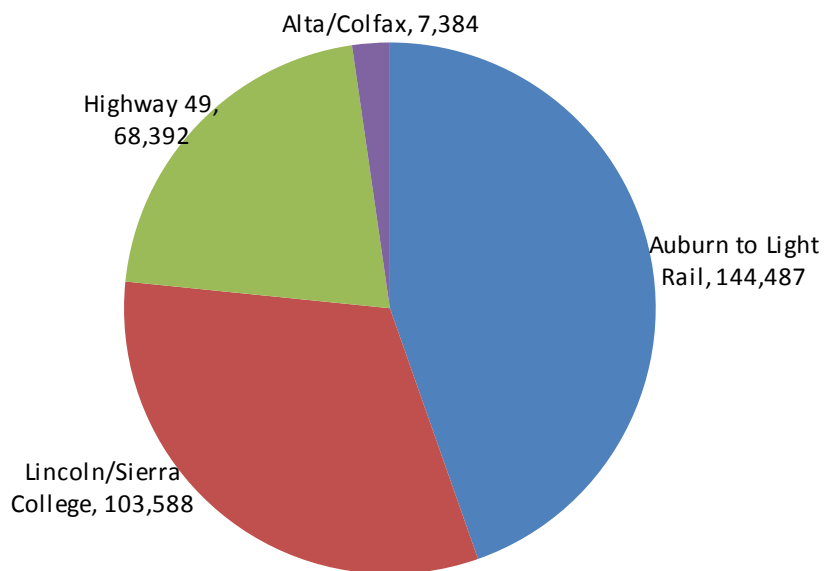
TABLE 9: FY 2013-14 PCT Fixed Route Ridership and Service Hours by Route

Route	Boardings	% Total
Auburn to Light Rail	144,487	44.6%
Lincoln/Sierra College	103,588	32.0%
Highway 49	68,392	21.1%
Alta/Colfax	7,384	2.3%
Total	323,851	100.0%

Vehicle Service		
Route	Hours	% Total
Auburn to Light Rail	8,649	36.3%
Lincoln/Sierra College	7,552	31.7%
Highway 49	6,008	25.2%
Alta/Colfax	1,645	6.9%
Total	23,853	100.0%

Source: PCTPA

Figure 14: FY 2013-14 PCT Fixed Route Ridership by Route



Ridership by Type of Passenger

On-board surveys were conducted on the PCT Fixed Routes for the previous 2011 SRTF between August 28 – August 31, 2010 and April 21 – April 23, 2011. This on-board survey granted insight into the ridership demographics; the results are as follows:

- ◆ Age of Riders: The survey broke age groups into five brackets, including: 16 year and under, 17-25 years, 26-44 years, 45-59 years, 60 years or older. Of the respondents, 32.4 percent belonged to the middle-aged category, ranging from 26-44 years old. The next most common age brackets were 17-25 years (27.4 percent) and 45-59 (24.9 percent). The age brackets on the young and old spectrum were the least prevalent riders, though elder respondents were more common than their youth counterparts, accounting for respectively 8.6 and 2.9 percent of total respondents.
- ◆ Employment Status of Riders: Out of the respondents, those employed full-time, full-time students, and those employed part-time each made up the largest portion of survey respondents (respectively 25.7, 22.7 and 20.6 percent). Other common employment responses were unemployed (18.6 percent) and retired (9.1 percent). Unsurprisingly, the respondents who worked from home and were visiting were the least prevalent, making up respectively 2.8 and 0.6 percent of total respondents.
- ◆ Respondent Household Incomes: The majority of respondents (58.2 percent) were in the lowest income bracket, earning less than \$20,000 in annual household income. The other income brackets (\$20,001-\$34,000, \$34,001-\$50,000, more than \$50,000) accounted for relatively similar portions of the respondent population (respectively 17.0 percent, 13.7 percent, and 10.8 percent). The data suggests that ridership decreases as income increases, which supports the fact that low-income populations are generally more transit dependent.
- ◆ Trip Purpose: Work was the primary trip purpose among riders, representing 30.8 percent of survey respondents. Similarly, 28.5 percent of respondents were riding the bus for recreational or social purposes. Though there was a high population of full-students, only 13.2 percent of the respondents were riding transit for school purposes. The last 30 percent of respondents had trip purposes that were split fairly evenly among healthcare, shopping, and "other."

Ridership Activity by Stop

From boarding and alighting data collected by PCT, average weekday total boarding/alighting at the various stops were reviewed. The data below summarizes the findings:

1. Lincoln – Sierra College Route

Samples of 14 runs from Sierra College to Lincoln and 8 runs from Lincoln to Sierra College were conducted between July, 2013 and January, 2014 in order to determine average boarding and alighting activity along the Lincoln Sierra College Route. The Roseville Galleria has the highest average weekday total boarding/alighting (94 boardings, 115 alightings). This represents roughly 26 percent of average weekday total boardings and 33 percent of the average weekday total alightings. The next greatest activity stop along the route is Sierra College, with 55 boardings and 39 alightings, accounting for roughly 16 percent of the average weekday total boarding and 11 percent of average weekday total alighting. The third most popular stop is the Thunder Valley Casino, representing 14 percent of total boardings and 6 percent of total alightings. During the period reviewed, no boardings or alightings occurred at AMF Rocklin Lanes; less than five boardings or alightings occurred at Pacific/Farren, S. Whitney/Lincoln, Sunset/W. and Stanford Ranch.

2. Auburn to Light Rail Route

For the Auburn to Light Rail Route, similar samples of 14 northbound runs and 8 southbound runs were reviewed between July and December, 2013 for the analysis. The Light Rail, Galleria and Auburn Station each experience over 100 average weekday total boardings. Sierra College has the least amount of boardings on the route (52.1 or 11.3 percent of total). The Galleria and Light Rail both account for the majority of alightings, making up respectively 28 and 26 percent of average weekday total alightings.

3. Highway 49 Route

Boarding and alighting samples of 18 southbound runs and 12 northbound runs were taken between July, 2013 and June, 2014 on the Highway 49 routes. The Auburn Station has the highest average weekday boarding/alighting (98 boardings, 93 alightings). This represents roughly 39 percent of the average weekday total boardings and 36 percent of the average weekday total alightings. Other stops with a high percentage of boardings are Plaza Dr. and 1st & C Ave, which each represent 9 percent of the average weekday total boardings. Popular alighting locations also include 1st & C Ave. and Bel Air, which respectively account for 13 and 11 percent of the average weekday total alightings.

4. Alta to Colfax Route

The boarding and alighting statistics for the Alta to Colfax Route were calculated from samples of 1 northbound and 4 southbound runs that were taken between October, 2013 and June, 2014. The Auburn Station has the highest average weekday boardings and second-highest alightings (14 boarding, 8 alighting). This represents roughly 32 percent of the average weekday total boarding and 36 percent of the average weekday total alighting. The Colfax Amtrak stop has relatively high average weekday total boarding and the highest alighting (6 boardings, 14 alightings). This represents roughly 14 percent of the average weekday total boarding and 35 percent of the average weekday total alighting. The other stop with high boarding is the Alta Store, which represents roughly 18 percent of the average weekday total boarding (8 boardings), but only 5 percent of the average weekly total alightings (2 alightings).

Ridership Activity for PCT Dial-A-Ride Services

Out of the PCT DAR services, the Highway 49 route and Taylor Road Shuttle generated the highest ridership in FY 2013-14, with respectively 12,748 (38.5 percent) and 10,422 (31.5 percent) one-way passenger trips, as shown in Table 10 and Figure 15. The Granite Bay DAR only accounted for 487, or 1.5 percent, of total annual DAR one-way passenger trips.

As shown in Table 10, the Taylor Road Shuttle utilized the most vehicle service hours (8,649 hours or 36.3 percent) of any PCT DAR service in FY 2013-14. The Granite Bay DAR used substantially less vehicle service hours than any other PCT DAR service (1,645 hours or 6.9 percent), which correlates with the low ridership levels.

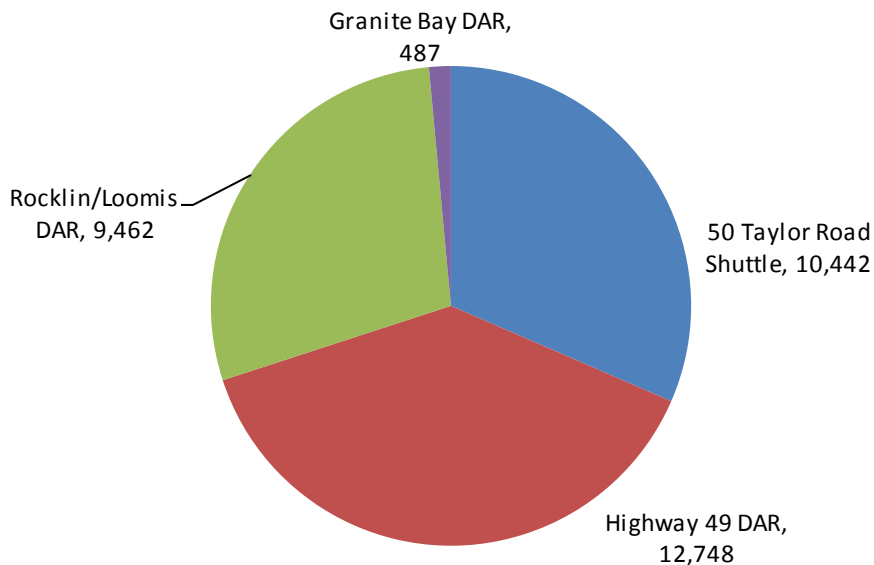
TABLE 10: FY 2013-14 PCT DAR Ridership and Service Hours by Route

DAR Service	Ridership	% Total
50 Taylor Road Shuttle	10,442	31.5%
Highway 49 DAR	12,748	38.5%
Rocklin/Loomis DAR	9,462	28.6%
Granite Bay DAR	487	1.5%
Total	33,139	100.0%

DAR Service	Vehicle Service Hours	% Total
50 Taylor Road Shuttle	8,649	36.3%
Highway 49 DAR	7,552	31.7%
Rocklin/Loomis DAR	6,008	25.2%
Granite Bay DAR	1,645	6.9%
Total	23,853	100.0%

Source: PCTPA

Figure 15: FY 2013-14 PCT DAR Ridership by Route



Commuter Ridership

Ridership generated from the various Van Pool programs administered by Placer County and Placer Commuter Express (PCE) for FY 2013-14 is displayed in Table 11. PCE generated 81,782 annual one way passenger trips and 3,150 vehicle service hours. The Van Pool programs carried a total of 31,866 one-way passenger trips and ran 5,609 hours.

TABLE 11: FY 2013-14 PCT Commuter Service Ridership and Hours by Service

Service	Ridership	% Total
Van Pool	31,886	28.1%
Placer Commuter Express	81,782	71.9%
Total	113,668	100.0%
Vehicle Service		
Service	Hours	% Total
Van Pool	5,609	64.0%
Placer Commuter Express	3,150	36.0%
Total	8,759	100.0%

Source: PCTPA

PCT Staffing Levels

Drivers for the fixed-route services are directly employed by Placer County, whereas drivers for the Dial-A-Ride and commuter services are employees of the private contractor operating the service. PCT staff include 1 dispatcher, 17 full-time permanent drivers, 2 part-time permanent drivers, 1 senior bus driver (who is also the assistant supervisor) and 6-7 temporary bus drivers.

PCT Capital Assets

Vehicle Fleet

PCT currently uses a total of 28 revenue vehicles, all of which are identified in detail in Table 12. The fleet uses gasoline, diesel and compressed natural gas for fuel. All of the revenue vehicles are wheelchair accessible with 2 wheelchair stations. As shown in Table 12, four vehicles are due for replacement. Another 13 vehicles are due for replacement in 2015.

Operations and Maintenance Facility

The PCT operations and maintenance facility is located at the North Auburn DeWitt Center, on 11432 F Avenue in Auburn. The facility includes all administrative and dispatch functions, as well as secured vehicle storage/parking for the fixed route, commuter, and Dial-A-Ride services. Vehicle maintenance is conducted by Placer County staff at this location. The operations and maintenance facility is aging and there are existing space and circulation constraints.

TABLE 12: Placer County Transit Vehicle Fleet

Year	Make	Length (Ft)	Miles 4/1/15	Capacity	Fuel Type	Purpose	Estimated Replacement Year
2000	Orion	30	412,124	29	CNG	Primary Rotation	2012
2000	Orion	30	386,619	29	CNG	Primary Rotation	2012
2001	Orion	30	408,797	29	CNG	Primary Rotation	2013
2001	Orion	30	309,984	29	CNG	Primary Rotation	2013
2003	Orion	35	622,576	35	CNG	Primary Rotation	2015
2003	Orion	35	607,437	35	CNG	Primary Rotation	2015
2003	Orion	35	514,466	35	CNG	Primary Rotation	2015
2003	Orion	35	622,413	35	CNG	Primary Rotation	2015
2004	Orion	35	858,700	35	CNG	Primary Rotation	2016
2004	Orion	35	635,472	35	CNG	Primary Rotation	2016
2004	Orion	35	767,608	35	CNG	Primary Rotation	2016
2008	Ford	24	120,819	18	GAS	Primary Rotation	2015
2008	Ford	24	107,800	18	GAS	Primary Rotation	2015
2008	Ford	24	110,953	18	GAS	Primary Rotation	2015
2008	Ford	24	146,374	18	GAS	Dial a Ride Service	2015
2008	Ford	24	175,235	18	GAS	Dial a Ride Service	2015
2008	Ford	24	220,849	18	GAS	Dial a Ride Service	2015
2008	Ford	24	227,712	18	GAS	Dial a Ride Service	2015
2008	Ford	24	143,383	18	GAS	Dial a Ride Service	2015
2008	Ford	24	130,652	18	GAS	Dial a Ride Service	2015
2009	MCI	45	137,615	57	Diesel	Commuter Service	2022
2009	MCI	45	149,454	57	Diesel	Commuter Service	2022
2009	MCI	45	182,178	57	Diesel	Commuter Service	2022
2009	MCI	45	177,557	57	Diesel	Commuter Service	2022
2009	MCI	45	149,264	57	Diesel	Commuter Service	2022
2004	Bluebird	35		37	Diesel		
2002	Bluebird	35		37	Diesel		
2005	Bluebird	35			Diesel		

Source: PCTPA Vehicle Fleet Data

AUBURN TRANSIT

Auburn Transit offers two deviated fixed route services within the City of Auburn and portions of unincorporated Placer County. The services run from 5:50 AM to 6:30 PM on weekdays, as well as from 9:11 AM to 4:50 PM on Saturdays. The Red and Blue Routes generally travel between Bowman Road in the north and Sacramento and High Street to the south on hourly headways with every other hour service before 9:00 AM. The routes will deviate from the fixed route up to $\frac{3}{4}$ of a mile upon a reservation request, with two hours advance notice. One way fares are \$1.00 for the general public and \$0.50 for disabled persons, seniors, or youths. Children ages five and under ride free with a paying adult. Day, month and 30-ride passes are also available.

During FY 2013-14, there were a total of 65,132 one way passenger-trips on Auburn Transit lines. Auburn Transit ridership by month ranged in FY 2013-14 from a high of 7,233 in October to a low of 4,640 in June, as shown in Table 13.

<i>Month</i>	<i>Ridership</i>
July	4,674
August	5,410
September	5,540
October	7,233
November	5,407
December	5,427
January	5,570
February	5,003
March	5,475
April	5,379
May	5,339
June	4,640
Annual Total	65,097

Source: Auburn Transit

LINCOLN TRANSIT

Placer County Transit assumed operation of Lincoln Transit in July 2015. Previously, the City of Lincoln offered two fixed route services during weekdays, The Downtown Circulator and Lincoln Loop. PCT combined these lines into one route called the Lincoln Circulator, which runs Monday through Saturday. The Lincoln Circulator travels through many points of interest, such as downtown, the Twelve Bridges Library, the Senior Complex, and the High School. The route runs hourly between 6:40 AM and 6:35 PM, with limited hours on Saturdays. The route does not serve unincorporated Lincoln or nearby Sheridan.

PCT operates a small DAR service within city limits of Lincoln. DAR is available 6:30 AM to 6:35 PM Monday through Friday and Saturday from 8:20 AM to 4:20 PM.

Ridership and Service Levels

Table 14 presents a summary of the monthly service quantities and ridership on the Lincoln Transit Fixed Routes for FY 2013/14. As shown, in FY 2013-14 the City of Lincoln provided 43,432 one-way passenger-trips (averaging 172 per day). Monthly ridership was highest during the school months (September through May). Ridership peaked in October and September, which may reflect the fact that some students start the school year using the transit service, but then find other transportation options.

Also shown in Table 14, the FY 2013-14 Lincoln Transit vehicle service hours amounted to a total of 5,479. The months with the highest vehicle service hours were August (555 hours) and October (497 hours). It is important to note that, while August had the highest vehicle service hours of any month, it had the third-lowest monthly ridership.

<i>Month</i>	<i>Ridership</i>	<i>Vehicle Service Hours</i>
July	1,680	466
August	2,689	555
September	4,608	430
October	5,385	497
November	3,446	388
December	3,428	451
January	4,112	474
February	3,483	398
March	4,163	453
April	3,607	473
May	4,319	436
June	2,512	458
Annual Total	43,432	5479

Source: Lincoln Transit

ROSEVILLE TRANSIT

Roseville Transit offers twelve local routes generally within the City of Roseville. This system offers transfer connections to PCT and Sacramento Regional Transit. Local services are available from 5:45 AM to 10:00 PM on weekdays, as well as from 8:00 AM to 5:00 PM on Saturdays. No Sunday service is offered. One way fares are \$1.50 for the general public and \$0.75 for disabled persons, seniors, or youths. Children ages four and under ride free with a paying adult. Day, month, 10-ride, and Summer Youth passes are also available.

An express commuter bus service offers routes between Roseville and Sacramento during the weekdays. This service is available between 5:00 AM to 9:00 AM and 3:30 PM to 6:00 PM. The commuter route serves ten Park-and-Ride lots along the way. Most of these lots are near major interchanges and include bike lockers. Express commuter fares are \$4.50 for Non-Roseville residents and \$3.25 for Roseville residents and reverse commuters. Monthly and 10-ride passes are also available. General public DAR and ADA complementary paratransit service is also available within the City of Roseville daily.

Roseville Transit provides service in the more urbanized portions of Western Placer County; however, rural residents may have a need to transfer to Roseville Transit services at the Roseville Galleria or Sierra College.

WESTERN PLACER CTSA

The Western Placer Consolidated Transportation Service Agency (WPCTSA) is a joint powers agency (JPA) which provides and coordinates transportation for residents unable to utilize other public transportation. Under the terms of the JPA, PCTPA was designated as the administrator of the WPCTSA. The WPCTSA (in cooperation healthcare and non-profit agencies) operates two main programs:

Health Express Non-Emergency Medical Transportation

The WPCTSA contracts with Seniors First to operate advanced reservation, shared-ride, non-emergency medical transportation services for residents of Placer County. The program is intended as a ride of last resort to medical appointments. For some rural residents, Health Express is the only form of public transportation available. Health Express serves all of Placer County, including Auburn, Colfax, Lincoln, Sheridan, Roseville, Foresthill, and other unincorporated areas. Health Express will provide transportation to medical appointments outside of the county to Sacramento.

Health Express operates Monday through Friday from 7:30 AM to 4:30 PM. Service to Sacramento medical facilities occurs only on Tuesdays and Thursdays from 10:00 AM to 2:00 PM. Sacramento medical trips are provided on a first-come, first-served basis. To be eligible for Health Express a rider must be 60 years or older, disabled, or in need of a medical ride of last resort. Riders must be residents of Placer County.

Beginning July 1, 2015 Health Express adopted the following passenger fare structure:

- ◆ Intercity trip within Placer County with advance reservation - \$2.50/\$1.25 (discount)
- ◆ Intercity trip within Placer County with same day reservation - \$5.00/\$2.50 (discount)
- ◆ Intra-city trip if DAR is unavailable – DAR fare
- ◆ Sacramento trip with advance reservation - \$5.00/\$2.50 (discount)
- ◆ Sacramento trip same day reservation - \$10.00/\$5.00 (discount)

Discount fares are available for passengers with Medicare, Medi-Cal, ADA eligibility card, Senior ID card.

Ridership Levels

Over 655 one way passenger-trips were made on Health Express in the month of October, 2014. As shown in Table 15, the rides fluctuated depending on the weekday. Wednesdays generated the most Health Express trips (averaging 31.2 per day), whereas Mondays generated the fewest trips (averaging 25.8 trips per day).

Origin/Destination Information

As shown in Table 16, origin-destination data from October, 2014 illustrates the fact that trips from Rocklin-to-Roseville and from Roseville-to-Rocklin were the most common Health Express routes, each making up 13.6 and 12.8 percent of the total monthly trips. Other popular trip patterns included: Lincoln-to-Rocklin (8.3 percent), Lincoln-to-Roseville (9.0 percent), Rocklin-to-Lincoln (9.0 percent) and Roseville-to-Roseville (8.3 percent). As for the study area

communities, Granite Bay and North Auburn generate the most Health Express ridership (2.0 and 3.3 percent, respectively). These are also the most populated of the rural areas.

TABLE 15: Health Express Ridership by Day of Week
October, 2014

	Daily One Way Passenger-Trips					Average Daily Ridership
	Wednesday	30	35	30	34	27
Thursday	39	29	31	30	21	30.0
Friday	28	35	28	22	23	27.2
Monday	30	22	29	22	--	25.75
Tuesday	28	30	29	23	--	27.5

Source: Western Placer CTSA

TABLE 16: Health Express Trip Origin / Destination Data – October 2014

	Destination Community												Total
	Auburn	Carmichael	Colfax	Foresthill	Granite Bay	Lincoln	Loomis	North Auburn	North Highlands	Rocklin	Roseville	Sacramento	
Auburn	6.2%			0.2%	0.2%	2.3%		1.4%			0.8%	0.2%	11.2%
Carmichael										0.2%			0.2%
Colfax								0.2%					0.2%
Foresthill	0.2%												0.2%
Granite Bay	0.2%									0.3%	1.6%		2.0%
Lincoln	2.2%					2.3%		0.2%	0.2%	8.3%	9.0%	0.2%	22.3%
Loomis								0.6%		0.5%			1.1%
North Auburn	1.6%		0.2%			0.2%	0.6%			0.9%			3.4%
North Highlands						0.2%				0.2%			0.3%
Rocklin		0.2%			0.2%	9.0%	0.2%	0.9%	0.2%	0.9%	13.6%	0.9%	26.1%
Roseville	0.8%				1.7%	7.6%				12.8%	8.3%	0.3%	31.5%
Sacramento	0.2%					0.2%				0.9%	0.3%		1.6%
Total	11.2%	0.2%	0.2%	0.2%	2.0%	21.8%	0.8%	3.3%	0.3%	25.0%	33.5%	1.6%	100.0%

Source: Health Express Survey Data from October, 2014

Using the Health Express data from October, 2014, Table 17 identifies key Health Express trip generators. The trip end locations with the greatest activity include: Major public transit transfer points, private residences, Dialysis Centers, and Senior Housing.

TABLE 17: Most Popular Health Express Trip Destinations – October 2014

			Number of Drop-Offs		
Location	City	Address	Month	Avg Day	
Twelve Bridges Lincoln Library	Lincoln	485 Twelve Bridges Drive	102	5.10	
RAI Dialysis	Rocklin	6000 Fairway Dr	25	1.25	
Residential	Rocklin	3510 Fieldcrest Ct	17	0.85	
Villa Serena Apartments	Rocklin	101 Villa Serena Cir	19	0.95	
Maidu Regional Park	Roseville	1550 Maidu Dr	18	0.90	
Residential	Auburn	190 Easy Way	13	0.65	
DaVita Dialysis Center	Auburn	3126 Professional Dr	14	0.70	
Multipurpose Senior Center	Auburn	11586 D Ave	13	0.65	
Allegria at Roseville Apts	Roseville	5 Marcia Way	14	0.70	
Residential	Roseville	417 5th St	11	0.55	
Residential	Rocklin	707 Hendry Cir	8	0.40	
Residential	Rocklin	4410 Newland Heights Ct	10	0.50	
Residential	Roseville	1225 Canevari Dr	9	0.45	
RAI Dialysis	Lincoln	811 Sterling Pkwy	9	0.45	
Residential	Auburn	1519 Radcliff Way	9	0.45	
Cobblestone Creek Apts	Roseville	1010 Madden Ln	8	0.40	
Kaiser Eureka	Roseville	1600 Eureka Rd	8	0.40	
Summary by City			Roseville	68	3.40
			Rocklin	37	1.85
			Lincoln	9	0.45
			Granite Bay	0	0.00
			Auburn	49	2.45

Source: Western Placer CTSA

My Rides Program

The My Rides Program is a mileage-reimbursement program for Placer County residents unable to use conventional public transit. Volunteer drivers are reimbursed to transport eligible participants to and from medical appointments, public services and essential needs destinations. The My Rides Program also provides a voucher for individuals who cannot otherwise afford the costs associated with an occasional and necessary trip to medical related appointments. Seniors First administers the countywide program.

Ridership Levels

As shown in Table 18, the My Rides program generated 328 one way passenger-trips within the sampled month of October, 2014. Table 18 illustrates the distribution of rides over the 31 days. As shown, the number of daily rides varied from 9 to 23 during the month. The most rides occurred on Thursdays, with an average of 17 rides per day; the least rides occurred on Fridays, with an average of 12.6 rides per day.

Origin/Destination Information

Origin-destination trip data was collected in October, 2014 to identify popular My Rides trip patterns. Analysis of this data, illustrated in Table 19, shows that trips from Auburn-to-Auburn were the most common, constituting 31.2 percent of all October 2014 My Ride trips. My Ride services from Roseville-to-Roseville were the next most utilized route, making up 14.8 percent

of all sampled trips. Other popular routes were from Rocklin-to-Roseville, Auburn-to-Roseville, and Colfax-to-Auburn (each accounting for 4-5 percent of total sampled trips). The following proportion of trip-ends were served in each community (Table 19):

- ◆ Auburn – 44 percent
- ◆ Roseville – 31 percent
- ◆ Sacramento – 10 percent

TABLE 18: My Rides Ridership by Day of Week
October, 2014

	Daily One Way Passenger-Trips					Average Daily Ridership
Wednesday	13	14	12	15	13	13.4
Thursday	16	21	18	18	12	17
Friday	10	12	13	16	12	12.6
Monday	13	10	15	15	--	13.25
Tuesday	9	23	12	16	--	15

Source: Western Placer CTSA

TABLE 19: My Rides Trip Origin / Destination Data – October 2014

	Auburn	Blue Canyon	Carmichael	Citrus Heights	Colfax	Granite Bay	Grass Valley	Lincoln	Mather	Natomas	Nevada City	Orangevale	Rancho Cordova	Rocklin	Roseville	Sacramento	Total
Alta	0.6%															0.3%	0.9%
Applegate	1.2%														0.6%		1.9%
Auburn	31.2%							0.3%	0.6%				0.6%		4.3%	1.9%	38.9%
Blue Canyon	0.6%																0.6%
Christian Valley	0.3%																0.3%
Clipper Gap	0.9%																0.9%
Colfax	3.7%										0.3%				0.6%		4.6%
Dutch Flat					0.6%												0.9%
Eden Valley																0.3%	0.3%
Foresthill	1.9%												0.6%		0.3%		2.8%
Gold Run	1.2%						0.3%		0.6%						0.3%		2.5%
Granite Bay				0.6%											1.5%		2.2%
Lincoln	0.3%	0.3%						0.9%	0.3%						2.5%	2.2%	6.5%
Loomis	0.6%														1.2%		1.9%
Meadow Vista																0.3%	0.3%
Newcastle	0.6%													0.3%			0.9%
Rocklin	0.3%		0.3%					0.6%						1.5%	4.6%	3.1%	10.8%
Roseville	0.9%		1.2%	1.2%				0.6%		0.3%		0.3%		0.6%	14.8%	2.2%	22.2%
Sheridan									0.6%								0.6%
Total	44.4%	0.3%	1.5%	1.9%	0.6%	0.3%	0.6%	2.5%	2.2%	0.3%	0.3%	0.3%	1.2%	2.5%	30.9%	10.2%	100.0%

Source: Health Express Survey Data

The October, 2014 samples also contained information on specific My Ride origin and destination generators. Per Table 20, all of the common My Ride origin locations were

residential locations in Auburn, except for one house in Gold Run. Each of the popular origin locations generated 5-8 pickups plus drop-offs during the month. As shown, the senior housing complexes that generated significant My Rides pickups were: McAuley Meadows Senior Housing (Auburn), Auburn Palms Senior Apartments (Auburn), Valley Oaks Senior Apartments (Auburn), Kindred Siena Nursing Home (Auburn) and Broadale Assisted Living (Auburn). Note that this data does not include information on My Rides trips in Roseville because it is outside of the study area.

TABLE 20: Popular My Rides Trip Generators – October 2014

Popular Round Trip Destinations			Number of Trip Pickups Plus Drop-offs
<i>Location</i>	<i>City</i>	<i>Address</i>	<i>Month</i>
Medical Offices & Sutter Hospital	Auburn	11795-11815 Education St	24
Sutter Health & UC Davis Medicine	Auburn	3111-3256 Professional Dr	23
Medical Offices	Auburn	11930-11990 Heritage Oaks Place	9
Chapa-De Indian Health Program	Auburn	11670 Atwood Rd	8
Medical Offices	Auburn	3180-3200 Bell Rd	8
Sacramento VA Medical Center	Mather	10535 Hospital Way	7
Placer County Medical Clinic	Auburn	11583 C Avenue	7
American River Rehabilitation	Auburn	12055 Persimmon Terrace	6
Mercy San Juan Medical Center & Mercy Medical Group	Carmichael	6501-6555 Coyle Ave	6
Sutter Auburn Cardiologists & Healing Hands Chiropractic	Auburn	3262-3275 Fortune Ct	5
Grocery Outlet	Auburn	414 Grass Valley Hwy, Auburn, CA 95603	5
Popular Round Trip Origins			Number of Trip Pickups Plus Drop-offs
<i>Location</i>	<i>City</i>	<i>Address</i>	<i>Month</i>
Residential	Gold Run	31180-31190 Gold Run Rd	8
Residential	Auburn	3765 Grass Valley Hwy	8
Residential	Auburn	1885 Vista Del Lago	7
Residential	Auburn	2890 Vista Roble Dr	7
McAuley Meadows Senior Housing	Auburn	585 Sacramento St	7
Auburn Palms Senior Apartments	Auburn	701 Auburn Ravine Rd	7
Residential	Auburn	3520 Snow Cap View Circle	6
Residential	Auburn	3945 Grass Valley Hwy	6
Valley Oaks Senior Apartments	Auburn	600 Auburn Ravine Rd	6
Kindred Siena Nursing Home	Auburn	11600 Education St	5
Brookdale Assisted Living	Auburn	11550 Education St	5
Residential	Rocklin	1903 Villa Serena Circle	5

Source: Health Express Survey Data from October, 2014

Within this analysis, there were also clear patterns regarding the travel purposes. As shown in Table 20, all of the common trips (defined by trips that took place over 5 times) were to medical offices, with the exception of Grocery Outlet, which generated 5 monthly trips. Per Table 20, Sutter Hospital and Sutter Health & UC Davis Medicine in Auburn generated far more rides than other destinations, respectively accounting for 24 and 23 trips per month.

Other WPCTSA Programs

The WPCTSA also coordinates with the City of Roseville to operate the Transit Ambassador Program, which educates new and potential passengers about public transit services in Western Placer County. Lastly, another program undertaken by the WPCTSA aims to purchase retired (surplus) DAR vehicles from Placer transit operators in order to sell these vehicles to local social service non-profit organizations for use to transport elderly and/or disabled clients.

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A key step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and the potential ridership of transit services. Transit **needs** are defined as the number of persons likely to require transportation services. An important consideration is that this does not equate to number of trips or correspond directly to the ridership; rather it is a figure that estimates the potential number of persons that could benefit from transit service, and generally includes disabled and low income populations, as well as zero vehicle households. Transit **demand** represents the “upper bound” for an idealized transit service that could serve all of the needs of the community, while transit ridership reflects the number of one-way passenger-trips that can actually be served, given the specific characteristics of a transit system. The following sections discuss both needs and demand for transit services in more detail.

POPULATIONS NOT SERVED BY CURRENT TRANSIT PROGRAMS

In an effort to visualize the study area segments which may have the greatest transit needs, a series of graphics overlaying existing transit services with the transit dependent population were developed.

- ◆ Figures 16 and 17 display the transit dependent population (combined elderly, low income, youth, and disabled) for Western Placer County. The darker green census tracts represent census tracts with the greatest number of residents who fit into one or more of the transit dependent categories (youth, elderly, low income, and disabled). Census tracts not shaded are not part of the study area. The blue lines and shading indicate existing public transit services (not including Health Express and MyRides). Census tracts which stand out as having a high number of transit dependent residents with limited transit services are located in the Foresthill, Colfax, and North Auburn study areas. All these census tracts have at least 3,800 transit dependent residents. Unincorporated Lincoln also has a high number of transit dependent residents but the majority of these residents live within the incorporated portion of Roseville. Transit dependent communities with little or no transit service available include: all of Sheridan, Loomis/Penryn south of I-80, Foresthill, and the North Auburn area around the I-80 corridor.
- ◆ Figures 7 and 8 (above) display zero vehicle households and existing transit services. Census tracts having more than 120 zero vehicle households (dark red) are located in North Auburn, Loomis Penryn, Colfax/Meadow Vista/Alta, and Granite Bay. In addition to having large concentrations of transit dependent residents (youth, elderly, low income, and disabled) and limited transit services, the portion of North Auburn along the I-80 corridor and Loomis Penryn outside the Taylor Road Shuttle service area also have a high concentration of zero vehicle households.

UNMET TRANSIT NEEDS

The TDA is the primary source of funding for public transit in Placer County. The California TDA requires annual unmet transit needs hearings if a jurisdiction proposes to spend a portion of TDA funds on maintenance of streets and roads. Every year the Placer County Transportation

Figure 16
 Transit Dependent Population by Census Tract

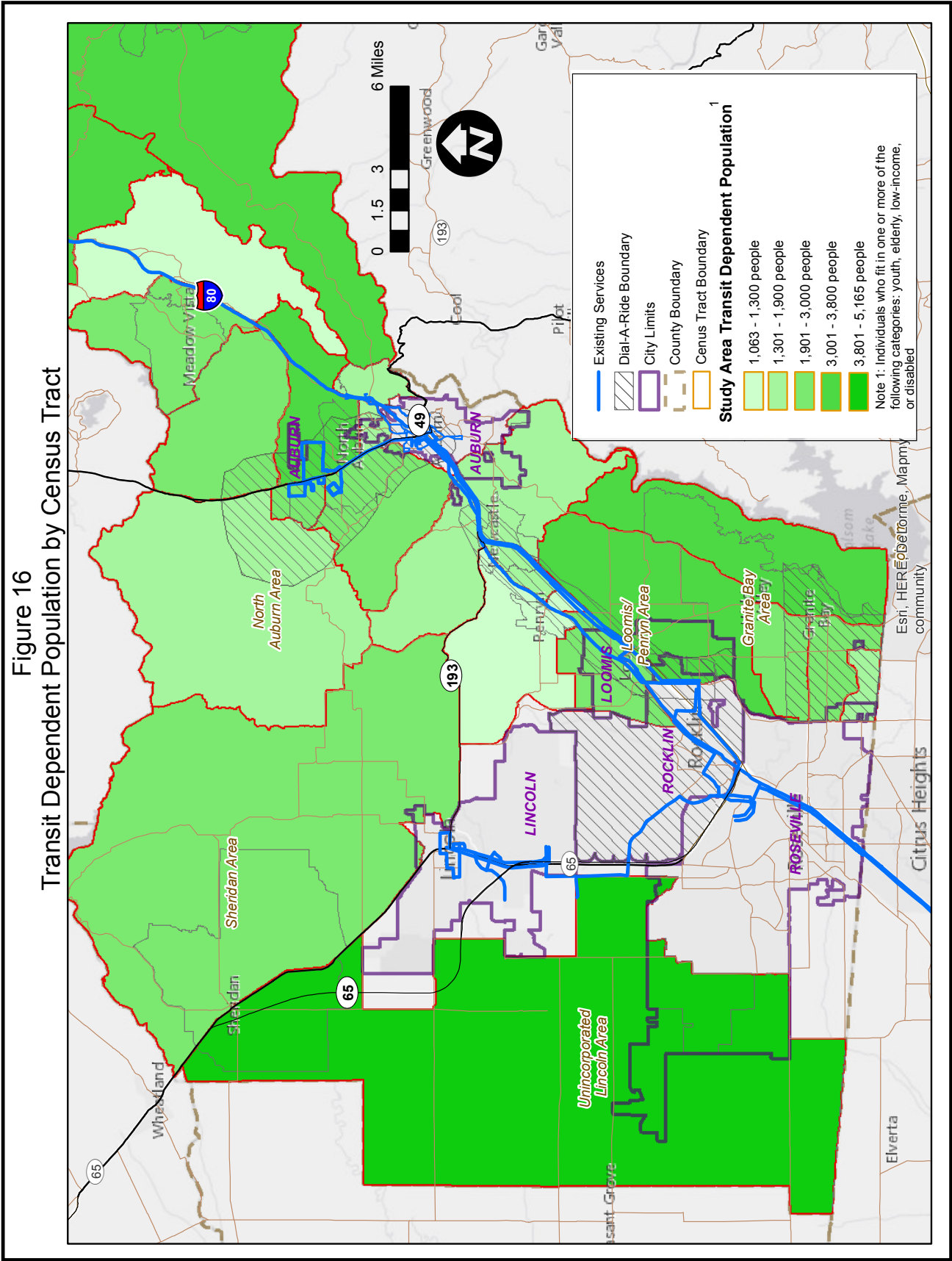
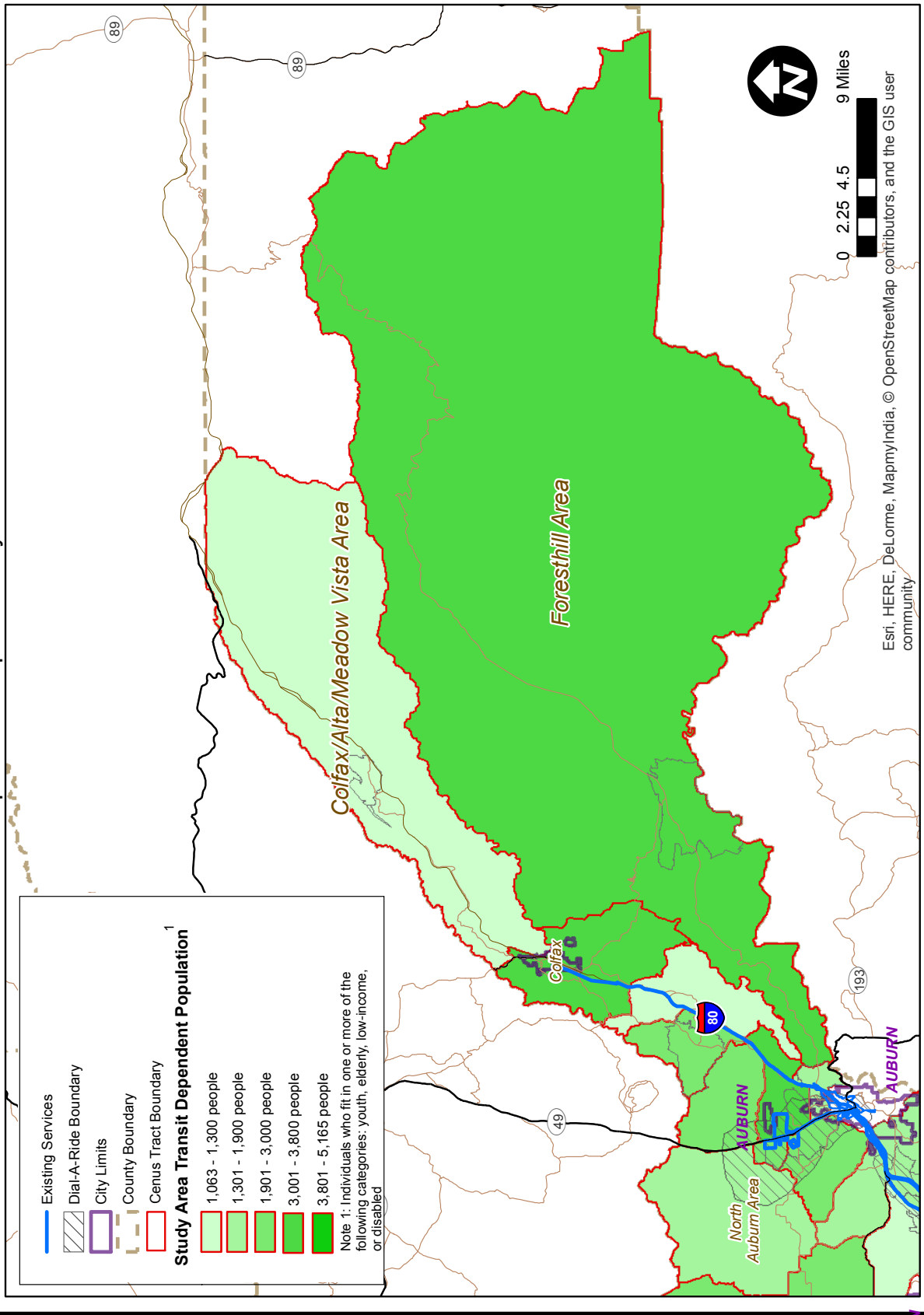


Figure 17
Transit Dependent Population by Census Tract



Planning Agency holds a series of public meetings to receive public input on transit needs in the region. Below is a summary of unmet transit needs comments which pertain to the rural areas. A full list of unmet needs comments from FY 2010 through FY 2015 is included as Appendix A.

FY 2009/2010

- ◆ Service is needed to the Riding High Equestrian Program in unincorporated Auburn.
- ◆ Granite Bay residents need further commuting options. As of now, the DAR schedule is too limited for effective commuting.

FY 2010/2011

- ◆ Foresthill residents are in need of a lifeline service (though this service was previously discontinued due to low productivity).
- ◆ Granite Bay residents want access to Folsom Stage Lines and Roseville Transit.
- ◆ Transit services are needed in Sheridan.
- ◆ Fixed route service is needed in the middle of the SR 193 corridor.

FY 2011/2012

- ◆ A second daily roundtrip is needed on the Alta/Colfax route.
- ◆ Fixed route service from Lincoln to Auburn along SR 193 is needed.
- ◆ Dial-A-Ride service is needed for residents in Penryn and Newcastle.
- ◆ The Placer Community Express should serve the SR 193 park and ride (via the response, the turnaround circulation is insufficient).
- ◆ SR 49 Dial-A-Ride service is needed to the Welcome Center (Bell Rd) and beyond both Dry Creek Rd and Jaeger Rd.
- ◆ Seniors in Alta/Dutch Flat interested in starting a pilot mileage reimbursements program with a non-profit.
- ◆ The Head Start facility at Church St needs service to and from Auburn.
- ◆ Daily service to and from Foresthill is needed (requested service at 8:00 AM, 12:00 PM, 3:00 PM and 5:00 PM).
- ◆ Dial-A-Ride service is needed in Sheridan.
- ◆ Residents in Dutch Flat and Alta need Health Express service.
- ◆ More frequent service on the Taylor Rd Shuttle is requested, though a pilot program that entertained this addition was unsuccessful.
- ◆ Health Express service should be available on weekends.

FY 2012/2013

- ◆ Lifeline service is needed in Foresthill, particularly to accommodate the several new housing developments.
- ◆ Transit service is needed in Sheridan.
- ◆ Fixed route service is needed in the middle of the SR 193 corridor.
- ◆ Extending the Taylor Rd shuttle beyond the ¾ mile service corridor is requested to help access a mobile home park.
- ◆ Weekday hours on the Granite Bay DAR should be extended to 7:00 AM through 6:00 PM to accommodate commuters.

FY 2013/2014

- ◆ Transportation is needed from Foresthill to Auburn for bus transfers and medical appointments.

- ◆ The demand for Foresthill transportation is enhanced by the four new housing developments.
- ◆ Residents of Granite Bay need improved Dial-A-Ride service.
- ◆ Service is needed from Sheridan to Lincoln.
- ◆ More efficient/direct service is needed from Sheridan to Oakmont High School in Roseville.
- ◆ With a growing population, service in Sheridan is increasingly important.
- ◆ Fixed route service is needed in the middle of the SR 193 corridor.
- ◆ Expanded Dial-A-Ride service is needed in Bowman for residents who live outside of the service area and cannot walk.
- ◆ The Taylor Rd Shuttle should stop at the Train Depot.
- ◆ Sunday Loomis bus service to the Loomis Methodist Church is requested.
- ◆ A bus stop is needed at the Social Security office in Auburn, particularly for seniors who have limited mobility.

FY 2014/2015

- ◆ There is a need for increased transit service on SR 193 to enhance existing DAR services.
- ◆ The expansion of Granite Bay DAR service is needed to accommodate commuter times (suggested times are 7:00 AM to 6:00 PM).
- ◆ Service between Folsom and Auburn is needed.
- ◆ The need for more frequent service on Taylor Road between Auburn and Roseville.
- ◆ Transit service is requested from Sheridan to Roseville Galleria Mall area.
- ◆ Transit service is requested from Colfax to Meadow Vista for an elderly exercise program.

FY 2015/16

- ◆ No transit options from Granite Bay to the train station in Roseville.
- ◆ Desire for work trips for commuters living in Sheridan/Wheatland to Auburn (early morning/late afternoon).
- ◆ Request for an additional daily run of the PCT bus that to Colfax and the Canyon View Senior Apartments east of I-80 (10:30 AM, and returning mid-afternoon).
- ◆ Request for the Taylor Road shuttle to run directly into Roseville, or to operate hourly (to avoid missed transfers at Sierra College).
- ◆ Eligibility for riding should be less stringent.
- ◆ More marketing of TART, Health Express and My Rides programs.

TRANSIT NEEDS AND DEMAND ANALYSIS

Transit Need

Transit Cooperative Research Program (TCRP) Report 161, Methods for Forecasting Demand and Quantifying Need for Rural Transportation defines transit need as the number of people in a geographic area likely to require public transit service. The mobility gap methodology is one way to quantify transit need. The mobility gap for an area is defined as the difference between the number of trips made by persons who reside in households owning no personal vehicle and the number of trips that would likely be made by those persons if they had access to a personal vehicle.

Data pertaining to trip rates per household is available through the 2009 National Household Travel Survey (NHTS). The mobility gap is calculated by subtracting the daily trip rate of zero-vehicle households from the daily trip rate of households with one vehicle. According to the 2012 Transit Cooperative Research Program (TCRP) Document 58, which relies on the 2009 NHTS data, the mobility gap for rural California is 1.1 trips per day.

To calculate transit need for each sub-area of the study area, the number of zero-vehicle households was multiplied by the mobility gap number (1.1). Table 21 shows this information for the Block Groups (BG) in the study area.

In general, this approach establishes a level of transit need. As shown, 1,403 daily one-way trips need to be provided via transit to make up for the gap in mobility. Assuming 300 days per year of service the annual mobility gap is 420,750 for the study area.

One important piece extracted from this analysis is the *location* of the highest need. As shown in the table, North Auburn's trip need of 628 daily-trips accounts for 45 percent of the total study area trip need. Colfax/Meadow Vista/Alta has the next highest trip need, at 208 daily-trips, though its population is lower than that of Granite Bay. The other areas with over 100 trips needed per day include: Granite Bay, Loomis/Penryn, and Unincorporated Lincoln/West Placer (within the City of Roseville).

Figures 18 and 19 graphically display this data at the block group level with an overlay of existing transit services. The area which stands out as having the highest levels of transit need and lowest levels of transit service is Colfax East of I-80.

TABLE 21: Potential Transit Need

Area	Census Tract	Block Group	Zero Vehicle Households	Mobility Gap (Daily)	Mobility Gap (Annual)	
Granite Bay	206.01	1	0	0	0	
		2	32	35	10,560	
		3	0	0	0	
	206.04	1	0	0	0	
		2	20	22	6,600	
		3	0	0	0	
		4	11	12	3,630	
	206.05	1	0	0	0	
		2	11	12	3,630	
		3	66	73	21,780	
	206.06	1	0	0	0	
		2	20	22	6,600	
	3	0	0	0		
	<i>Total</i>		160	176	52,800	
Loomis/Penryn	206.02	1	14	15	4,620	
		2	0	0	0	
		3	0	0	0	
		4	37	41	12,210	
		5	24	26	7,920	
	212.03	1	11	12	3,630	
		2	9	10	2,970	
		3	0	0	0	
	212.04	1	47	52	15,510	
		2	0	0	0	
		<i>Total</i>		142	156	46,860
	Auburn/Newcastle	205.01	1	2	2	660
2			5	6	1,650	
3			3	3	990	
205.02		1	0	0	0	
		2	15	17	4,950	
		3	0	0	0	
	<i>Total</i>		25	28	8,250	
Unincorporated Lincoln/West Placer	213.22	1	0	0	0	
		2	116	128	38,280	
	<i>Total</i>		116	128	38,280	
Sheridan	213.04	1	0	0	0	
		2	10	11	3,300	
		3	0	0	0	
		4	30	33	9,900	
	<i>Total</i>		40	44	13,200	
North Auburn	215.01	1	21	23	6,930	
		2	75	83	24,750	
		3	0	0	0	
	215.02	1	12	13	3,960	
		2	16	18	5,280	
	216.03	1	161	177	53,130	
		2	72	79	23,760	
		3	8	9	2,640	
	216.04	1	0	0	0	
		2	17	19	5,610	
		1	20	22	6,600	
		2	7	8	2,310	
218.01	3	0	0	0		
	4	0	0	0		
218.02	1	25	28	8,250		
	2	101	111	33,330		
	3	4	4	1,320		
	4	32	35	10,560		
	<i>Total</i>		571	628	188,430	
Colfax/Meadow Vista/Alta	219.01	1	33	36	10,890	
		2	0	0	0	
	219.02	1	10	11	3,300	
		2	0	0	0	
		3	22	24	7,260	
	220.02	1	12	13	3,960	
		2	32	35	10,560	
		3	60	66	19,800	
	220.13	1	3	3	990	
		2	9	10	2,970	
		3	8	9	2,640	
		<i>Total</i>		189	208	62,370
Foresthill	202	1	12	13	3,802	
		2	5	6	1,690	
		3	6	6	1,901	
		4	10	11	3,168	
		5	0	0	0	
		<i>Total</i>		32	35	10,560
Total			704	1,403	420,750	

Figure 18
Mobility Gap by Block Group

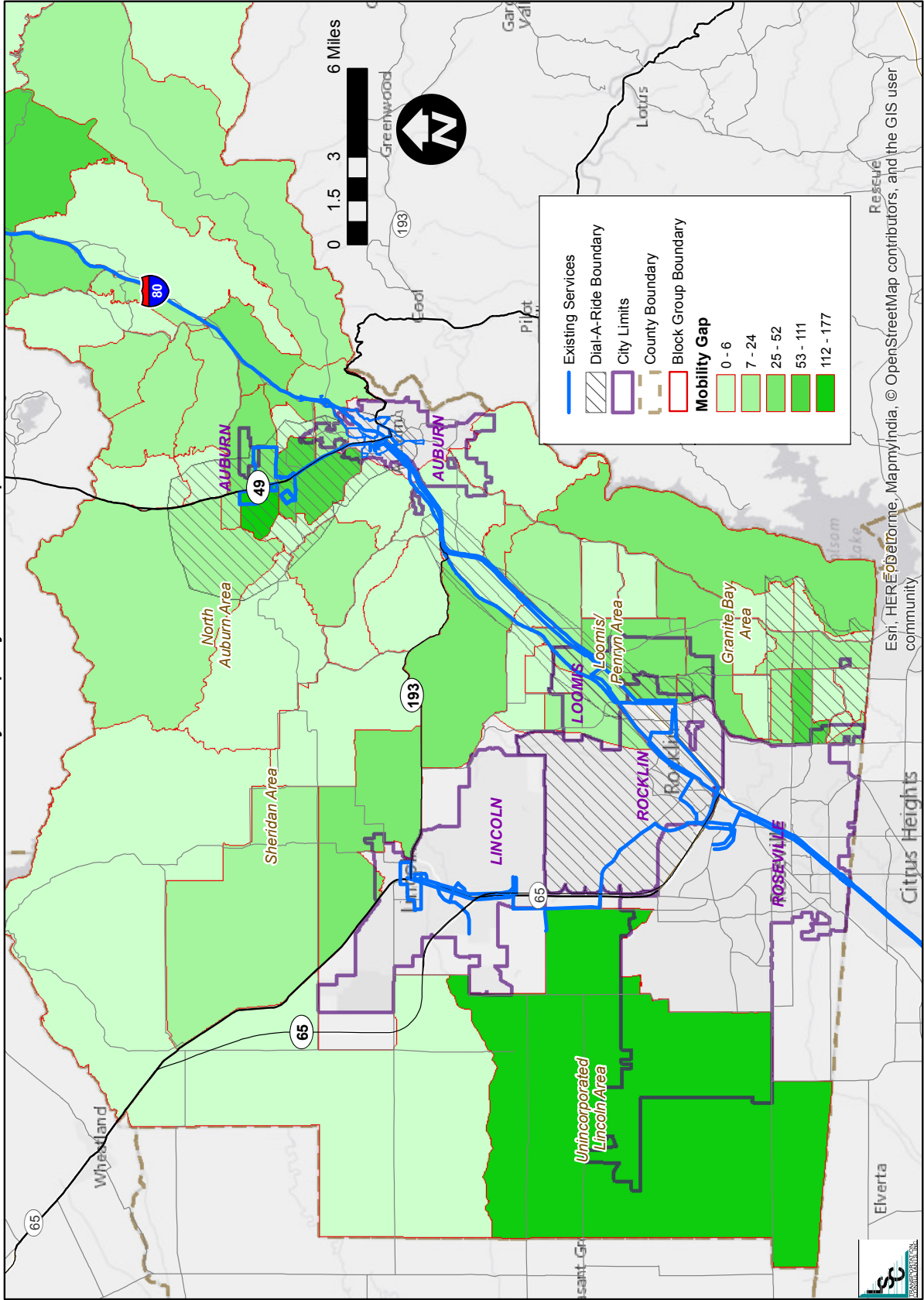
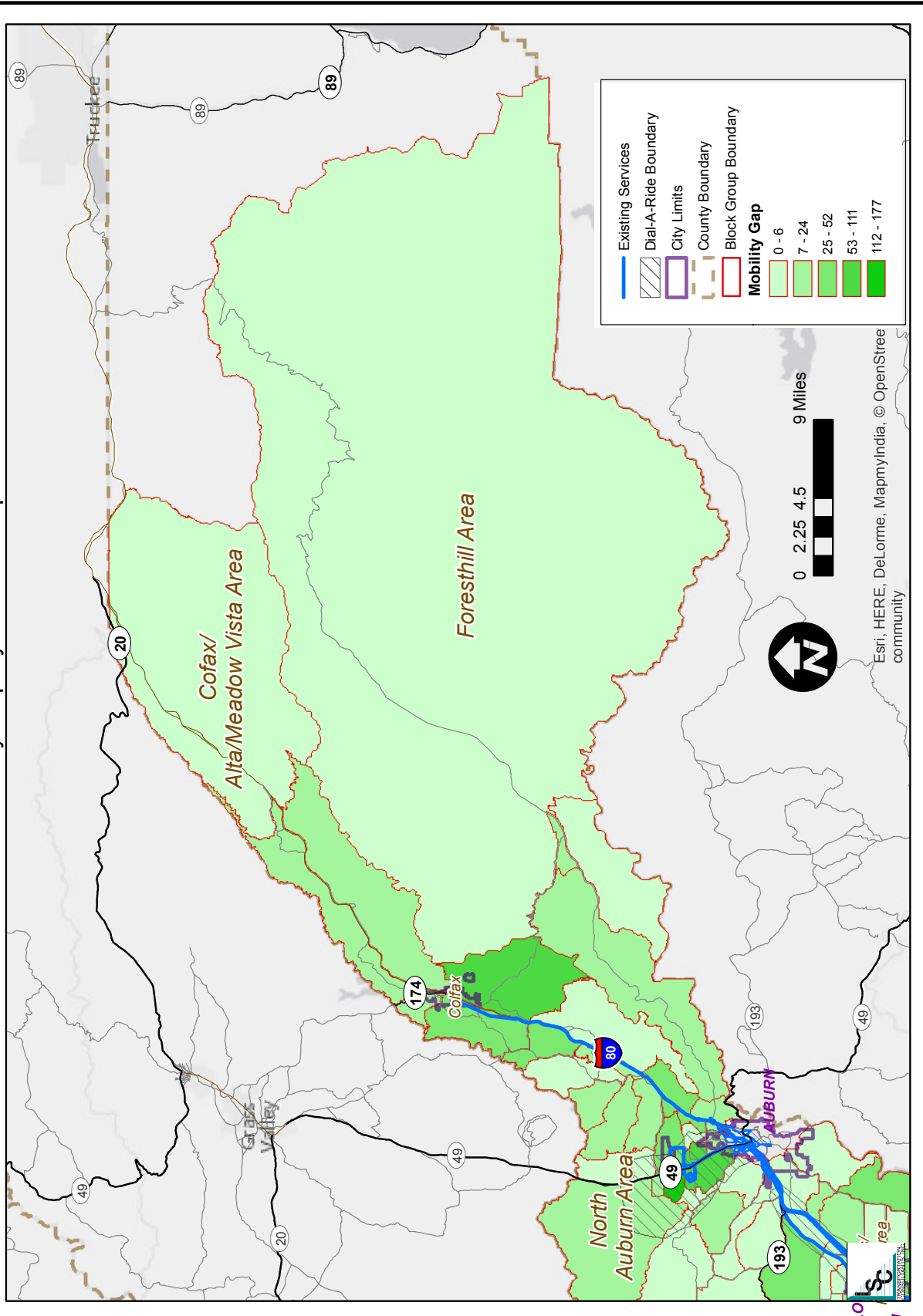


Figure 19
Mobility Gap by Block Group



Esri, HERE, DeLorme, MapmyIndia, © OpenStreet community

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Finding an efficient way to serve sparsely populated areas with public transit is not an unusual predicament for rural California communities. Many public transit agencies have implemented various demand response or fixed route services to connect rural residents with services in more urbanized area. These services are often called lifeline routes as they only operate a few times a week and are designed to provide transportation for transit dependent residents to essential services such as shopping and medical services.

A peer analysis can be a useful tool in a transit study in terms of lessons learned, determining reasonable cost efficient standards, and for projecting ridership. Table 22 presents an analysis of nine rural peer transit routes in California.

The nine rural California peer routes used in this analysis are:

- ◆ Grizzly Flat Route (El Dorado Transit) between Grizzly Flat and Placerville
- ◆ Foothill Route (Yuba Sutter Transit) between Brownville/Challenge and Marysville/Yuba City
- ◆ Benton to Bishop Route (Eastern Sierra Transit Authority) between Benton and Bishop
- ◆ Tecopa to Pahrump Route (Eastern Sierra Transit Authority) between Tecopa and Pahrump
- ◆ Route 216 (Yolo Bus) between Knights Landing and Woodland
- ◆ Burney Express Route (RABBA Transit) between Burney and Redding
- ◆ Happy Camp/Orleans Route (Siskiyou Transit) between Happy Camp and Yreka
- ◆ Crescent City/Gasquet Route (Del Norte Transit) between Gasquet and Crescent City
- ◆ Alpine County Transit, which is a demand response transit program throughout Alpine County

Peer Service Frequency

On average, the peer rural routes operate three days per week. Tecopa-Pahrump only operates twice per month. Similarly, Grizzly Flat only offers service one day per week. Burney Express, Happy Camp/Orleans, and Crescent City/Gasquet operate five to six days per week. While Route 216 is generally only available Monday, Wednesday and Friday, it does offer every other Saturday service. Alpine County is normally available from Monday – Wednesday, though it offers Thursday service for medical appointments.

Run Criteria

Out of the nine peer rural routes, Grizzly Flat is the only route that requires specific criteria to be met in order to operate. For Grizzly Flat to run, a minimum of five passenger reservations must be booked in advanced. In turn, only 21 percent of potential Grizzly Flat runs are operated. The benefit of a minimum passenger requirement is to ensure a certain farebox ratio is met. The disadvantage is that the service can be seen as unreliable and may be seen as unattractive to potential passengers.

TABLE 22: Comparable Rural Route Services												
1-Way Fare												Subsidy per Passenger-Trip
Transit Program	Outlying Community	Urban Center	Service	Run Criteria	% of Runs Operated	Time in Urban Center	General Public	Discount	Annual Ridership	Population of Outlying Area	Annual Ridership per Capita	Subsidy per Passenger-Trip
El Dorado Transit	Grizzly Flat	Placerville	1 Roundtrip, 1 Day/Week (Thur)	Minimum of 5 passenger reservations	21%	6 hours	\$ 10.00	\$ 5.00	250	1,070	0.23	\$33.37
Yuba Sutter Transit	Brownsville, Challenge, Loma Rica	Marysville, Yuba City	2 Roundtrips, 3 Days/Week (Tue, Wed, Thur)	None	NA	3.5 hours	\$ 2.00	\$ 1.00	2,441	3,520	0.69	\$31.74
Eastern Sierra Transit Authority	Benton	Bishop	1 Roundtrip, 2 Days/Week (Tue, Fri)	None	NA	5 hours	\$ 6.00	\$ 5.25	497	930	0.53	\$40.04
	Tecopa	Pahrump	1 Roundtrip, 2 Days per Month (Thur)	None	NA	2 hours	\$ 5.50	\$ 5.00	118	150	0.79	\$51.49
Yolo Bus	Knights Landing	Woodland	2 Roundtrips, 3 Days/Week (Mon, Wed, Fri), Service Every 2nd Sat	None	NA	4 hours	\$ 2.00	\$ 1.00	996	1,050	0.95	--
RABA	Burney R	edding	2 Roundtrips, 5 Days/Week	None	NA	3 - 4 hours	\$2.00 - \$5.00	\$2.00 - \$5.00	5,457	3,410	1.60	--
Siskiyou Transit	Happy Camp	Yreka	1 Roundtrip, 5 Days/Week	None	NA	6 hours	\$ 6.50	\$ 4.50	3,075	1,500	2.05	\$59.71
Redwood Coast Transit Authority	Gasquet/Hiouchi	Crescent City	3 Roundtrips, 6 Days/Week	None	NA	4 hours	\$ 1.50	\$ 1.50	3,441	860	4.00	--
Alpine County Transit	Markleeville/Woodfords/Hung-a-el-Ti	Minden-Gardnerville, Medical appt. in Coleville, Placerville	Mon - Wed Medical appt. on Thursdays	Demand Response	NA	1 - 2 hours	\$2.00 - \$5.00	\$2.00 - \$5.00	461	850	0.54	\$135.51
Peer Average												\$58.64

Time Spent in Urban Center

The length of time that a rural passenger must spend in the urban center before a public transit trip home is available is an important factor that will likely affect a passenger's decision to make the trip. The passenger must have sufficient time to conduct his/her errands but preferably not spend all day in the urban center. As shown in Table 22, the peer routes include layovers of two to six hours in the urban destinations. The Tecopa – Pahrump line has a limited two-hour layover and Alpine County Transit DAR typically does not wait for a passenger longer than one to two hours. The longest layover among the peer routes is six hours. This occurs on the El Dorado Transit Grizzly Flat and Siskiyou Happy Camp/Orleans routes.

Fares

The peer fare structures are also illustrated in Table 22. As shown, regular fares for one-way trips on the peer systems range from \$1.50 - \$10.00, averaging at \$4.00 - \$5.00 (depending on length of trip). Discount fares range from \$1.00 - \$5.25, averaging at the \$3.00 - \$4.00 range. At \$10.00 per roundtrip, Grizzly Flat is at least \$3.50 more expensive than any other regular fare. Grizzly Flat offers a substantial discounted rate of \$5.00 per one-way trip, which is in line with other discounted rates among the peer systems. Five of the peer systems offer regular rates as low (if not lower) as \$2.00 for some trips. Three of the systems do not offer a discounted rate.

Operating Statistics

Service Area

As shown in Table 22, the populations of the outlying areas served on these rural routes vary substantially. Overall, the average rural population of the rural peer areas is 1,860. Tecopa's population is significantly smaller than any other, at 150 residents. This corresponds to the low level of service provided by the route. Alpine County and Gasquet are two other areas with populations of less than 1,000 residents. The largest population in the analysis is that of Brownsville/Challenge/Loma Rica (3,520) in Yuba County and Burney (3,410 people) outside of Redding.

Ridership

The average annual ridership on the peer rural routes is 1,860 (Table 22). Ridership levels range from 118 (Tecopa – Pahrump) to 5,457 (RABBA - Burney).

Ridership per Capita

As the populations of the peer areas vary significantly, ridership per capita data is a good peer measure of comparison. With a population of only 850 and annual ridership of 3,441, the Gasquet/Crescent City generates the highest ridership per capita (4.0 annual one-way trips per person). Happy Camp/Orleans also generates relatively high ridership per capita (respectively 2.05). The lowest ridership per capita is generated by the El Dorado Transit Grizzly Flat Route, 0.23 trips per capita, followed by the ESTA Benton to Bishop route, 0.53 trips per capita. Grizzly

Flat's reservation-only system contributes to the low annual ridership (only 250 passenger-trips). The peer average ridership per capita is 1.27 trips per person.

Subsidy per Passenger-Trip

In order to examine the economic efficiency of these diverse rural routes, it is helpful to measure the operating subsidy required per one-way passenger-trip. As shown in Table 22, this economic data was only available for six of the nine peer systems. Among these systems, the average subsidy per passenger-trip is \$58.64. The highest operating subsidies occurred on the Alpine County DAR at \$135.51 per passenger-trip. The lowest subsidies per trip of \$31.74 and \$33.37 occurred on the El Dorado Grizzly Flat and Yuba Sutter route, despite their low number of passenger-trips per capita. As another point of comparison, the operating subsidy per passenger-trip on PCT's Taylor Road Shuttle is around \$33 per trip.

Summary

El Dorado Transit and Yuba Sutter Transit offered some feedback and advice on rural lifeline services. El Dorado Transit finds that the run criteria of a minimum of five reservations works well and protects against running an empty bus. On occasion however, the transit system will receive some bogus reservations. Most Grizzly Flat residents are seniors and need a ride into town to do shopping or medical appointments. Similarly, the Yuba Sutter Foothill Route generally carries residents going shopping or for medical appointments. A few residents may use it for commuting purposes.

The peer operators indicated that it is important to be flexible when planning a rural lifeline service as needs may change. Constant communication with the community served will help the route be more successful. The length of stay in the urban center is an important consideration as it can affect the ability of seniors to make the trip as well as what type of goods can be purchased shopping. The peer operators caution against establishing new service which will be politically difficult to cut if performance is low. One suggestion is to begin new lifeline service as a demonstration service which can be terminated if certain criteria are not met.

Building on the work of the previous chapters, this section provides the results of an evaluation of a wide range of service alternatives to meet these service needs, along with marketing and capital alternatives. The service alternatives presented below include an analysis of resources necessary to implement the alternative, ridership impacts, and expected fare revenues. The advantages and disadvantages of each alternative are also described.

SERVICE ALTERNATIVES

When reviewing the alternatives, the reader should consider that any major increases in the cost of services to implement an alternative will require either an additional revenue stream for transit or an equivalent reduction in services in another area. When determining the strength of a service alternative, performance measures and improvement in overall mobility should be considered. These objectives are both quantitative and qualitative considerations. Service alternatives are displayed in Table 23.

Alternative Selection Process and Public/Stakeholder Input

The following service alternatives were chosen for evaluation, based upon the issues identified through the Unmet Transit Needs Hearings process, public input conducted as part of this study, discussions with stakeholders or through the analysis of existing conditions as presented in the early chapters of this document. The public/stakeholder input process for this study can be summarized as follows:

- ◆ The Project Advisory Committee identified a list of 19 stakeholders who had either expressed interest in rural transit issues or have program participants needing transportation. A questionnaire was emailed to these stakeholders. Stakeholder contacts were also asked to distribute the community survey to program participants.
- ◆ A community survey was distributed to public transit riders, Health Express riders, and My Rides passengers through Seniors First. Surveys were also distributed to Villa Serena Senior Care, Auburn Creekside Villas, and Auburn Palms Senior Center.
- ◆ The Study Team, PCTPA and PCT staff attended Municipal Advisory Committee meetings for each of the study areas. Potential alternatives were presented and committee members and the general public were asked to provide input.
- ◆ The Study Team presented an overview of the service alternatives and proposed recommended strategies to the PCTPA board at a public hearing on March 23, 2016.

Appendix B presents all materials associated with public/stakeholder input including:

- ◆ Stakeholder survey summary
- ◆ Community surveys
- ◆ Public comment log
- ◆ Agendas of meetings attended

TABLE 23: Placer Rural Transit Study Alternatives - Page 1 of 2

Alternative	Daily Service Quantities				Annual Service Quantities				Ridership (One-way Passenger Trips)			
	Potential Operator	Revenue	Vehicle-	Days per	Total	Annual	Daily	Average	Annual	Annual	Annual	New
		Hours	Miles	Year	Vehicle-	Operating	Farebox	Fare	Operating	Operating	Operating	Bus
	Revenue	Vehicle-	Days per	Hours	Cost	Revenue	Fare	Subsidy	Subsidy	Subsidy	Stops?	
Sheridan												
Lifeline service to Lincoln (1 RT, 2 days x week)	PCT	4.3	30.5	104	490	\$41,350	6.0	\$2.00	\$1,244	\$40,110	Y	Y
Lifeline service to Lincoln (1 RT, 1 days x week)	PCT	4.3	30.5	52	250	\$21,010	8.5	\$2.00	\$880	\$20,130	Y	Y
Lifeline service to Lincoln (1 RT, 5 days per week)	PCT	4.3	30.5	255	1,200	\$101,300	3.8	\$2.00	\$1,960	\$99,340	Y	Y
SR 193 Corridor Route No Bickford Ranch												
Commuter Service (2 RT, 5 days per week)	PCT	2	56	252	640	\$67,650	14.3	\$2.00	\$7,200	\$60,450	Y	1
Lifeline - Mid Day Round Trip (2 x week)	PCT	4	36	104	450	\$35,410	3.8	\$2.00	\$800	\$34,610	Y	1
Combined Sheridan/SR 193 Lifeline (1 x week)	PCT	4.3	66.5	52	260	\$23,090	14.2	\$2.00	\$1,480	\$21,610	Y	Y
Granite Bay												
Expand Existing DAR Service by 5 Hours (8:00 AM - 5:00 PM)	PCT	5	9.5	252	1,260	\$86,980	1.90	\$0.62	\$300	\$86,680	N	N
<u>Replace DAR with Extension of Roseville Transit Fixed Route</u>												
Eliminate Granite Bay DAR	PCT	-4.8	-12.6	252	-1,202	-\$84,270	-1.9	\$0.61	-\$300	-\$83,970	--	--
Roseville Transit Route L Extension	Roseville	6.5	84.0	252	1,630	\$166,260	45.6	\$1.00	\$11,500	\$154,760	Y	Y
Roseville Transit ADA Paratransit	Roseville	1.7	--	252	432	\$44,100	3.0	\$2.50	\$1,900	\$42,200	N	N
<u>Total Route L Extension/Eliminate DAR</u>		3.4	--	252	861	\$126,090	46.7	--	\$13,100	\$112,990	Y	Y
<u>Contract with Roseville Transit to Operate DAR</u>												
Eliminate Granite Bay DAR	PCT	-4.8	-12.6	252	-1,202	-\$84,270	-1.94	\$0.61	-\$300	-\$83,970	--	--
Roseville Operated DAR (8:00 AM - 5:00 PM)	Roseville	3.2	--	252	803	\$81,860	4.2	\$1.00	\$1,070	\$80,790	Y	N
Total Roseville Operates DAR		-1.6	--	-399	-399	-\$2,410	2	--	\$770	-\$3,180		

TABLE 23: Placer Rural Transit Study Alternatives - Page 2 of 2

FY 2016-17

Alternative	Potential Operator	Daily Service Quantities			Annual Service Quantities			Ridership (One-way Passenger Trips)			Annual Operating Subsidy	Annual Farebox Revenue	Average Fare	New Vehicle?	New Bus Stops?
		Revenue Vehicle-Hours	Revenue Vehicle-Miles	Days per Year	Total Vehicle-Hours	Total Vehicle-Miles	Annual Operating Cost	Daily	Annual	Annual Operating Subsidy					
Auburn/Bowman															
Hwy 49 DAR expansion	PCT	1.1	8.8	252	270	2,210	\$20,570	2.1	530	\$0.85	\$450	\$20,120	N	N	
Alta/Colfax															
Add Mid-day Run to Existing Route	PCT	2	46.2	252	504	11,630	\$47,490	6.6	1,660	\$0.85	\$1,410	\$46,080	N	N	
Shift Schedule to Commuter Hours	PCT	0	0	252	0	0	0	7.9	1,990	\$0.85	\$1,690	-\$1,690	N	N	
Commuter Schedule + Mid-day Run		2	46.2	252	504	11,640	\$47,520	18.4	4,630	--	\$3,100	\$44,420	N	N	
Foresthill															
<u>Lifeline service: Auburn to Foresthill</u>															
1 RT, 1 days x week	PCT	3.9	40.2	52	255	4,545	\$22,390	11.5	900	\$2.72	\$2,450	\$19,940	Y	Y	
1 RT, 2 days x week		3.9	40.2	104	510	9,090	\$44,780	10.6	1,400	\$2.72	\$3,812	\$40,968	Y	Y	
1 RT, 3 days x week		3.9	40.2	156	764	13,634	\$67,170	14.1	1,700	\$2.72	\$4,629	\$62,541	Y	Y	
<u>Commuter service: Auburn to Foresthill</u>															
2 RT, 5 days x week	PCT	1.7	80.4	260	988	42,328	\$116,760	8.5	2,220	\$2.72	\$6,000	\$108,600	Y	Y	
Taylor Road Shuttle															
Second Bus and 1.0 Mile Service Area	PCT	11.6	148.3	304	3,540	45,080	\$289,180	15.3	4,660	\$0.62	\$2,910	\$286,270	Y	N	
Second Bus and 1.5 Mile Service Area	PCT	11.6	150.4	304	3,540	45,710	\$289,950	16.3	4,940	\$0.63	\$3,100	\$286,850	Y	N	

Cost Model

Operating costs for most alternatives were estimated based on a cost model. This methodology assigns each cost line item in a transit operator's annual operating budget to that service variable – vehicle-hour or vehicle-mile – that most closely determines the associated cost. For instance, fuel costs are largely a function of vehicle-miles operated, while driver salaries are a function of vehicle-hours operated. In addition, some annual operating costs (such as administrative salaries and facility maintenance costs) are "fixed" in that they typically do not vary with changes in service quantities. Cost model per hour and per mile factors are used to evaluate the costs associated with service changes, or new services. It provides a more accurate estimate of costs for a particular service element than a total per-hour or per-mile cost factor. Cost model factors were provided by the Placer County Transit for each alternative.

Ridership Estimation

Estimating ridership on a new service in a rural area can be challenging. The Transit Cooperative Research Program (TCRP) has funded several studies focusing on methods for forecasting ridership for rural transit services. Peer data is also useful in estimating ridership. For this analysis several of these ridership estimation techniques were applied to each alternative to determine an upper and lower bound for potential ridership. Further adjustments were made based on the specific situation for the alternative. For alternatives which change an existing service, an elasticity analysis was applied to actual ridership data. A description of ridership estimation techniques used for this alternatives analysis is outlined in Appendix C.

It should also be noted that transit service in rural areas, particularly DAR services, can vary widely with the travel patterns of one person. As an example, one passenger who typically takes the bus 3 – 5 times a week that stops using the system can result in a drop of 300 - 500 passenger-trips annually. Given the low level of ridership estimated for many of these alternatives, this indicates that there is a high level of uncertainty regarding the ridership forecasts.

Sheridan Service Alternatives

There are currently no traditional public transit services available in Sheridan. Although Health Express and My Rides service areas include Sheridan, few trips originate in Sheridan. Despite a small population, there are still transit dependent residents in Sheridan and unmet need requests for transit service to Sheridan have been recorded for several years.

The community of Sheridan is located roughly twelve miles from Lincoln, where there are large commercial facilities and transfer opportunities to PCT regional routes. Attendees at the Sheridan Municipal Advisory Council (MAC) public input meeting showed interest in lifeline transit service between Sheridan and Lincoln. Walmart and Safeway were identified as important stops in Lincoln. The Sheridan School and the Post Office were suggested as stops in Sheridan.

Lifeline Service (1 RT, 2 Days x Week)

One potential alternative would be for PCT to operate the lifeline service between Lincoln and Sheridan. The community of Sheridan (Census Designated Place) has a population of 1,465 residents and no households with zero vehicles available and 54 households with only one vehicle available, according to the 2014 American Community Survey². The lack of zero vehicle households is not surprising as there is currently no public transit available. There are a fair number of households with only one vehicle available, meaning the some members of the household could be left transit dependent. However, given the small population and the limited number of zero vehicle households, the demand for public transit will be low in Sheridan. Therefore, a possible lifeline service alternative would be to operate minimal transit service with one round trip per day between Sheridan and Lincoln two days per week.

Under this alternative, a PCT vehicle stationed in Lincoln would depart the Lincoln corporation yard and deadhead to the Post Office in Sheridan, arriving around 9:20 AM. With advance reservations, Sheridan residents could request a deviation to anywhere within three quarters of a mile from the bus stop at the Post Office (which encompasses the whole community). The scheduled departure time from the post office would be 9:30 AM, allowing roughly ten minutes for pick-up deviations. Travelling south on Sheridan – Lincoln Blvd to Lincoln the new Sheridan service would arrive at the Walmart in Lincoln around 9:40 AM (Figure 20). The bus would then continue south and turn left on Joiner Parkway and right on Sterling Parkway to serve the Safeway and Raley’s shopping centers. Then, the Sheridan bus would turn left on Lincoln Blvd and continue to the Twelve Bridges transfer point to meet with the PCT Lincoln –Sierra College Route at the top of the hour. The Sheridan vehicle would then deadhead back to the Corp Yard.

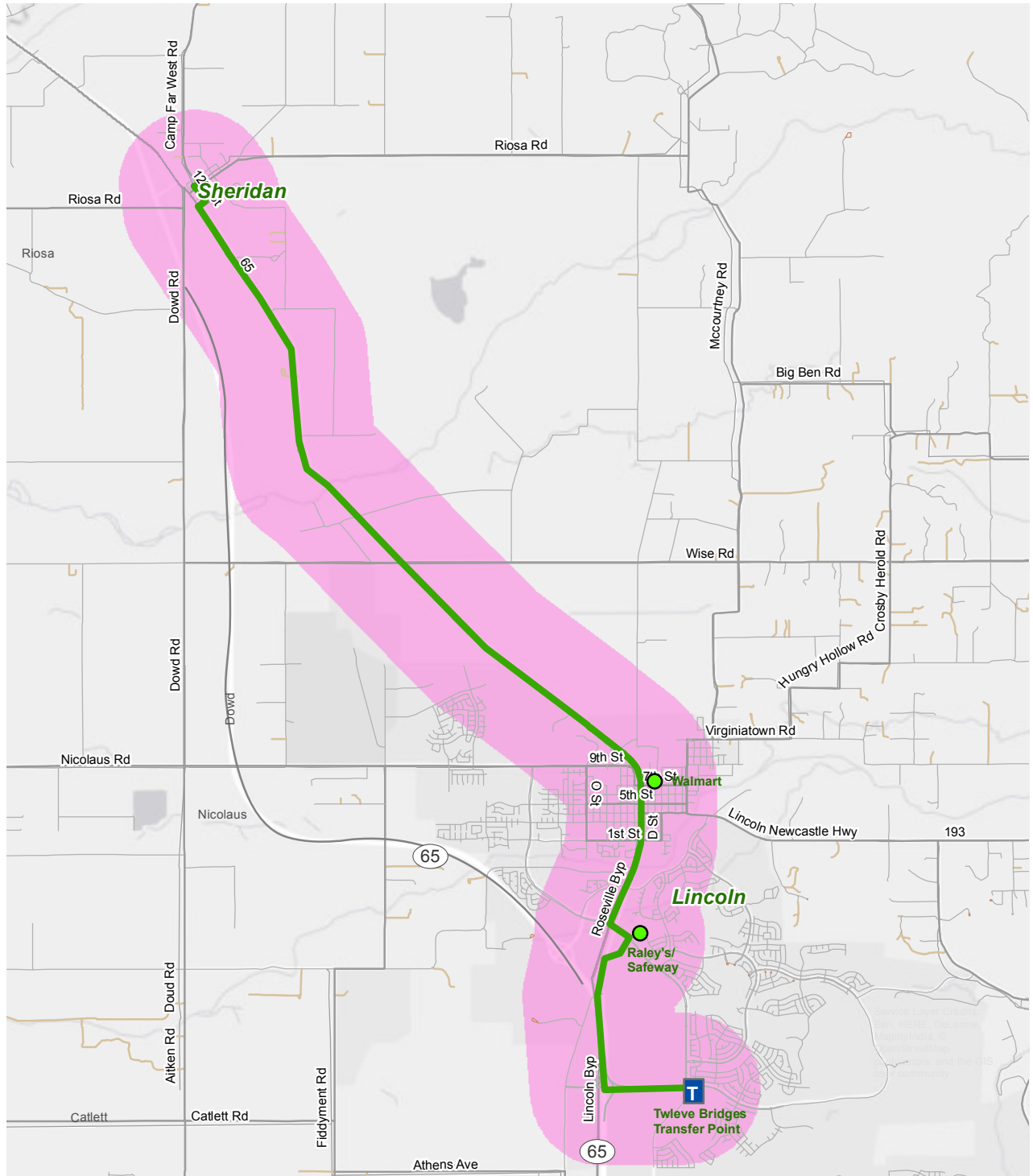
The return trip should be scheduled to allow roughly a three hour period in Lincoln. (This analysis assumes that the driver is paid during the layover. If the driver can be productively used in another service, overall operating costs of this alternative would be reduced. The Sheridan bus would deadhead to the Twelve Bridges transfer point to pick up passengers at 1:00 PM and travel the reverse route to return to the Sheridan Post Office around 1:30 PM and finally deadhead back to the Lincoln Corp Yard.

This schedule for the Sheridan alternative allows for a potential transfer to the Lincoln Circulator at Walmart at 40 minutes past the hour in the south bound direction and 20 minutes past the hour in the northbound direction. However, the Lincoln Circulator would be first heading to Twelve Bridges (where the Sheridan route either just came from or is going).

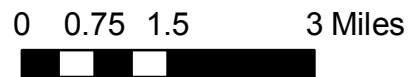
As shown in Table 23, daily revenue vehicle hours and miles would only be 4.3 hours per day and 30.5 miles per service day. However, there would significant amount of “deadhead” travel. Using PCT per mile and per hour costs for FY 16-17, this alternative would cost \$41,350 to operate. Using the ridership methodology described in Appendix C, it is estimated that the Sheridan lifeline service would carry 622 one-way passenger trips annually or roughly 6 per service day. The average fare per mile for the peer rural lifeline services is \$0.14 per mile. Applying this to the one-way mileage from Sheridan to Lincoln equates to an average fare on the Sheridan service of \$2.03, which has been rounded to \$2.00. This results in an annual operating subsidy of \$40,110.

² While there are zero vehicle households located within the census tract 213.04, they are located outside of the Sheridan Census Designated Place.

Figure G
 Sheridan Alternative



- Sheridan Alternative Route
- Request Only Deviation Service Area



As demand is likely to be low for this service, the potential operator may wish to consider requiring a minimum number of passengers to reserve the trip in advance, as is done by El Dorado Transit for the Grizzly Flat route (one of the rural peer transit operators). This would likely reduce operating costs as the service would run less frequently. It would also be reasonable to charge a higher fare. For example the Grizzly Flat route general public fare is \$0.47 per mile or \$10.00 per one-way trip.

Lifeline Service (1 RT, 1 Day x Week)

A less expensive option would be to offer lifeline service described above but only one day per week. In this scenario, the annual operating subsidy would decrease to \$20,130 but ridership would decrease to 440 trips per year or 8.5 per service day.

Lifeline Service (1 RT, 5 Days x Week)

Lifeline service between Sheridan and Lincoln five days per week was also reviewed. As shown in Table 23 ridership would only increase to just under 1,000 passenger-trips per year but the annual operating subsidy would increase to \$99,340.

Potential Capital Needs

A new small transit vehicle or minivan would be required for the Sheridan service. In terms of bus stops, a sign and pullout would need to be constructed at the Sheridan Post Office. Existing bus stops in Lincoln could be used.

State Route 193 Corridor Service Alternatives

State Route (SR) 193 connects Lincoln to the community of Newcastle. While the eastern portion of the highway in Newcastle is served by the Taylor Road Shuttle every other hour and the City of Lincoln is served by the Lincoln Circulator, the majority of the SR 193 corridor has no traditional public transit available. With the exception of a portion of the Ferrari Ranch neighborhood and the eastern portion of downtown Lincoln, SR 193 is generally bordered by low density rural residential. However, there is a potential for additional urban development. Bickford Ranch is an approved but not yet constructed development that would result in 1,890 homes located south of SR 193 and east of Sierra College Blvd. The primary access for the development will be located directly across from Penny Lane on Sierra College Blvd, roughly 0.60 mile south of SR 193, with a proposed secondary access roughly 1,800 feet north on Sierra College Blvd. Although the development will include mostly low density residential with no commercial, 950 of the units will be "age restricted".

Commuter Service

Public input and the prior SRTTP suggested implementing public transit service along SR 193 to serve commuters living in Lincoln and working in Auburn. According to 2013 US Census Longitudinal Employer-Household Dynamics (LEHD) data, roughly 400 Lincoln residents and 46 Newcastle residents work in Auburn. Little to no Auburn residents work in Lincoln.

As such, a reasonable alternative is to implement commuter service between Lincoln and Auburn (two round trips per day), as shown in Figure 21. This type of service which has limited stops and operates predominantly in one direction during peak periods is considered a commuter service by ADA. Therefore, complementary paratransit service would not be required.

This alternative would travel between the 3rd & F stop (near Walmart) in Lincoln and Nevada Street Station in Auburn and allow for transfer opportunities to other public transit services. It was assumed for this alternative that the bus would be based in Auburn at the PCT yard. In this case, the SR 193 bus would initially depart the Nevada St. Station at around 7:00 AM to arrive at Walmart in Lincoln at 7:35 AM, allowing for transfers from the Lincoln Circulator. On the way back to Auburn, the 193 corridor service could include a stop at the Sierra College Lincoln Park and Ride located less than one-quarter of a mile south on Sierra College Blvd. After sufficient population occurs at the Bickford Ranch project, the bus could continue further south on Sierra College Blvd to stop at the main entrance to the development across the street from Penny Lane. The next scheduled stop would be at the Ophir Park and Ride at 7:53 AM. The bus would continue on I-80, serve a scheduled stop at the Nevada Street Transfer Station in Auburn where passengers could transfer to Amtrak or the Auburn Transit Blue Route at the top of the hour. (An additional stop could also easily be served at the DeWitt Center, as the bus returns to the adjacent operations facility. If this were the case, the bus schedule should be shifted 10 minutes earlier so that County employees would reach the County DeWitt Center by 8:00 AM) The return commuter trip could depart the Nevada St. Station at 5:05 PM to arrive at Walmart in Lincoln around 5:35 PM before returning to the yard in Auburn.

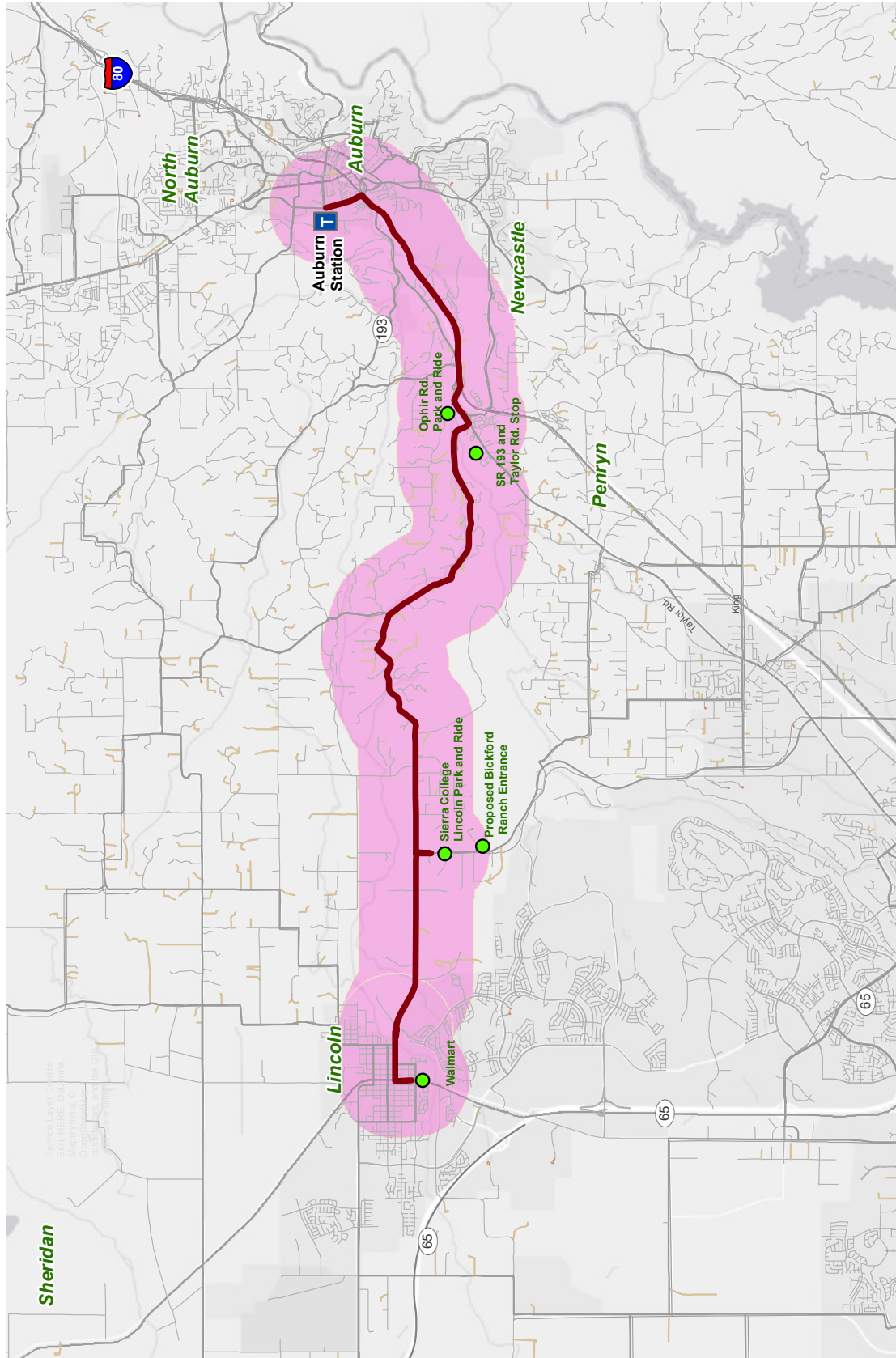
A SR 193 corridor commuter service would travel a total of 640 total annual vehicle hours and 17,240 annual vehicle miles, and cost roughly \$67,650 annually to operate. According to LEHD data, roughly 450 Lincoln and Newcastle residents commute to the City of Auburn for work. TCRP research shows that the commute mode split from rural areas to more urbanized employment center is 2.0 percent. In contrast to downtown Sacramento, the City of Auburn is not a major urban center with centrally located employment centers and high parking costs. This may pose a challenge for maintaining good ridership levels on a SR 193 corridor commuter service. The transit mode split for all types of commute trips in Placer County (regardless of whether or not the job is located in a centralized employment center) is only 1.2 percent. Applying the average of the two rates to the number of commuters equates to roughly 3,600 potential transit trips on the SR 193 corridor commuter or roughly 14 transit boardings per day. Applying the average peer fare per mile to the SR 193 route equates to an average fare of \$2.00 per one-way trip. (This is a higher fare than the PCT general public fare of \$1.25 per trip.) At this level the annual operating subsidy would be \$60,450.

Although this alternative would produce relatively high ridership as compared to other alternatives, the SR 193 commuter service would generally serve residents of the City of Lincoln as opposed residents to living in the more rural portions of Placer County.

Lifeline Service

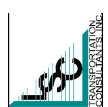
The timing of a commuter service would not be convenient for elderly transit dependent passengers needing only to do a few errands in Auburn. Therefore, another option would be to operate only one round trip, two times per week as a rural lifeline service. Under this alternative

Figure 2F
SR 193 Alternatives



SR 193 Alternative

Deviation Service Area for Lifeline Service



three-quarter mile deviations would be provided upon request for both ADA eligible passengers as well as other rural residents living close to the route.

Potential timing for a SR 193 lifeline service would be to depart Walmart at 9:30 AM and arrive at Nevada St. Station around 10:00 AM, layover in Auburn for three hours and then depart for Lincoln around 1:00 PM. At 10:00 AM passengers could transfer to either the Auburn Transit Red or Blue Route. During the layover, the bus could provide advance reservation deviation service in the downtown Auburn area.

Under this alternative, it was assumed that the bus could be based in Lincoln. A SR 193 lifeline corridor service operating at this level would cost on the order of \$35,410 to operate annually. Ridership was estimated by taking the average of the TCRP and peer trip rates per mile and hour (discussed in Appendix C). Roughly 400 one-way passenger trips were estimated annually or only 3.8 one-way trips per service day. Assuming a similar average fare of \$2.00, the annual operating subsidy would be \$34,610. The low level of demand for a lifeline service between Lincoln and Auburn reflects the fact that most homes along the SR 193 corridor are on large parcels and Lincoln residents needing additional services already have more frequent service to urban services in Rocklin. Medical appointments only available in Auburn could continue to be served by Health Express.

Impact of Bickford Ranch

At buildout, the Bickford Ranch development will add 27 rural residential, 1,798 low density residential, and 65 medium density residential units. At an average occupancy of at least 2 persons per household, this could add 3,780 people to the SR 193 corridor area at buildout. The primary access point to the development will be located less than three-quarters of a mile south of SR 193, although the majority of homes will be located one or more miles within the development area. It is not likely that public transit services will circulate within the project area but rather would serve the access point. This reduces resident's propensity to using public transit. It is impossible to predict future travel and commute patterns of Bickford Ranch residents but the development will have an impact on transit. Applying the peer per capita trip rate to the potential 3,780 Bickford Ranch residents equates to roughly 4,800 one-way public transit trips generated by the project annually. Not all of these trips would occur along the SR 193 corridor but it is reasonable to assume that at least half would, thereby doubling potential ridership for the SR 193 corridor service alternatives.

Potential Capital Needs

Both the SR 193 alternatives would require the purchase of a new small transit vehicle. With the exception of the Sierra College Lincoln Park and Ride, any fixed stops would use existing stops. Only a sign would be required at the Park and Ride.

Combine SR 193 and Sheridan Alternatives (1 Day per Week)

As the Sheridan Lifeline Service alternative and the SR 193 Lifeline Service alternative share an endpoint and could have a relatively flexible schedule, it would be possible to use the same driver and vehicle to operate both of these services. One potential option would be for the Lincoln based bus to first operate the Sheridan route around 8:20 AM, drop off passengers at

the Twelve Bridges transfer point, then bus would travel to Walmart in Lincoln to operate the SR 193 Lifeline service around 9:30 AM. After a two hour layover in Auburn, the vehicle would return to Lincoln (SR 193 route) and then complete the Sheridan route. In this scenario, the layover time for the Sheridan route could be productively used. It would also allow one vehicle to be used for two new services.

A relatively low cost option would be to operate the combined Sheridan/SR 193 service one day per week. Total annual operating subsidy would be \$21,610 or a small incremental cost over operating the Sheridan Route as a stand-alone service one day per week. The combined Sheridan/SR 193 would carry 740 one-way passenger trips per year, or 14.2 per service day.

Unincorporated Lincoln/West Placer Service Alternatives

As shown in Figure 1, the unincorporated Lincoln/West Placer Study area includes the census tracts south and west of the SR 65 bypass. Block Group 1 of this census tract represents the northern half of the tract (study area) while Block Group 2 represents the southern half. The majority of the population within census tract 213.22 actually reside in block group 2 which includes a portion of the City of Roseville (outside of the study area). The population in block group 1 does not include any zero vehicle households or low income residents. Roughly half of the 468 residents, however, are over the age of 65. Housing units in Block Group 1 are generally located on large parcels, making it inefficient to serve with public transit and unlikely that there would be significant transit demand.

As for the long-term, the City of Lincoln sphere of influence extends beyond the existing city limits several miles south and west of the SR 65 bypass. Much of this area has been designated as low to medium density residential. Currently, there is a 4,700 acre development proposed, Lincoln West Villages (Village 5 Specific Plan Area) just south and west of the SR 65 bypass. The development would follow a village concept which includes low to medium density residential combined with commercial and school uses. A 71-acre sports complex immediately to the south of SR 65 west of Nelson Road is also proposed as part of a partnership with Placer United Soccer Club. The complex would include 12 soccer fields as well as locker rooms, weight room, and concessions.

The Village 7 Specific Plan has been approved by the City of Lincoln and includes a 700 acre area just west of the existing Lincoln Crossings neighborhood (Ferrari Ranch Rd). At buildout a total of 3,285 homes are planned which could house 7,386 residents.

As development is constructed in the City of Lincoln sphere of influence, there may be a need to expand transit service in Lincoln to include a loop which extends from the current terminus of Ferrari Ranch Rd to Nelson Rd to the SR 65 bypass. However, over the short term, there is no substantial demand for public transit services in the unincorporated Lincoln/West Placer portion of the study area.

Granite Bay Service Alternatives

Granite Bay is an unincorporated portion of Placer County located just east of the City of Roseville and west of Folsom Lake. This study area is a little different from the other unincorporated parts of Placer County in that it is an urbanized and relatively dense area;

however it is minimally served by public transit. The Granite Bay DAR has the lowest service levels of the PCT DAR services (only four hours per day) and also has the lowest productivity at 0.3 passenger-trips per hour. Many medical and commercial destinations are located in Roseville and therefore the likely destination of many Granite Bay transit passengers. Some Roseville destinations within three quarters of a mile from Douglas Blvd, such as Kaiser Hospital, are possible destinations for the Granite Bay DAR. At present, a Granite Bay resident cannot request a ride directly to the many key activity centers in Roseville, such as the Roseville Galleria or medical facilities. While they can receive a ride to the Sierra Gardens Roseville Transit transfer point to then transfer to Roseville Transit to get to other destinations, the need to transfer (particularly between DAR programs) is a hurdle to transit use that reduces the overall convenience and potential ridership. Several alternatives were evaluated in an effort to provide greater mobility and connectivity to Roseville for Granite Bay residents.

Increase Service Span for Existing PCT Operated Granite Bay DAR

The first option to consider is how ridership would be affected if the service hours of the existing Granite Bay DAR were expanded by five hours to 8:00 AM - 5:00 PM. Annual operating costs would increase fairly significantly to \$86,980 with a very minimal increase in ridership of around two passenger-trips per service day, according to an elasticity analysis. The average fare on the existing Granite Bay DAR is \$0.62. Assuming the same average fare, farebox revenue would only be \$300, leaving an annual operating subsidy of \$86,680. This alternative is not cost effective.

Expand Roseville Transit Fixed Routes

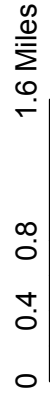
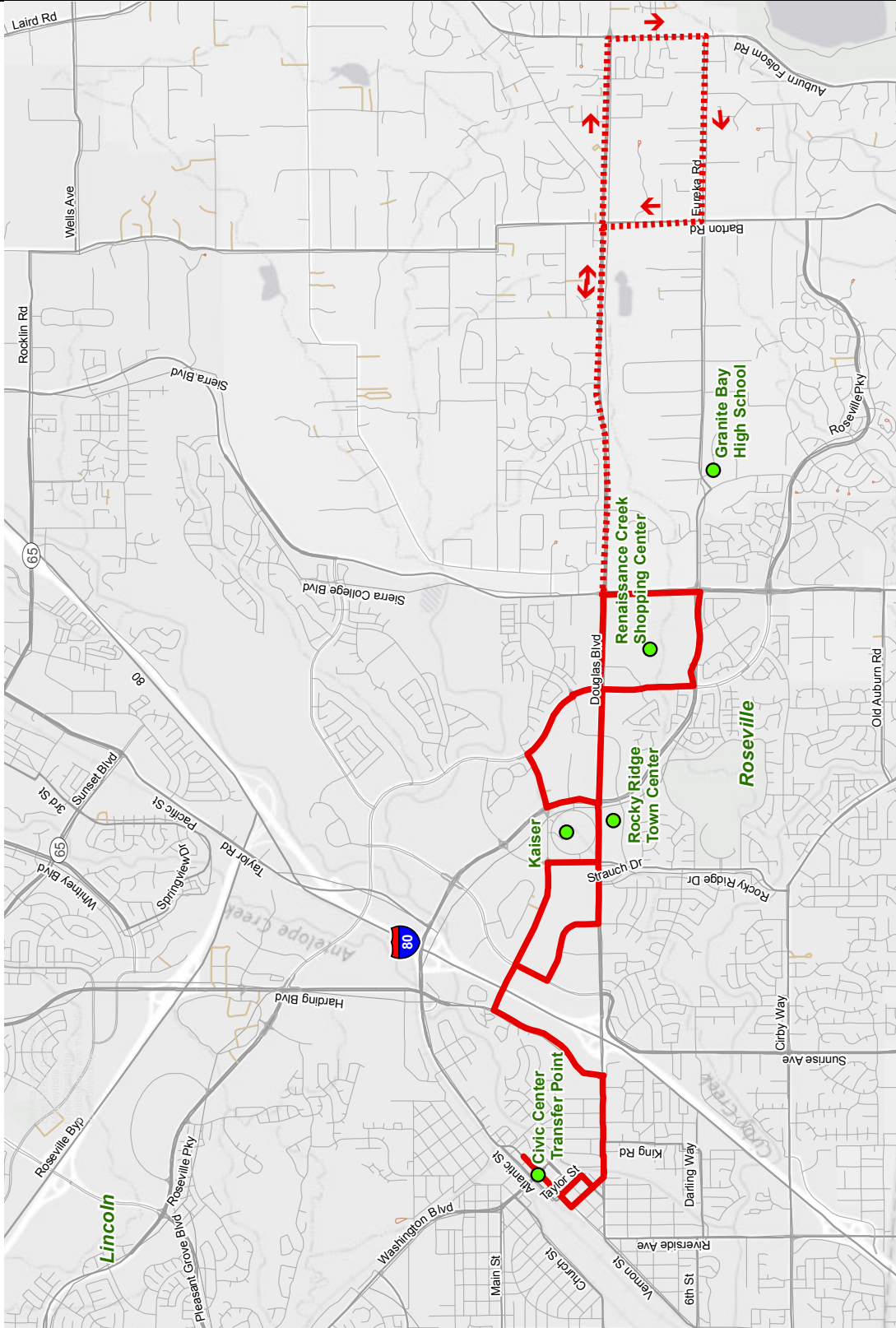
Another option to better serve Granite Bay residents during commute and non-commute periods would be to connect Granite Bay with Roseville Transit services. Currently, Roseville Transit operates Route G/E which travels loops in opposite directions from the Sierra Gardens Transfer Point, along Eureka Rd, Sierra College Blvd to Sierra College then return on I-80. Service is provided every other hour between 7:00 AM and 5:30 PM. Route L also travels as far east as Sierra College Blvd to serve Lock Ridge Park and the Renaissance Shopping Center from the Civic Center Transfer Point on hourly headways.

Extend Roseville Route L

The intersection of Douglas Blvd and Auburn Folsom Road is an important commercial center in Granite Bay. Therefore, a possible extension to Route L would be to continue on Douglas Blvd, turn right on Auburn Folsom Rd and right on Barton Rd to return to Douglas Blvd as shown in Figure 22. After reaching the intersection with Sierra College Blvd the bus would complete the normal route. Under this alternative, it was assumed that the Route L Granite Bay Extension would only be operated Monday through Friday under the current Route L service span from 6:25 AM to 6:15 PM or 12 loops per day and would replace the existing Granite Bay DAR.

This would add 7.0 miles to the route length, and a little over 30 minutes of running time. This would require operating an additional bus. If Roseville Transit could continue to operate hourly clock headways and make use of the other 30 minutes of running time, the net impact on the rural transit program would be the costs for 6.5 daily vehicle-hours and 84 daily vehicle-miles. Over the course of a year, the annual increase in cost would be \$166,260.

Figure GG
Roseville Transit Granite Bay Extension



- Roseville Transit Route L
- ⋯ Granite Bay Extension



Roseville Transit would need to expand their ADA paratransit service to include the area within a ¾ mile radius of the Granite Bay extension³. Paratransit ridership for the Granite Bay area, considering existing ridership for disabled passengers increased to reflect longer service hours, would be approximately 760 trips per year. Considering the existing productivity of Roseville dial-a-ride (2.5 passenger-trips per hour) and that the productivity of this service would be relatively low, estimated productivity of the additional service would be 1.75 trips per vehicle hour. Dividing the ridership by the productivity, 430 annual vehicle service hours would be needed to serve the Granite Bay DAR service area. At Roseville Transit's current costs, this would incur an additional annual operating cost of \$44,100.

Fixed route ridership was estimated by using the TCRP demand estimation model for a small city fixed route. The model takes into account population served and annual vehicle service hours. Overall, it is estimated that the Route L Granite Bay Extension alternative would result in a net increase in passenger trips of 11,770 trips annually. The annual operating subsidy would be \$113,000.

Additional considerations for this alternative, if evaluated further, would be the negative impact of a longer travel time for existing Route L passengers and actual drive time of the Granite Bay extension during rush hour periods.

Capital Impacts

A new vehicle would be required for the Granite Bay Extension alternative. Several new bus stops and pullouts would be needed. If the alternative is pursued further, the potential operator would need to more closely evaluate safe locations for bus pullouts.

Expand Roseville Transit DAR into Granite Bay

Currently the Roseville Transit DAR will pick up/drop off passengers along Sierra College Blvd on the eastern city limits. Another option would be for Placer County to no longer operate the Granite Bay DAR and instead contract with Roseville Transit to expand the Roseville Transit DAR into Granite Bay. The benefits of this alternative over status quo would be that Roseville Transit could provide greater connections to destinations in Roseville. The service area could be limited to the existing PCT Granite Bay DAR service area.

Accounting for the increase in service hours to match existing Roseville Transit DAR hours and better connections to Roseville Transit services, ridership on the Roseville Transit operated Granite Bay DAR would increase by 580 trips annually over status quo. As shown in Table 23, annual operating costs would be reduced by \$2,410 and the annual operating subsidy would decrease by \$3,180. This alternative would require coordination with Roseville Transit.

ADA and Capital Impacts

Two benefits of this alternative over the extending the Roseville Transit fixed route, are that separate ADA Paratransit service would not be required nor would there be a need for new bus stops. Roseville Transit indicated that there may be a small DAR vehicle available for service in

³ Simply continuing to operate the Granite Bay DAR would not be sufficient, as it does not operate during all hours of the fixed route service.

Granite Bay over the short-term but a new vehicle would need to be purchased over the long term.

North Auburn Service Alternatives

The greater Auburn area is quite large and includes the incorporated City of Auburn and unincorporated areas of North Auburn and Bowman. While both Auburn Transit (City of Auburn) and PCT serve portions of the area, there are gaps in service. As shown in Figure 23, there are gaps in service along Dry Creek Rd, Christian Valley Road and dispersed homes north and west of the Hwy 49 DAR service area. While there is another gap in service within the incorporated part of Auburn south of Maidu Road, this is outside the study area. A specific need for curb to curb transit service was documented as part of the Unmet Needs Hearings in the neighborhood along Sierra Mesa Place, just west of the city limits. As this neighborhood is located within the Auburn Transit deviation service area, there appears to be a need for better communication of the various service areas to the public. This is discussed further at the end of this chapter.

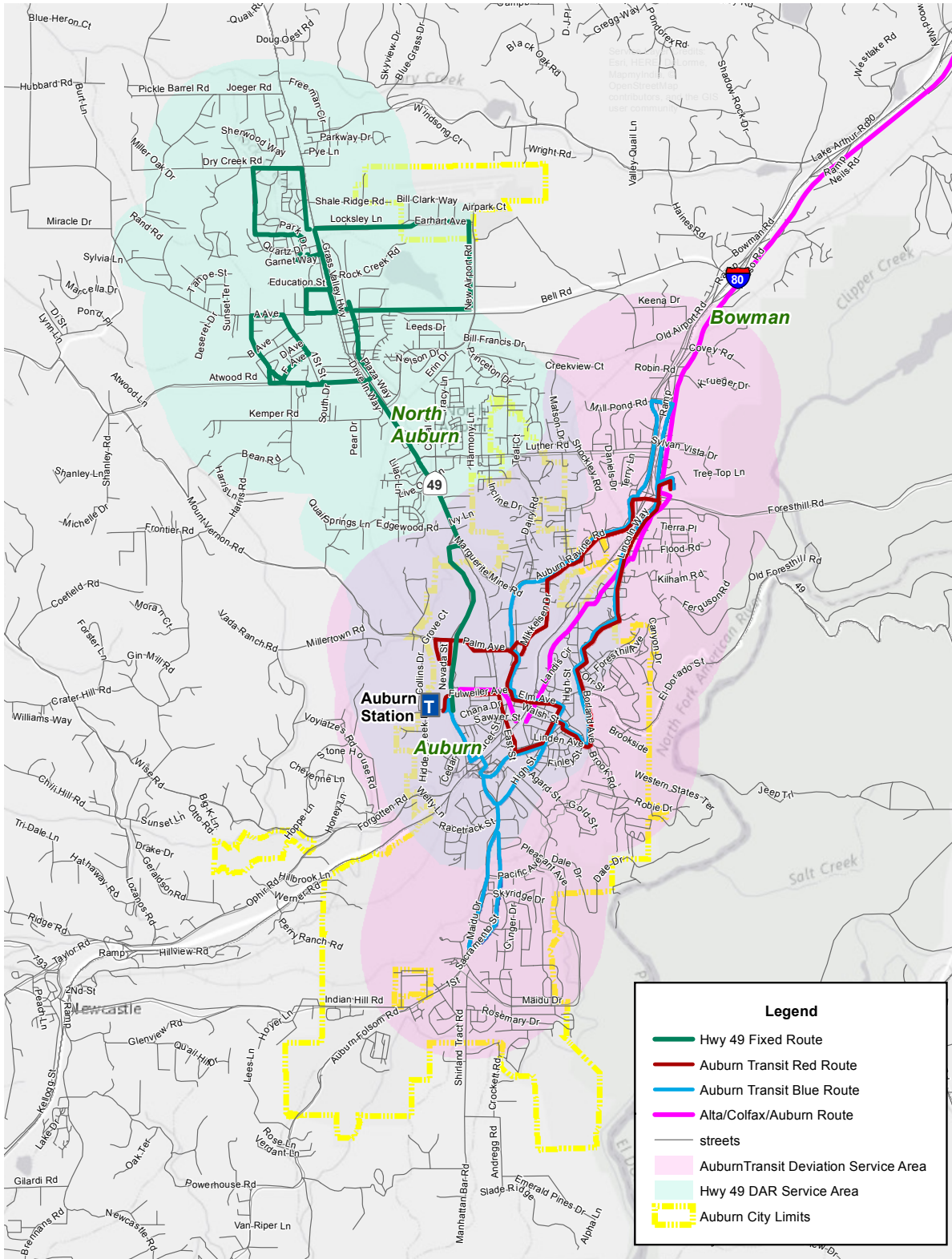
Expand Highway 49 DAR

A review of Figure 23 demonstrates that the larger population areas in unincorporated Placer County in the Auburn area are served by public transit. In an effort to evaluate the feasibility of expanding public transit service to the "gaps" previously mentioned, transit dependency characteristics were more closely reviewed at the block group level. The Census Block Groups with zero vehicle households greater than 70 are mostly served by existing public transit. Census Block Groups just outside the Highway 49 service area have at most 25 zero vehicle households. There are no obvious major transit trip generators in the areas not served by Auburn Transit or PCT services within a couple miles of SR 49, such as multi-family housing complexes or commercial centers. Rather, most neighborhoods consist of relatively low density single family housing.

Nevertheless, an analysis was conducted to determine the fiscal and ridership impacts of expanding the Highway 49 DAR to one mile from the fixed route into currently **unserved** areas (as shown in Figure 24). FY 2013/14 actual ridership on the Highway 49 DAR was applied to the estimated number of people living within the service area to determine a Highway 49 ridership per capita rate of 0.69 annual trips per person. Applying this rate to the estimated number of people living in the expanded Highway 49 service area under this alternative equates to 800 trips per year. The transit need (mobility gap) for the expanded Highway 49 DAR service area is less than one percent of that of the existing Highway 49 DAR service area. As such, the actual ridership generated by the expanded Highway 49 service area would be significantly less, even though there is no other traditional public transit available. It is thus reasonable to reduce ridership estimates by one third, to 530 trips per year.

The new service area would expand the Highway 49 DAR by roughly 15 percent. Using existing Highway 49 DAR vehicle service miles per passenger data, it is estimated that the expanded service would increase annual vehicle service miles by 2,210 and vehicle service hours by 270 for an additional operating cost of \$20,570. The average fare on Highway 49 DAR in FY 2013/14 was \$0.84 per passenger trip. This leads to an annual operating subsidy of \$20,120.

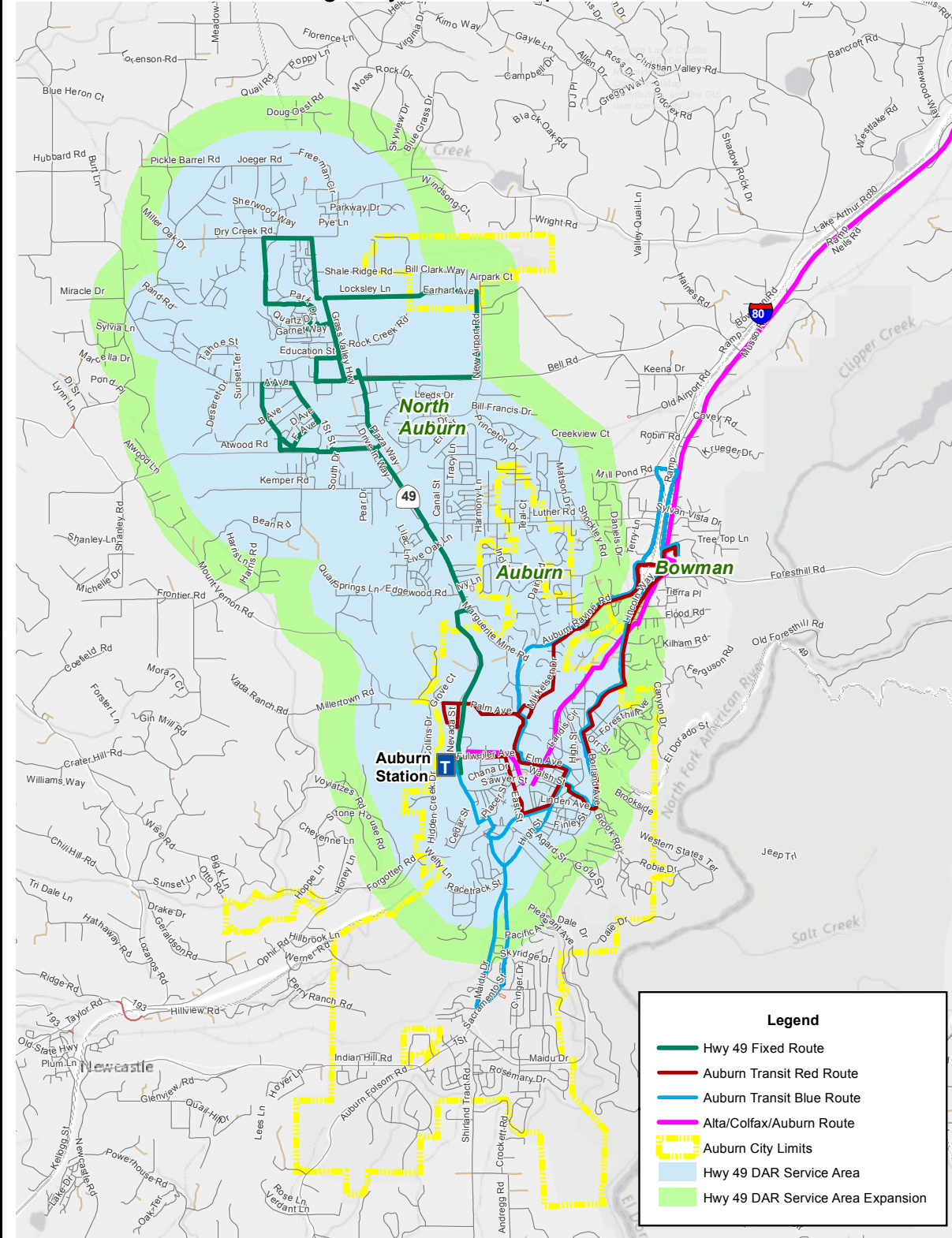
Figure GH
Public Transit Service in Auburn



0 0.5 1 2 Miles



Figure G
Highway 49 DAR Expansion



0 0.5 1 2 Miles



Capital Impacts

This alternative requires an additional hour of service per day to serve the expanded DAR service area. If there is sufficient capacity on the existing Highway 49 DAR, there will not be the need for a new bus.

Separate Route for Bowman

The community of Bowman lies three miles north of downtown Auburn off of I-80. The community is served by the PCT Alta/Colfax route (two round trips a day) as a reservation only stop. The Auburn Transit Blue Route travels as far north as Bowman Undercrossing Rd and deviations are possible up to three-quarters of a mile beyond that to as far as the Glen Oaks Mobile Home Park off of I-80. PCT periodically surveys boardings by stop on the individual routes. Out of five days surveyed, only two boardings/alightings occurred in the Bowman area from the Alta/Colfax Route. Auburn Transit does not track specific deviations.

In terms of potential transit demand, Census Tract 218.04 block group 4 encompasses most of Bowman. In this block group, 32 of the 392 households have no vehicle available to them. Many of these could be located in the Glen Oaks Mobile Home Park. Other than this development, most residences are dispersed single family homes.

Given the low level of current transit demand, it would not be worthwhile to establish a new route to the Bowman area. If Auburn Transit receives more requests for transit service deviations to Bowman, extension of service may be warranted. Public transit service to the community of Bowman could be improved through the Alta/Colfax alternatives below.

Alta/Colfax Service Alternatives

Add Mid-Day Round Trip

The Alta/Colfax route serves the I-80 corridor between Nevada St. Station in Auburn and the small community of Alta with two round trips per day (7:00 AM and 3:14 PM). Along the way, request stops are possible in the communities of Bowman, Meadow Vista, Applegate, Weimer, Dutch Flat, and Gold Run within a three-quarter mile radius of I-80. Other than the Nevada St. Station in Auburn, Colfax has the only timed stop on the route.

Unmet transit needs hearings have indicated a desire for a mid-day round trip to reduce layover time in Auburn for elderly and frail passengers going shopping or to medical appointments. One option would be for the Alta/Colfax bus to return to Alta directly after the first round trip ending in Auburn. The bus would pick up passengers in Alta around 10:00 AM and arrive back in Auburn at 11:00 AM. With this schedule, passengers would have roughly three hours in Auburn to shop or go to a medical appointments before catching the 3:15 departure back to Alta.

As the Alta/Colfax service is an existing route with a split schedule, it was assumed that the driver could be used productively during the out-of-service hours. The additional round trip would cost \$47,490 to operate each year and would carry another 6.6 passenger-trips per day or 1,660 annually (elasticity analysis based on existing ridership). Applying the existing average fare on the Alta/Colfax route of \$0.85 per trip, the annual operating subsidy would be \$46,080.

Shift Schedule to Commute Hours

Another need which has been identified through public input was to adjust the Alta/Colfax route schedule to fit the needs of commuters working in Auburn. According to 2013 LEHD US Census data, a total of 346 residents living in either Colfax, Meadow Vista, or Alta work in Auburn or North Auburn. In fact, more Alta/Colfax area residents work in Auburn than in Sacramento. Meadow Vista has the greatest number of residents working in Auburn and North Auburn (210 residents). The Placer Commuter Express stops at the train station in Colfax, Clipper Gap Park and Ride and the train station in Auburn on its way to downtown Sacramento. Commuters working in Auburn and living in either Colfax or Meadow Vista could ride the PCE bus to the train station in Auburn; however arrival times in Auburn range from 5:43 AM to 6:30 AM and the fare would be \$5.75 one-way. This schedule may not be practical for persons with a typical 8:00 AM to 5:00 PM work schedule in Auburn. These same residents could ride the Alta/Colfax route but would not arrive in Auburn until 9:00 AM and would have to return at 3:15 PM.

One option would be to adjust the schedule for the Alta/Colfax route so that the first round trip would arrive in Auburn at the Nevada Street station at or before 8:00 AM and the second round trip would depart Auburn at or just after 5:00 PM. Given the PCT yard location at DeWitt Center, service could also be provided to county employees at DeWitt Center (as well as to other users of county services). Passengers could transfer to Auburn Transit and PCT Highway 49 routes at Nevada Street Station at the top of the hour. The three-quarter mile deviation service area should be maintained as part of this alternative.

Assuming TCRP public transit commute mode split of 2.0 percent for the 346 existing Auburn commuters, the annual commuter transit demand would be 3,500 new trips. One fact to consider in developing ridership estimates is that the trip from Colfax to Auburn could take up to 40 minutes by bus, depending on the number of deviations, as compared to 20 minutes by car. This would reduce potential ridership for commuters. In addition, Auburn employers are relatively spread out and many commuters would need to transfer to either the Highway 49 route or Auburn Transit. Therefore, the commuter ridership impact from this alternative was reduced by 10 percent.

Also, without the addition of a third mid-day round trip, the commuter schedule would likely discourage many elderly/disabled residents from making the trip due to an early departure and long layover in Auburn. This would reduce ridership by an estimated 30 percent, or 1,150 passenger-trips per year. In total, it is estimated that revising the Alta/Colfax schedule to meet commuter needs would result in an additional 1,990 passenger-trips annually. Assuming an average fare of \$0.85, farebox revenue would be increased by \$1,690. This alternative would not increase costs over status quo but rather would reduce the operating subsidy.

Shift Schedule to Commuter Hours and Add Mid-Day Trip

If the mid-day trip were added to the new commuter hour schedule, public transit options for both elderly, transit dependent and commuters would be improved. The mid-day run would depart Auburn around 11:00 AM and then depart Alta at around Noon to arrive in Auburn around 1:00 PM. Therefore passengers would have a four hour layover before the 5:00 PM departure from Auburn. As this alternative runs later in the day and has a longer layover for

mid-day route passengers, it was assumed that ridership generated by the addition of the mid-day route would not reach the same level as the 10:00 AM departure from Alta alternative (above). The annual ridership increase from this alternative would be 4,630 and the annual operating subsidy would be \$44,420.

Capital Impacts

No new bus stops or vehicles would be required as part of this alternative.

Colfax Transit Needs

Public input identified several clusters of relatively dense and/or low income housing in the Colfax area which should be served by transit: The Canyon View Apartments, Shady Glen Mobile Home Park and the Canyon Creek neighborhood. All of these are within the existing service area. Notably, most of the housing in Colfax is located within one mile of the Amtrak station and downtown and all are located within the $\frac{3}{4}$ mile Alta/Colfax deviation area. The implementation of on-call signed stops at multi-family housing locations would increase the visibility of PCT and could increase ridership in the Colfax area.

Taylor Road Shuttle Alternatives

The Taylor Road Shuttle is a fixed route service which deviates up to $\frac{3}{4}$ mile from the Taylor Road corridor between Rocklin and Newcastle. Stops can also be requested along Ophir Road between Newcastle and Auburn. If there are no such requests, the bus travels along I-80 to reach the route terminus at Nevada Street Station in Auburn. One exception to the three-quarter mile deviation rule is the Castle City Mobile Home Park east of I-80 in Newcastle. There are very few timed stops on the Taylor Road Shuttle. The times listed in the schedule for Loomis and Penryn are indications of when the bus will generally be travelling through those communities. Most trips are scheduled in advance and roughly one-third of the trips require a deviation off of Taylor Road (this does not include request stops on Ophir Road).

The Taylor Road Shuttle provides essential transportation between the Nevada Street Station in Auburn and Sierra College in Rocklin, with service to rural areas of Loomis, Penryn, and Newcastle along the way. The Taylor Road Shuttle scheduled stops were recently expanded to include a Campus Shopping Loop between Sierra College, Rocklin Commons and Rocklin Crossings Shopping Centers (Walmart and Target) during what used to be a 20 minute layover.

The Taylor Road Shuttle is the only public transit service available to residents of Newcastle, Penryn and Ophir and provides additional mobility for residents of Rocklin, Loomis, and Auburn. The public has indicated a need for service in the area outside the existing boundary through Unmet Transit Needs Hearings. Therefore, the first alternative evaluated for this study area was to expand the service area beyond $\frac{3}{4}$ miles from Taylor Road. This analysis includes separately the possibilities of expanding service deviation up to 1 mile and up to 1.5 miles.

A good indication of travel demand just outside of the Taylor Road corridor service area can be gained through the analysis of US Census population data by block group, mobility gap data, and existing ridership levels in the current service area. First, it was determined that of the 11,459 residents currently served by the Taylor Road Shuttle, residents make roughly 0.91 trips

per year per person on the deviated fixed route. This ratio was applied to the estimated new population served by the alternative and adjusted to reflect a lower mobility gap level in the potential new service areas.

Expand Route Deviation by 1 Mile and Add Second Bus

The expansion of service deviation by up to 1 mile is illustrated in Figure 25. For this analysis the urbanized areas of the City of Rocklin (which are currently served by the Rocklin/Loomis DAR) were not considered to be part of the expanded service area. It is estimated that annual transit demand for the new service area would be approximately 1,780 one-way passenger trips or roughly 6 one-way trips per day if operated Monday – Saturday.

On-time performance has always been a challenge for the Taylor Road Shuttle due to the number of deviation requests. PCT staff have indicated that if the bus has to pick up passengers at the Castle City Mobile Home Park, it takes an extra 10 - 15 minutes for a non-ADA passenger (who is required to walk to the entrance) and up to 20 minutes for an ADA passenger with curb to curb service. As a result, the connection with the Auburn – Light Rail bus is typically missed. With the recent addition of the Campus Shopping Loop, it is unlikely that the Taylor Road Shuttle could handle more deviations from an expanded service area. Therefore, a second bus would be added under this alternative.

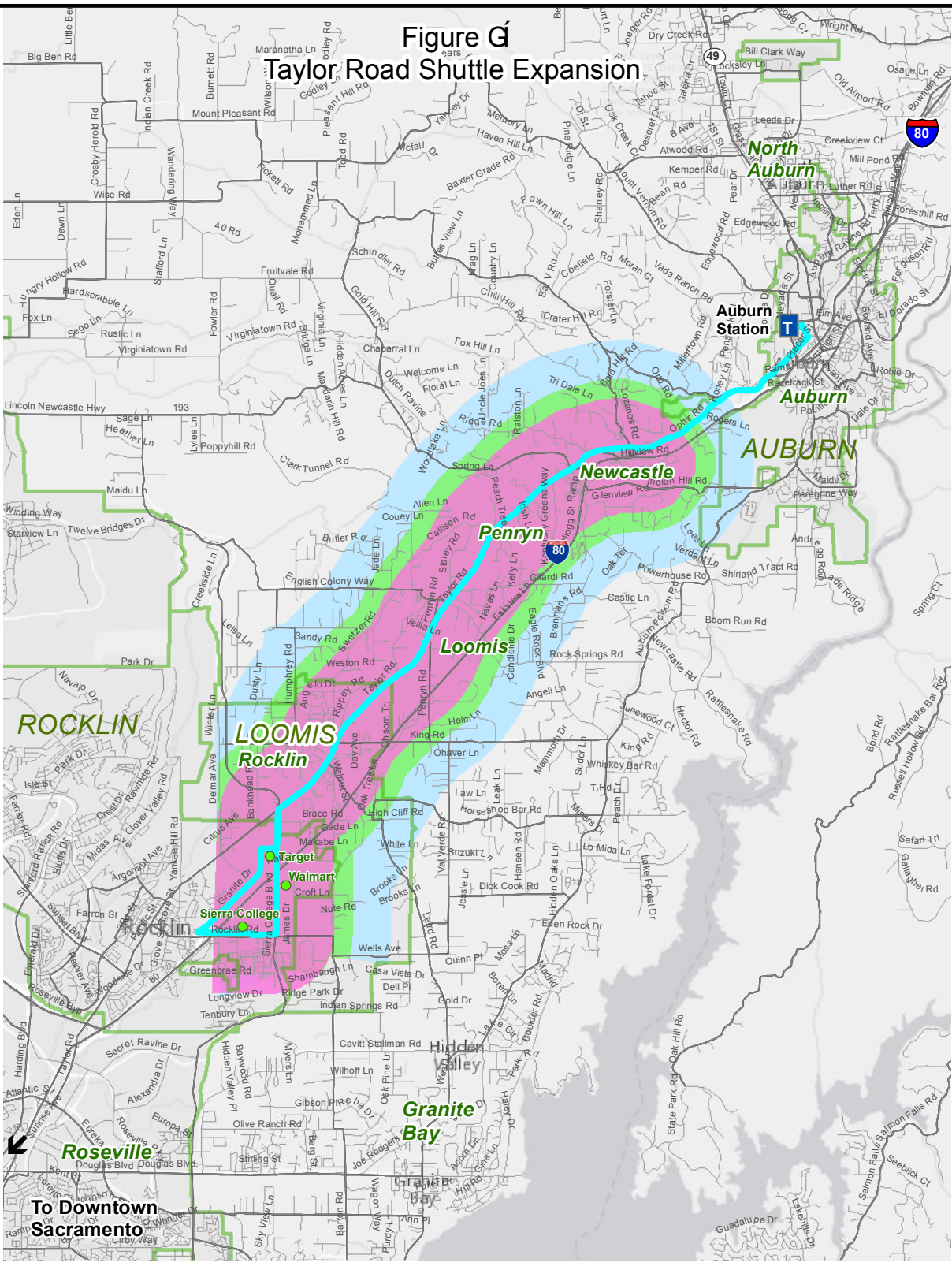
To establish consistent hourly headways, the second bus would not operate the Campus Shopping Loop. The first run of this second bus would depart Auburn Station at 7:35 AM with a scheduled arrival time at Sierra College of 8:15 AM. The additional layover time at Sierra College (instead of doing the Campus Shopping Loop) would be a buffer for the extra running time due to deviations. The second bus would then depart Sierra College for Auburn Station at 8:35 AM. The second round trip for the second bus would depart Auburn Station at 9:35 AM and again every two hours until 5:35 PM. Under this alternative there would be 13 roundtrips between Auburn Station and Sierra College, rather than the current 7 runs. The additional runs would spread out demand for both existing and new deviations, thereby helping on-time performance on the existing runs.

As shown, it is estimated that this alternative would produce an additional 4,660 annual one-way passenger trips, or 15.3 trips per day. Under this option, annual operating costs would increase by \$289,180. It would be reasonable to charge a slightly higher fare for the expanded service area. For example, the general public fare for “zone 2” could be \$1.50 vs \$1.25. This figure is in line with the lifeline peer average fare per mile. Assuming the new zone fare and a corresponding average fare increase of 20 percent, the annual operating subsidy for this alternative would be \$286,270.

Expand Route Deviation by 1.5 Miles and Add a Second Bus

Under this alternative the Taylor Road Shuttle deviation service area would be expanded even further to 1.5 miles from Taylor Road. Annual service hours would be the same as the Expand to 1.0 Mile alternative, but annual vehicle miles would increase. It is estimated that this alternative would carry an additional 4,940 trips per year over the status quo. Annual operating subsidy would be \$286,850.

Figure G
Taylor Road Shuttle Expansion



- Taylor Rd. Shuttle
- Existing Taylor Road Shuttle Area
- 1 mile Expansion Area
- 1.5 Mile Expansion Area

0 0.75 1.5 3 Miles



One disadvantage of expanding the service area of the Taylor Road Shuttle is that each round trip would take longer, depending on the number of deviations. This would increase travel time for existing passengers and could decrease on-time performance. Further, some of the roads identified in Figure 25, which lie within the 1 mile or 1.5 mile boundary, can only be accessed via other roads which are located outside the boundary. If the Taylor Road Shuttle service area is expanded, it will require careful field analysis of which roads can be served easily with a transit vehicle prior to establishing the service area boundary.

Foresthill Service Alternatives

At present, the 1,340 residents of the Foresthill area (as defined by Census Designated Place) do not have access to a regular lifeline service. Based on the My Rides origin-destination data from October of 2014, 67 percent of the Foresthill trips traveled to Auburn. Public transit service between Foresthill and Auburn was operated in the past but discontinued due to low ridership. Nevertheless, service to Foresthill continues to be identified as a transit need through various public input forums.

Various alternatives were analyzed to assess the impacts of providing lifeline service one, two, or three days per week, as well as potential for regular commuter or vanpool service. Ridership figures were estimated based on peer ridership trends, Transit Cooperative Research Program (TCRP) ridership factors, and US Census population information. The average fare was based on the peer average fare per mile from the peer transit agencies discussed earlier in the document.

Under these alternatives, the bus route would extend from the Foresthill Community Center near the intersection of Main St & Soap St in Foresthill to the Nevada Street station in Auburn. In order to be compliant with ADA, the route would be operated as a deviated fixed route. The three-quarter mile service area would cover most of the communities of Foresthill and Todd Valley and include the Sky Terrace Mobile Home Park and Hillcrest Mobile Home Park. A potential schedule would be for the Foresthill bus to deadhead to Foresthill, pick up any pre-reserved deviations within a three-quarter mile radius then depart the Foresthill Community Center at 9:30 AM. This would allow for arrival at the Nevada Street station in Auburn at 10:00 AM in time for passengers to transfer to Auburn Transit or the PCT Hwy 49 route. The lifeline route should have roughly a three hour layover in Auburn to allow sufficient time for shopping and appointments. This analysis assumes that the driver is paid during the layover time. The return trip to Foresthill could depart Auburn Station around 1:00 PM and arrive in Foresthill around 1:30 PM.

Lifeline Service between Auburn and Foresthill

Lifeline Service Once per Week

The first alternative evaluated was lifeline service provided once per week, with a three-hour layover in Auburn. While service one day per week does limit flexibility for passengers, it provides the most trips at the lowest cost. This service would produce 900 one-way passenger-trips per year, or 12 per service day. Accounting for headway, layover, and travel time, this alternative would amount to \$22,390 in additional yearly operating costs, assuming the driver is

paid during the three hour layover in Auburn. This service would yield an estimated \$2,450 in farebox revenues, requiring an annual operating subsidy of \$19,940.

Lifeline Service Two Times per Week

This study also examined the potential impact of operating a Foresthill lifeline service two times per week, with a three-hour layover in Auburn. This alternative would require \$44,780 operating costs each year. The service would generate an estimated 1,400 annual passenger-trips, generating \$3,812 in annual farebox returns. In turn, this service would require \$40,968 in operating subsidy.

Lifeline Service Three Times per Week

The final lifeline service alternative is service three times per week. This grants Foresthill residents the most flexibility in travel and appointment schedules. This alternative also includes a three-hour layover in Auburn. The alternative would generate an estimated 1,700 annual one-way passenger-trips. The service would require \$67,170 in additional operating expenses. With an expected fare revenue of \$1,700, the total operating subsidy required amounts to \$62,541.

Commuter Services

5 Days per Week Commuter Service to Auburn

According to Table 6, 2013 Longitudinal Employer-Household Dynamics data shows that Auburn is the most common employment destination for Foresthill residents (constituting the employment destination for 11.5 percent of Foresthill employees). Specifically, 66 residents in the Census Designated Place of Foresthill work in Sacramento, 59 in the City of Auburn while another 38 work in the Census Designated Place of North Auburn. Only 28 Foresthill residents work in Foresthill. Requests for commuter service to Auburn have been brought up through public input forums.

As shown in Table 23, a commuter service between Auburn and Foresthill which operates two roundtrips, five days per week, would cost \$116,760. In this alternative it was assumed that the driver could be used productively for another service and would not be paid for the all-day layover. As commuters from Foresthill to Auburn would likely require a transfer at the Nevada Street station, the commute mode split would be less than a commuter service to downtown Sacramento where there is a larger concentration of employers at one location. Applying the adjusted Placer County commute mode split of 1.6 percent (SR 193 alternative) to the 96 workers (Auburn and North Auburn) equates to roughly 990 commute trips per year. The commuter service would need to arrive at the Nevada Street Station around 8:00 AM, and depart eastbound at around 5:00 PM. Non-commuters could also use the service to access services in Auburn but it would require a full day in Auburn (or beyond) and thus ridership would be significantly fewer than those willing to ride the bus to Auburn if there was only a three hour layover. It was estimated that there would be an additional 1,430 passenger-trips for non-commuting purposes for a total of 2,220 passenger-trips for this alternative. Factoring in the expected \$6,000 in annual farebox revenues, this service would require an annual operating subsidy of \$108,600.

Capital Impacts

Both the lifeline and commuter service alternatives to Foresthill would likely require the purchase of a new vehicle as well as provision of a fixed bus stop at the Foresthill Community Center.

Vanpool Service between Foresthill and Auburn

Currently, an 8-passenger vanpool is operated between Foresthill and Sacramento. The van has reached capacity. Throughout the month, about 200 one-way trips are made. There may be further demand for this type of service, as Foresthill residents submit requests for more vanpools every 4-6 months. The fact that more Foresthill residents work in the greater Auburn area than Sacramento, coupled with the proven demand for similar service to Sacramento, suggests potential success in implementing a vanpool service between Foresthill and Auburn. A vanpool option to Auburn would be a more cost effective way of meeting commuter transportation demands than the above commuter alternative. The Enterprise Rideshare vanpool program offers some flexibility in the length of leases and type of vehicle for their vanpool programs. This could be an option for a new Foresthill program.

Rural Vanpools

The strategy of using a vanpool to address commuter needs in Foresthill could be applied to all communities in the study area. Examples include between Lincoln and Auburn or Alta and Auburn. The benefit of a vanpool is that the user pays a larger portion of the subsidy and therefore is a less expensive option for the county or transit operator. However, the cost is greater for the user and generally only works well when all vanpool users work in the same general location.

Combine Alternatives with Health Express Service

In an effort to minimize duplication of services, it is worth reviewing if any of the above alternatives could be combined with the Health Express service. If a Health Express van routinely operates between two communities, at least twice per week, then perhaps the doors could be open at set stops for all passengers on a set schedule. The Health Express Trip Origin/Destination data (Table 16) shows that a common trip pattern is between Lincoln and Auburn, 14 one-way trips per month. This may be enough ridership to justify combining Health Express with the SR 193 Corridor route.

Transportation Network Companies

In the last few years, Transportation Network Companies (TNCs) such as Uber and Lyft have become tremendously popular and have a mainstream appeal in urban areas. TNCs use advanced internet/communications technologies to arrange rides between passengers and drivers enrolled in the program. Unlike a taxi service, street hails are prohibited. Drivers are not employees of the TNC, but instead effectively operate as independent contractors. Within California, TNCs are licensed through the California Public Utilities Commission (CPUC) and must adhere to the following:

- ◆ Provide a driver safety training program.
- ◆ Provide an Accessibility Plan that ensures no discrimination on the basis of disability, including the need for a wheelchair accessible vehicle.
- ◆ Conduct background checks, including driving history and criminal background check.
- ◆ Provide required insurance coverage.

TNC drivers do not have to undergo drug and alcohol testing, so long as the TNC adopts a zero-tolerance policy.

Public input has repeatedly suggested coordinating with companies such as Uber to make public transit more appealing, cost effective and easy to use. A large reason for the popularity of TNCs is that passengers are not generally restricted to specific hours as a public transit passenger can be. Another alluring aspect is the technology side. Potential passengers just need to download an application on to their phone and can request a ride with no actual money changing hands or speaking to a dispatcher. According to the Uber website, Placer County is included in the Sacramento service area; however, as this is relatively new, it is unknown how convenient this service would be in rural Western Placer County.

It is common for TDA funds to be used to subsidize taxi rides for residents of rural areas where it is not cost efficient for a bus to serve the area. A similar process could be used to subsidize TNC trips. First, there would need to be a sufficient number of TNC drivers available in the rural area. Second, for TDA reporting, drivers would need to record the number of trips provided, hours/miles driven for subsidized passengers as well as submit some type of invoice to the transit agency. Further potential complications would arise if FTA funds were used to subsidize the program. According to FTA rules, anyone who performs a safety-sensitive function for the recipient or sub recipient of an FTA grant is required to comply with 49 CFR 653 and 654 (drug and alcohol policy), with certain exceptions for contracts involving maintenance services. The FTA allows three different options: 1) The contractor implements their own drug and alcohol testing program, 2) the contractor participates in recipient's drug and alcohol program, 3) the recipient specifies some or all of the specific features of a contractor's drug and alcohol compliance program. Subsidizing TNC trips is possible, but it would depend on the willingness of the private transportation provider to adhere to these rules.

There are examples of towns and municipalities subsidizing Uber rides for the general public. For example, the City of Summit in New Jersey subsidized Uber rides in to the downtown area during the holidays. The objective of the program was to reduce traffic and parking problems during the busy season. Other towns have subsidized Uber rides in an effort to reduce drunk driving. However, in all of these instances, this occurred in a major urban area.

The Study Team made several attempts to contact Uber regarding coordination in rural Placer County. The only response has been that they are not currently willing to coordinate with a public transit operator in Placer County at this time.

From the perspective of public transit, TNCs can be considered to effectively be lower-cost, advanced-reservation taxi services. However, the costs are still substantial. A one-way ride on

uberX (the lowest cost form of Uber) between Auburn and Colfax is quoted to be \$15 to \$21. This clearly is not an option that could replace use of public transit for regular riders.

SERVICE ALTERNATIVES PERFORMANCE ANALYSIS

Table 24 presents a series of performance indicators for the various service alternatives discussed above. All the alternatives effectively increase service with the exception of the Roseville operates DAR and shift the Alta/Colfax schedule to commuter hours.

- ◆ A key measure of the operating effectiveness of the alternatives is the **marginal one-way passenger-trips per vehicle service hour** (Figure 26). Alternatives with the greatest marginal passenger-trips per hour are the Roseville Route L Extension (13.67) and the Alta/Colfax Commuter + Mid-Day (9.18). The poorest performing alternatives in this category are the Expansion of the Existing Granite Bay DAR (0.38) and Sheridan 5 days per week (0.82).
- ◆ Another key measure is the **marginal subsidy per passenger-trip** (Figure 27). This directly measures the key input to a public transit program (public subsidy funding) against the key output (ridership). With respect to service expansion the optimum values are the lowest values, representing a relatively small amount of additional subsidy for every new passenger served. The Alta/Colfax Commuter + Mid-day would reduce subsidy per trip by \$9.59. Other relatively low subsidies per passenger –trip are: Granite Bay- Roseville Route L Extension (\$9.60), and SR 193 Corridor Commuter (\$16.79). Again the alternative with the highest subsidy per passenger-trip is the Granite Bay Expand DAR Hours alternative (\$180.58). From a cost efficiency standpoint, the Roseville Transit operates Granite Bay DAR and the Alta/Colfax Shift to Commuter schedule will actually reduce subsidy per trip.
- ◆ Finally, the **marginal farebox return ratio** performance measure is calculated by dividing the marginal change in farebox revenues by the marginal change in operating costs. The services which increase Placer County costs that have the highest marginal farebox ratio are: Foresthill Lifeline (1 day x week) (10.9%), SR 193 Corridor Commuter (10.6%), and Roseville Route L Extension (10.4%).

Summary

Given the analysis above, the pros and cons of each alternative area outlined below:

- ◆ **Sheridan** – The lifeline fixed route service option would not be significantly productive (1.2 passenger-trips per vehicle-hour) but performance is increased if combined with the SR 193 Lifeline service. If this service is implemented on a reservation only basis, it would reduce costs and meet an important need for a generally transit-isolated community.
- ◆ **SR 193 Corridor** – The commuter service outperforms the lifeline option, however the commuter service would generally be service City of Lincoln residents, not residents along the SR 193 corridor. As the primary goal of this study is to provide mobility to the rural residents of western Placer County, the combined Sheridan/SR 193 lifeline service would better meet this objective for a relatively low cost of \$21,610.

TABLE 24: Service Alternative Performance Analysis

Alternative	Performance Measure				
	Marginal Passenger-Trips per Vehicle-Hour	Marginal Passenger-Trips per Vehicle-Mile	Marginal Cost per Passenger-Trip	Marginal Subsidy per Passenger-Trip	Marginal Farebox Return Ratio
Sheridan					
Lifeline service to Lincoln (1 RT, 1 days x week)	1.76	0.12	\$47.75	\$45.75	4.2%
Lifeline service to Lincoln (1 RT, 2 days x week)	1.27	0.08	\$66.49	\$64.50	3.0%
Lifeline service to Lincoln (1 RT, 5 days x week)	0.82	0.05	\$103.37	\$101.37	1.9%
SR 193 Corridor Route					
Commuter Service (2 RT, 5 days per week)	5.63	0.21	\$18.79	\$16.79	10.6%
Mid Day Round Trip (2 x week)	0.89	0.09	\$88.53	\$86.53	2.3%
Combined Sheridan/SR 193 Lifeline (1 x week)	2.85	0.15	\$31.20	\$29.20	6.4%
Granite Bay					
Expand Existing DAR Service by 5 Hours (8:00 AM - 5:00 PM)	0.38	0.20	\$181.21	\$180.58	0.3%
Roseville Route L Extension/Eliminate DAR	13.67	--	\$10.71	\$9.60	10.4%
Roseville Operates DAR	--	--	-\$4.16	-\$5.48	--
Auburn/Bowman					
Hwy 49 DAR expansion	1.96	0.24	\$38.81	\$37.96	2.2%
Alta/Colfax					
Add Mid-day Run to Existing Route	3.29	0.14	\$28.61	\$27.76	3.0%
Shift Schedule to Commuter Hours	--	--	\$0.00	-\$0.85	--
Commuter Schedule + Mid-day Run	9.18	0.40	\$10.26	\$9.59	6.5%
Foresthill					
<u>Lifeline service: Auburn to Foresthill</u>					
1 RT, 1 days x week	3.53	0.20	\$24.88	\$22.16	10.9%
1 RT, 2 days x week	2.75	0.15	\$31.99	\$29.26	8.5%
1 RT, 3 days x week	2.22	0.12	\$39.51	\$36.79	6.9%
Commuter Service: Auburn to Foresthill	2.25	0.05	\$52.59	\$48.92	5.1%
Taylor Road Shuttle					
Add Second Bus and 1.0 Mile Service Area	1.32	0.10	\$62.06	\$61.43	1.0%
Add Second Bus and 1.5 Mile Service Area	1.40	0.11	\$58.69	\$58.07	1.1%

- ◆ **Granite Bay** – Expanding the existing DAR is not cost effective. As the Route L Extension alternative changes the transit mode from demand response to fixed route, it is estimated to be rather productive, but at a cost of \$112,990. Contracting with the City of Roseville to operate the Granite Bay DAR is estimated to ultimately reduce the operating subsidy for Placer County. Close coordination with Roseville Transit would also be required.
- ◆ **Auburn** – Public transit appears to cover the majority of neighborhoods which are the most likely to be transit dependent. The Expanding Hwy 49 DAR alternative is not productive. Public comments indicate that a joint marketing outreach effort with the City of Auburn is warranted for this study area.

- ◆ **Alta/Colfax** – On paper, the Shift Schedule to Commuter Hours is the best alternative for this study area. However, by itself the long layover in Auburn would essentially decrease the availability of transit to some elderly and frail rural Placer County residents and therefore may not be a good alternative in a qualitative sense. Both shifting to commuter hours and providing a mid-day run would allow for shorter stays in Auburn (and would also provide the choice of morning vs. afternoon trips). While it would increase costs by \$44,420, this combined option merits further consideration.
- ◆ **Foresthill** – If funding is available (\$19,940), implementing the lifeline transit service (one day per week) for a trial period would meet the objective of providing greater mobility for rural residents. The transit operator could require a minimum number of advance reservations to operate.
- ◆ **Taylor Road Shuttle** – The analysis shows that it is rather costly to expand the deviation service area, as it would require the addition of another bus. While it would increase ridership on the Taylor Road Shuttle by roughly one-third, this expansion would not be productive (1.32 to 1.40 passenger-trips per vehicle-hour of service).

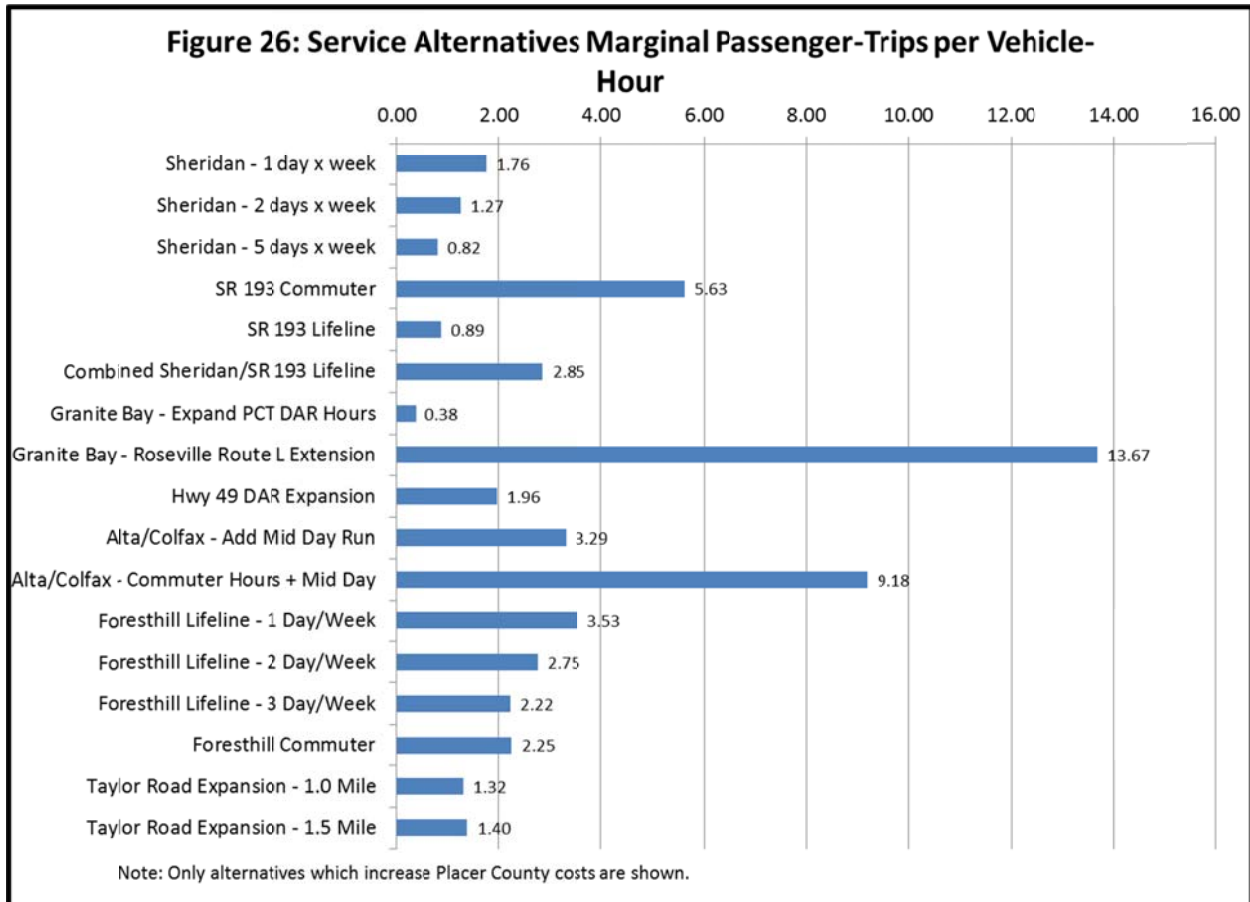
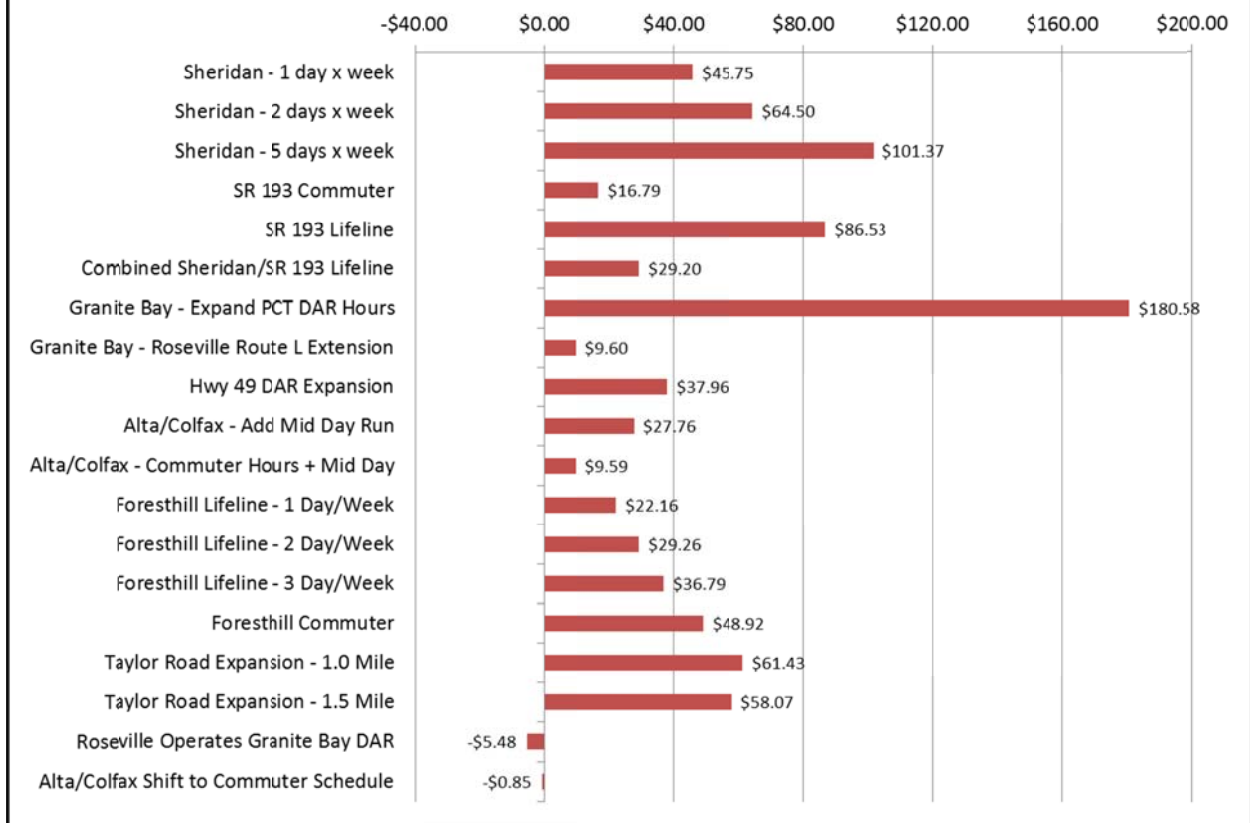


Figure 27: Service Alternatives Marginal Subsidy per Passenger-Trip



MARKETING / PUBLIC AWARENESS ALTERNATIVES

My Rides and Health Express

Given the limited public funding available to transit in rural areas and low density of demand, it is not feasible to expand fixed route or DAR service to meet all the needs discussed above. Often, more rural areas are turning to less traditional public transit services such as volunteer driver programs and taxi voucher programs. Placer County has two non-traditional public transit services in place which are available to residents of the study areas in need: Health Express and My Rides. It was discovered through the public input process that many MAC committee members and the general public are unaware of these services, particularly My Rides. Capacity constraints and lack of funding for My Rides does not seem to be an issue. Therefore, it is likely that more rural transit needs could be met in a cost effective manner through the My Rides and Health Express programs. The following are a few suggestions to increase awareness of these services in rural portions of western Placer County:

- ♦ Social Media – In today’s technological world, all social media outlets should be utilized to advertise the Health Express and My Rides programs. This outreach method may be useful to advertise services to friends and family of elderly passengers. Not only would periodic postings on the Placer County and PCTPA Facebook page be useful but also post on study area schools districts, fire districts, police and other organization Facebook pages. All postings should prominently display the number to call for a ride.

- ◆ Run a “Splash Article” in Gold Country Media newspapers – Gold Country Media newspapers includes a variety of publications such as the Auburn Journal, Loomis New, and Lincoln Messenger which run in many of the study areas. A testimonial article about existing My Rides and Health Express passengers in the newspapers could encourage more residents to try the service.
- ◆ Radio – Senior’s First representatives could be a guest on a local radio channel to advertise the Health Express and My Rides programs.
- ◆ Signs on Major Roadways – Perhaps a more effective way of advertising in the smaller communities such as Sheridan is to place a sign on a roadway commonly used to enter/exit the community or near commercial centers such as the post office or general store, as long as local signage laws are obeyed.
- ◆ Mass Mailers – Although outdated for some of the larger communities, “stuffing mailboxes” with flyers advertising My Rides and Health Express services may catch the attention of residents of the smaller study areas such as Sheridan or Alta.
- ◆ Posters – In rural areas, the bulletin board at the local grocery, library, etc. still remains an effective way of disseminating information. A poster of modest size (such as 11” X 17”) outlining the benefits of transportation programs and providing phone numbers and websites for further information can effectively reach many rural residents.
- ◆ Coordination with Fire District or Other Local Community Organizations – Passing on the word through local fire districts, school districts, Latino groups and other community organizations will help reach a larger audience.

Auburn Area

Many of the transit needs which have been brought up through the Unmet Transit Needs process or public input for this study include service to areas which are currently served by public transit. This is especially true in the Auburn area where City of Auburn and Placer County transit services overlap. Having two operators in the area may be confusing. Residents seem to be unaware of the three-quarter mile deviation service area for the general public on Auburn Transit. In terms of rural Placer County marketing, residents living just outside of the city limits but within the deviation service area should be the focus of marketing efforts. These findings warrant a more detailed review of the various transit service options in the Auburn area in a separate study.

CAPITAL ALTERNATIVES

The capital impacts of the various service alternatives are considered in Table 23. If an alternative is evaluated further, a more detailed analysis of bus stop placement is warranted. As noted in the SACOG Lifeline Transit Study the location of bus stops can deter ridership. Often the desirable or feasible bus stop location is not near the front of the retail facility. This makes it challenging for persons with disabilities and discouraging for other transit riders.

It is also important to ensure that the bus stop is compliant with ADA regulations. According to the latest FTA guidelines for compliance with the ADA, a bus stop should be sited, where practical, at a location that will permit construction of a boarding and alighting area which complies with Section 810.2:

- ◆ *New, altered, or relocated bus stops must have a firm, stable surface and must provide a clear length of 96 inches, measure perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches, measured parallel to the vehicle roadway.*
- ◆ *Bus stops must also connect via an accessible route to streets, sidewalks, or pedestrian paths.*
- ◆ *The slope of the bus boarding and alighting area in the direction parallel to the roadway must be the same as that of the roadway to the maximum extent practicable. Perpendicular to the roadway, the slope must not exceed 1:48.*

If the new bus stop location is under the control of another public agency, the transit agency should make an effort to come to an arrangement with the other public entity.

The following recommended rural transit strategies for western Placer County were developed from the analysis presented in Chapters 1 – 6 and input gathered from a Project Advisory Committee, stakeholders, and rural Placer County communities. Each strategy identifies the operating subsidy required, potential capital requirements, potential operator, and implementation plan. Potential funding sources for these rural transit strategies are identified at the end of this chapter. For more detailed information on how each strategy was developed, refer to Chapter 6, above.

RECOMMENDED PERFORMANCE STANDARDS

Without the population base of an urbanized area and the length of the routes, it is not realistic to expect rural transit services to perform at the same level as transit services in small cities or urbanized areas. Providing service to lower density areas requires a careful balancing of maximizing the availability of service to area residents on one hand versus making efficient use of public dollars on the other. Therefore, one component of this study was to define performance standards specific to rural transit services. Table 25 presents the recommended rural performance standards along with estimated performance of each of the service alternatives. These standards were based on performance measures identified in the Placer County Regional Transportation Plan 2036, actual peer rural services operating data, and adopted standards for peer transit agencies.

It should be noted that Transportation Development Act defines a series of performance measures for California's public transit systems, applied to a transit organization in its entirety rather than to individual routes or services. In particular, the farebox return ratio is a key TDA performance measure that many transit systems serving lower density areas are challenged to meet. PCTPA has adopted a blended farebox ratio of 13.2 percent for PCT services and 15 percent for Roseville Transit services. While the recommended performance standards for rural services are lower than the system-wide requirements, the transit operator should consider how the implementation of a new rural route will affect the system-wide farebox ratio, and ensure that new services do not raise the risk of not attaining TDA standards for the overall system.

Rural Lifeline Services

Rural lifeline services include routes which connect sparsely populated rural areas where little to no commercial or medical services exist to larger communities and their services. Rural lifeline services generally have infrequent service and are not designed to provide work transportation for a resident with a traditional work schedule. Reasonable performance standards for rural lifeline services are:

- ◆ Passenger-trips per Vehicle Service Hour – 2.5
- ◆ Operating Subsidy per Passenger-Trip - \$40.00
- ◆ Farebox Ratio – 5.0 percent

The Combined Sheridan/SR 193 Corridor Lifeline (1 day/week) service and the Foresthill lifeline service alternatives are the only rural lifeline services which meet these standards.

TABLE 25: Western Placer County Rural Transit Service Performance Standards and Alternatives Performance Analysis

	Performance Standard		
	Shading Indicates Meets Standard		
	Passenger-Trips per Vehicle Service Hour (Minimum)	Operating Subsidy per Passenger-Trip Standard (Maximum)	Operating Farebox Return Ratio Standard (Minimum)
<u>Rural Lifeline Services Standard</u>	2.5	\$40.00	5.0%
Sheridan - 1 day/week	1.76	\$45.75	4.2%
Sheridan - 2 days/week	1.27	\$64.50	3.0%
Sheridan - 5 days/week	0.82	\$101.37	1.9%
SR 193 Lifeline - 2 days/week	0.89	\$86.53	2.3%
Combined Sheridan/SR 193 Lifeline (1 day/week)	2.85	\$29.20	6.4%
Foresthill Lifeline - 1 day/Week	3.53	\$22.16	10.9%
Foresthill Lifeline - 2 day/Week	2.75	\$29.26	8.5%
Foresthill Lifeline - 3 day/Week	2.22	\$36.79	6.9%
<u>Rural Inter-Community/Commuter Services Standard</u>	5.0	\$15.00	7.5%
SR 193 Commuter	5.63	\$16.79	10.6%
Foresthill Commuter	2.25	\$48.92	5.1%
Alta/Colfax - Add Mid Day Run	3.29	\$27.76	3.0%
Alta/Colfax Shift to Commuter Schedule	1.2	-\$0.85	--
Alta/Colfax - Commuter Hours + Mid Day	9.18	\$9.59	6.5%
<u>Rural Demand Response Services</u>	1.5	\$40.00	5.0%
Hwy 49 DAR Expansion	1.96	\$37.96	2.2%
Granite Bay - Expand PCT DAR Hours	0.38	\$180.58	0.3%
Roseville Operates Granite Bay DAR	1.33	-\$5.48	--
Taylor Road Expansion - 1.0 Mile	1.32	\$61.43	1.0%
Taylor Road Expansion - 1.5 Mile	1.40	\$58.07	1.1%
<u>Urbanized Area Fixed Route</u>	10.00	\$10.00	13.0%
Granite Bay - Roseville Route L Extension	13.67	\$9.60	10.4%

Rural Inter-Community / Commuter Services

Services which fit into this category operate at least two round trips per day/ five days per week in primarily rural areas. Rural commuter services link outlying communities to employment centers within Placer County and operate during hours which allow a resident with a traditional work schedule to ride the bus to work. This category does not include Regional Commuter Services which serve the Sacramento downtown area. Performance standards for rural inter-community / commuter services are:

- ◆ Passenger-trips per Vehicle Service Hour – 5.0
- ◆ Operating Subsidy per Passenger-Trip - \$15.00

- ◆ Farebox Ratio – 10.0 percent

The SR 193 Commuter service meets the passengers per hour and farebox ratio standard. The Alta/Colfax - Commuter Hours + Mid-Day meets both the passenger per hour and subsidy per trip standard.

Rural Demand Response Services

This category includes Dial-A-Rides or deviated fixed route services located in rural areas where there is likely to be minimal demand for service or no other transit services are available.

- ◆ Passenger-trips per Vehicle Service Hour – 1.5
- ◆ Operating Subsidy per Passenger-Trip - \$40.00
- ◆ Farebox Ratio – 5.0 percent

The Highway 49 DAR expansion meets the subsidy per trip maximum of \$40.00 as does the option of Roseville Transit operating the Granite Bay DAR. Services in Granite Bay are difficult to categorize as the community is rather urbanized but there are currently limited transit services available.

Urbanized Area Fixed Route

Transit services located in urbanized areas and operating on hourly headways should be held to a higher standard than rural services. The Granite Bay – Roseville Route L Extension alternative fits into this category. This alternative meets the performance standards with the exception of the farebox ratio standard.

- ◆ Passenger-trips per Vehicle Service Hour – 10.0
- ◆ Operating Subsidy per Passenger-Trip - \$10.00
- ◆ Farebox Ratio – 13.0 percent

RECOMMENDED STRATEGIES

Using this table and the analysis conducted as part of this study, the Study Team recommends the following strategies to improve mobility for rural residents of western Placer County.

Combined Sheridan/SR 193 Corridor Lifeline Service 1 Day per Week

This alternative meets all the recommended rural performance standards. Transit service to Sheridan has been continually requested through public input forums as there is no traditional transit service available at this time. The service would be a true lifeline service with two round trips, one day per week between the Sheridan Post Office and Lincoln (Twelve Bridges Transfer Point) and then between Lincoln (Walmart) and Auburn (Nevada Street Station) along SR 193. This strategy combines the Sheridan Alternative (Figure 20) and the SR 193 Corridor Alternative (Figure 21) in Chapter 6.

The service would operate as a deviated fixed route so as to meet ADA requirements and provide increased mobility for the general public. Transfers to the PCT Lincoln – Rocklin – Sierra

College Route would be possible at Twelve Bridges and to Auburn Transit or PCT Highway 49 route at Nevada Street Station. This strategy would allow for a three hour layover in Lincoln for Sheridan residents and a two hour layover in Auburn for Lincoln/SR 193 residents.

The annual operating subsidy required is estimated at \$21,610 and the service would carry around 740 one-way passenger trips per year. PCT is the most likely operator for the service and therefore the vehicle would be based at the Lincoln Corp Yard. Initially, the service should be advertised as a "reservation only" service. This means that the route would not operate unless a minimum number of two individual passengers made a reservation at least two business days in advance for either the Sheridan leg or SR 193 corridor leg. (This minimum number could be modified in the future based upon ridership patterns.)

Capital Requirements - A new small transit vehicle or minivan would be required for the Sheridan/SR 193 service. In terms of bus stops, a sign would need to be installed at the Sheridan Post Office. Existing bus stops in Lincoln and Auburn could be used.

Implementation - This strategy will be implemented as a demonstration route. Studies have shown that it takes around three years for a new service to reach its full ridership potential. If after three years, the new service does not meet the recommended rural performance standards, Placer County should reevaluate the need for the service. If demand exceeds initial estimates, service frequency could be increased to two days per week.

Additional public input will be required prior to implementation. The transit operator should work closely with the affected MACs to determine the optimal day of week for service and bus stops. Advertising the new service will be crucial to its success. In these small communities, traditional advertising methods such as flyers in public places or alongside the roadway may have the greatest effect. The community should be made well aware that this is a demonstration route and the route will be discontinued if ridership targets are not met.

An important implementation step will be for the transit operator to check drive times and determine safe locations for pullouts in Sheridan. The transit operator should also review the extent of the proposed three-quarter mile deviation area to determine if it includes rural roads not accessible by a transit bus.

Monitoring – During the demonstration period, the transit operator should periodically monitor ridership by stop, the number of deviation requests and conduct on-board passenger surveys. Based on the data received, the new rural service could be shifted to a different day/time or new stops could be added/eliminated. Data should then be used to compare actual performance to the rural standards in Table 25.

Foresthill Lifeline Service 1 Day per Week

This new bus route would extend from the Foresthill Community Center near the intersection of Main St & Soap St in Foresthill to the Nevada Street Station in Auburn. In order to be compliant with ADA, the route would be operated as a deviated fixed route. The three-quarter mile service area would cover most of the communities of Foresthill and Todd Valley and include the Sky Terrace Mobile Home Park and Hillcrest Mobile Home Park. A potential schedule would be for the Foresthill bus to deadhead to Foresthill from Auburn, pick up any pre-reserved deviations

within a three-quarter mile radius then depart the Foresthill Community Center at 9:30 AM. This would allow for arrival at the Nevada Street station in Auburn at 10:00 AM in time for passengers to transfer to Auburn Transit or the PCT Hwy 49 route. There would be a three hour layover in Auburn before departing Auburn Station around 1:00 PM and arrive in Foresthill around 1:30 PM.

The highest performing option is to operate this service one day per week. It would be reasonable to make the new Foresthill Lifeline route a reservation only service. The route would not operate unless a minimum of two individual passengers made a reservation at least two business days in advance (which could be modified in the future depending on ridership patterns).

Estimates show that the Foresthill Lifeline route would produce 900 one-way passenger-trips per year, or 12 per service day. Accounting for headway, layover, and travel time, this alternative would amount to \$19,940 in annual operating subsidy. PCT would operate the service.

Capital Requirements – If the Foresthill Lifeline route is operated on a different day of the week from the Sheridan/SR 193 Lifeline route, the same vehicle could be used. A bus stop should be placed at the Foresthill Community Center.

Implementation - This strategy should be implemented as a three year demonstration route. If after the trial period, the new service does not meet the recommended rural performance standards, discontinuing the service should be considered. If demand exceeds initial estimates, service frequency could be increased to two days per week.

Additional public input and field work will be required prior to implementation. The transit operator should work closely with the Foresthill MAC to determine the optimal day of week for service and appropriate public outreach/marketing. The transit operator will need to determine safe locations for pullouts as well as access limitations for a transit vehicle within the three-quarter mile deviation area.

Monitoring – During the pilot period, the transit operator should periodically monitor ridership by stop, number of deviation requests and conduct on-board passenger surveys. Based on input received, the new rural service could be shifted to a different day or time or new stops could be added/eliminated. Data should then be used to compare actual performance to the rural standards in Table 25.

Alta/Colfax – Commuter Schedule + Mid-Day Run

The Alta/Colfax – Commuter Schedule + Mid-Day Run alternative meets two out of three rural performance standards (and is close to meeting the third) and addresses issues frequently brought up in public forums. This strategy shifts the hours of the Alta/Colfax route to allow persons with a traditional work schedule to ride public transit to Auburn as well as provides rural residents requiring services in Auburn with a transit round trip option with a shorter layover time.

The existing Alta/Colfax schedule would be adjusted so that the first round trip would arrive in Auburn at the Nevada Street station at or before 8:00 AM and the second round trip would depart Auburn at or just after 5:00 PM. Given the PCT yard location at DeWitt Center, service could also be provided to county employees at DeWitt Center (as well as to other users of county services). Passengers could transfer to Auburn Transit and PCT Highway 49 routes at Nevada Street Station at the top of the hour. The three-quarter mile deviation service area would not change. The mid-day run would depart Auburn around 11:00 AM and then depart Alta at around Noon to arrive in Auburn around 1:00 PM. Therefore non commuting passengers would have either a three hour layover in the morning or a four hour layover in the afternoon before the 5:00 PM return trip to Alta/Colfax from Auburn.

Total operating subsidy is estimated to be \$44,420 annually and would increase passenger-trips by 4,630. As the number of vehicle service hours operated within the Colfax area would increase, the funding arrangement between the City of Colfax and PCT should be reviewed and revised.

Capital Requirements – No new bus stops or vehicles would be required as part of this alternative.

Implementation – The mid-day run should be implemented as a three year demonstration project. If after the trial period, the Alta/Colfax route does not meet the recommended rural performance standards, Placer County should reevaluate the need for the additional mid-day run. PCT should conduct appropriate outreach to the MAC and existing passengers. Flyers could be posted on existing bus stops and vehicles.

Monitoring – As with the other rural strategies, the transit operator should periodically monitor ridership by stop, the number of deviation requests and conduct on-board passenger surveys and make changes to the service based on the results.

Roseville Operates Granite Bay Dial-A-Ride

Placer County should explore the potential for the City of Roseville to provide Dial-A-Ride services in the Granite Bay area. The alternatives analysis shows that if Placer County contracted with Roseville Transit to operate the Granite Bay DAR at current Roseville Transit DAR service levels, the Granite Bay DAR would carry roughly 580 more passenger-trips per year and reduce Placer County's annual operating subsidy by \$3,180. This strategy also benefits Granite Bay passengers with an increase in service span and improved travel options. Roseville destinations for Granite Bay DAR passengers would no longer be limited to the Sierra College Blvd corridor.

Implementation: This strategy will require frequent and close coordination with the City of Roseville. If Roseville Transit is interested, Placer County and the City of Roseville would need to determine a contract rate for service based on the number of vehicle service hours that the Roseville Transit DAR would extend Granite Bay. The alternatives analysis assumed the Roseville Transit operated Granite Bay DAR would carry roughly 4.2 passengers per day and each trip would require about 45 minutes of vehicle time. To more accurately determine costs, Roseville Transit could initially record the miles and hours of each Granite Bay trip and bill Placer County at an agreed upon cost per vehicle-hour. After a month of operation, the average

trip length and time could be determined and used to develop an average cost per mile/hour factor for Granite Bay DAR service to be used going forward.

Coordination with Roseville Transit will also be important for marketing the service. Along with advertisements on websites and social media, Roseville Transit and PCT representatives should attend a Granite Bay MAC meeting to promote the new DAR.

Detailed Service Review in the Auburn Region

There appears to be some confusion among residents regarding service area boundaries for PCT and City of Auburn transit services within the greater Auburn area. Many residents are unaware that service is available in some parts of unincorporated Auburn. As such, many Auburn transit needs could potentially be met through better outreach and communication of available services to residents. Figure 23 also demonstrates overlap of the deviation request areas for Auburn Transit and PCT. Therefore, an institutional strategy to help meet rural transit needs is for PCTPA to conduct a more detailed service review of public transit services in the Auburn region. The study should consider coordination opportunities for fares and schedules as well as joint marketing outreach.

Expand PCT Vanpool Budget to Meet Rural Commuter Needs

A vanpool is a good alternative strategy to address commuter needs in rural Placer County. Commute patterns and public input indicate the potential for vanpools between Lincoln and Auburn, between Alta and Auburn and between Foresthill and Auburn. The benefit of a vanpool is that the user pays a larger portion of the subsidy and therefore is a less expensive option for the county or transit operator. However, the cost is greater for the user and generally only works well when all vanpool users work in the same general location. PCT currently administers a vanpool program of 10 vans, all of which focus on the Sacramento downtown areas. Vanpools which are centered around employment in Auburn may be less convenient for passengers, if the vanpool spends extra time dropping off passengers at various locations. Nevertheless, in some rural communities more residents work in Auburn than Sacramento. Placer County subsidizes the cost of the vanpool vehicle lease costs and administrative oversight with TDA funds. PCT staff estimate that adding a new vanpool vehicle would require an increase in the vanpool budget by roughly 10 percent, equal to about \$25,000 per year. The PCT vanpool budget should be increased by 10 percent to meet rural commuter transportation needs.

Other Strategies Considered

SR 193 Corridor Commuter

Table 25 shows that the SR 193 Corridor Commuter alternative meets both the passengers per hour standard and the farebox ratio standard and is just slightly greater than the subsidy per trip standard. The Combined Sheridan/SR 193 strategy will provide transit service along the currently unserved SR 193 corridor at a much lower cost than the SR 193 Corridor Commuter alternative (\$21,000 vs \$60,000). Additionally, the majority of ridership on the SR 193 Corridor Commuter is assumed to be generated from City of Lincoln residents working in Auburn. The primary objective of this study was to recommend transit service which meets the needs of rural Placer County residents living outside the incorporated communities. Therefore the SR 193

Corridor Commuter route was not given as high a priority. If through the monitoring efforts, it becomes apparent, there is demand for a more frequent rural commuter service along the SR 193 corridor, the SR 193 Corridor Commuter strategy should be considered.

Granite Bay – Roseville Transit Route L Extension

Although relatively high performing (Table 25), this strategy is rather expensive, (annual operating subsidy of \$112,990). It involves discontinuing the Granite Bay DAR and contracting with Roseville Transit to extend Roseville Transit’s Route L into Granite Bay (Figure 22). The advantage of this strategy is that frequent fixed route service would be provided to Granite Bay residents instead of intermittent demand response service. As such it is likely to carry significantly more passengers trips (11,770 vs 490), but at a high cost.

As discussed below, there is likely limited funding available to implement the strategies identified in this document. When considering implementation of the Granite Bay – Roseville Transit Route L Extension alternative (which is more urban in nature), decision makers need to take into account that it may be at the cost of not implementing some of the other strategies which address truly rural issues.

Farebox Ratio Adjustment

Per the Transportation Development Act (TDA), PCTPA has adopted a blended farebox ratio for PCT services of 13.2 percent. The ratio is based on the proportion of PCT service area which lies within urbanized and non-urbanized portions of western Placer County. The implementation of some of these rural transit strategies will change that proportion. Therefore, after the three year demonstration period for the recommended strategies, PCTPA should reevaluate the blended farebox ratio for PCT services.

TDA law allows for an exemption from the systemwide farebox ratio calculation for “Extension of Public Transit Services” for two years after the end of the fiscal year in which the extension of services was put into operation (PUC 99268.8). An extension of services is defined as additions of geographical areas or route miles, or improvements in service frequency or hours of service greater than 25 percent of the route total, or the addition of new days of service and for a new type of service, such as van, taxi, or bus. PCTPA should grant the farebox ratio exemption to the operator as applicable.

POTENTIAL FUNDING SOURCES

The following lists potential funding sources for the rural transit strategies:

Passenger Fare Structure – As is common practice in other rural regions, it is reasonable to charge a higher fare for public transit services which travel long distances or are operated on a reservation only basis. The Sheridan/SR 193 and Foresthill strategies fit in to this category. PCT should create a new fare category for these fixed route rural transit services. The new rate could be based on the average peer fare per mile of \$0.14 identified in this document or could be a surcharge on top of the basic PCT fixed route fare.

Transportation Development Act – Local Transportation Funds (LTF) – TDA LTF are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are dependent upon local population and spending.

As allowed in TDA, in Placer County a portion of LTF funds are used for streets and roads purposes. Per state law funds can be allocated for streets and roads purposes if the following conditions are met:

- ◆ Consult with the SSTAC established pursuant to PUC Section 99238.
- ◆ Identify transit needs, including:
 - Groups who are transit dependent or transit disadvantaged
 - Adequacy of existing transit services to meet the needs of groups identified
 - Analysis of potential alternatives to provide transportation services
- ◆ Adopt or reaffirm a definition of “unmet transit needs” and “reasonable to meet.”
- ◆ Identify the unmet transit needs and those needs that are reasonable to meet.
- ◆ Adopt a finding that there are no unmet transit needs, that there are no unmet needs that are reasonable to meet or that there are unmet transit needs including needs that are reasonable to meet.

If a finding is adopted that there are unmet transit needs, these needs must be funded before an allocation is made for streets and roads.

LTF funds are the most likely funding source for the rural transit strategies identified in this document. Therefore, implementation will trigger the unmet transit needs process described above. This study should be used as basis for decision-makers for that process.

The **Low Carbon Transit Operations Program (LCTOP)** is an element of the Transit, Affordable Housing and Sustainable Communities Program established by the passage of Senate Bill 862 in 2014. These funds are generated by greenhouse gas reduction funds (“Cap and Trade” funds). In 2014, \$25 Million was appropriated statewide, while going forward 5 percent of total Greenhouse Gas Reduction Fund revenues will be allocated to LCTOP. Funds are allocated to each county under a formula by Caltrans. The program is a discretionary grant program intended to reduce greenhouse gas emissions, with a focus on low-income communities (for those areas that include areas designated as disadvantaged communities). These funds must be targeted to transit operations, fare programs, or capital improvements that enhances/expands transit mode share and that reduces greenhouse gas emissions. As part of the application process projects must quantify the level of greenhouse gas emissions that will be reduced by the project. As a rural lifeline service is not likely to eliminate a high number of personal vehicle trips, rural transit routes may not be very competitive for this program.

FTA Section 5311 Public Transportation for Rural Areas (R) – Federal transit funding for rural areas (population of less than 50,000) is currently provided through the FTA Section 5311

Nonurbanized Area Formula Program. In California, an 11.47 percent local match is required for capital programs and a 44.67 percent match for operating expenditures. These funds, administered by Caltrans, are segmented into "apportioned" and "discretionary" programs. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services

Statewide, nearly \$25.7 million is available. The majority of FTA 5311 funding for Placer County is allocated to the Tahoe Basin portion of the county.

FTA Section 5307 - This program is the federal formula transit grant program for urbanized areas. Eligible recipients are public transit operators in an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Appendix A
UNMET NEEDS

FY 2015/16

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		Recommendation	Comments
Lincoln	Americans with Disabilities Act (ADA)	Would like to see dial-a-ride offered in Lincoln on Sundays.	Placer County Transit, through a contract with the City of Lincoln, currently does not provide fixed route or Dial-a-Ride services on Sunday. The City of Lincoln SRTP did not contemplate Sunday service nor does the Lincoln Transit Route Analysis (LSC Transportation Consultants Inc., February 2015). PCT Sunday service was examined in the SRTP; however, due to increased operating costs and low ridership projections the adopted SRTP did not include any recommendation to provide service on Sundays. It is uncommon for smaller transit systems to operate service on Sundays.	This is an unmet transit need that is not reasonable to meet.	1		
Lincoln		There is a lack of sidewalk and ADA compliant facilities in Lincoln.	This comment does not fit within the definition of an unmet transit need, but may influence potential transit users ability to ride public transit. This comment will be forwarded to the City of Lincoln to address.	This is not an unmet transit need.	1		
Lincoln/PCT		The Lincoln Circulator route was filled with school children this morning at 7:20. They should ride the Tripper service rather than the Circulator. In the afternoon the route deviation results in the bus running 20 minutes late. When the bus is full there is no accessible seating or room for wheel chairs.	Drivers have the ability to ask passengers to move if a wheelchair needs to board or if someone requests to sit in the accessible seating. PCT is aware that the school aged passengers loading can cause the bus to be late. PCT should monitor and make adjustments to the route if passenger load and on-time performance is a persistent problem.	This is not an unmet transit need.	1		

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Lincoln/PCT	<p>It seems impossible that decent Dial-a-Ride service can be provided in Lincoln considering that two vans were in operation around 2001 when the population was approximately 8,000 and two vans still make up the service now that the population is approximately 45,000.</p>	<p>Beginning July 1, 2015, both fixed route and dial-a-ride services began operating on Saturdays in Lincoln. The Western Placer Consolidated Transportation Service Agency operates Health Express which is a non-emergency medical transportation services. This reservation based service provides seniors and the disable access to medical appointments in Placer and Sacramento Counties. Due to past low ridership, Lincoln Transit only provided Dial-a-Ride service to/from and within Sun City. PCT, through a contract with Lincoln, continues to offer Dial-a-Ride service to Sun City.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>	1
Placer County Transit	<p>It has become more difficult to schedule a dial-a-ride trip one to two days in advance for medical and shopping trips since Placer County Transit has taken over dial-a-ride in Lincoln.</p>	<p>Repeated denials of ADA required service concentrated during a particular time of day and/or regular patterns of trip denials can be considered an unmet transit need that is reasonable to meet in certain cases due to ADA requirements prohibiting repeated denials of service. Scheduling conflicts can occur and the operator may not be able to accommodate the exact time requested. In most cases, the Transit Coordinator is able to suggest an alternative time to the customer.</p>	<p>This is not an unmet transit need.</p>	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Placer County Transit	Placer County Transit should operate dial-a-ride service on Sundays.	Placer County Transit currently does not provide fixed route or Dial-a-Ride services on Sunday. PCT Sunday service was examined in the SRTP; however due to increased operating costs and low ridership projections the adopted SRTP did not include any recommendation to provide service on Sundays. It is uncommon for smaller transit systems to operate service on Sundays.	This is an unmet transit need that is not reasonable to meet.	1
Rocklin	Additional capacity is needed on the Saturday Dial-a-Ride service in Rocklin. It is becoming more difficult to schedule trips on Saturdays.	Dial-a-ride in Rocklin serves on average 30 passengers per weekday and 7 passengers per Saturday. The Saturday dial-a-ride is approximately 23% of weekday ridership whereas Saturday fixed route is approximately 48% of weekday ridership. Repeated denials of ADA required service concentrated during a particular time of day and/or regular patterns of trip denials can be considered an unmet transit need that is reasonable to meet in certain cases due to ADA requirements prohibiting repeated denials of service. Scheduling conflicts can occur and the operator may not be able to accommodate the exact time requested. In most cases, the Transit Coordinator is able to suggest an alternative time to the customer.	This is not an unmet transit need.	1
Rocklin	Sunday Dial-a-Ride service is needed in Rocklin.	The Rocklin Community Transit Study concluded that Sunday Dial-a-Ride service operating between 9:00 AM and 2:00 PM would generate approximately 7 one-way trips yielding a fare box ratio of 3.2%, which is less than the minimum 10% fare box recovery ratio.	This is an unmet transit need that is not reasonable to meet.	1
TRPA/TART	There is a gap in service between where paratransit drops off and the fixed route service. This can be difficult for seniors to walk this distance.	TART ADA Paratransit service takes passengers directly to their destination. This area lies outside of PCTPA's jurisdiction and will be forwarded to the Nevada County Transportation Commission to address.	This is not an unmet transit need.	1

Fares

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Placer County Transit	<p>I work with transitional age youth between the ages of 17 -24. I need to regularly buy bus passes for them. The current payment method is very hard to work with. I need to submit a request, wait two weeks for a check, and then drive from Roseville to the Dewitt Center in Auburn and pay in person with the check because Placer County Transit does not accept credit cards. I do this over and over. I would like to be able to pay over the phone via credit card and then print the bus pass out with my printer. A phone app would be great, too. Somehow, serving a population that doesn't have a car to begin with and using such an antiquated payment system cries out for updating. I'm sure that new possibilities are there for the grasping. Thank you very much. I look forward to not driving 50 miles there and back every month and needing real checks.</p>	<p>This is an operational comment that will be forwarded to the Placer County Transit.</p>	<p>This is not an unmet transit need.</p>	1
TART	<p>Need to eliminate transfer fee.</p>	<p>A 24-hour TART bus pass will eliminate the need for a transfer fee. The passenger will pay the same price as a two passes, but will receive a free transfer. However, a transfer fee will still apply to transfers between TART and Truckee Transit.</p>	<p>This is not an unmet transit need.</p>	1

New Service / Route Extensions

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Lincoln/PCT	<p>Would like to see transit service extended to 8th St. and Q St. This service was discontinued back in the early 2000s and I would prefer the flexibility of using the fixed route service rather than Dial-a-Ride since I am disabled.</p>	<p>The requested location is approximately one-half mile from the current route. The City of Lincoln, prior to contracting with PCT, conducted a route analysis to review the performance of the system and identify ways to improve the productivity. The service analysis identified that there were no obvious neighborhoods that warranted service expansion and that demographics of unserved neighborhoods were such that shifting of service to unserved neighborhoods would not be productive. The City of Lincoln and PCT should monitor request for service to unserved areas of Lincoln.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>	1
Lincoln/PCT	<p>Residents cannot get to Roseville and Rocklin from Lincoln.</p>	<p>The PCT Lincoln to Sierra College bus route provides hourly service to locations in Rocklin and the Roseville Galleria, which is a hub for Roseville Transit Routes. Seniors and individuals with disabilities can utilize Health Express to get to non-emergency medical appointments in Roseville. Health Express is a shared ride reservation based service.</p>	<p>This is not an unmet transit need.</p>	1
NCTC	<p>Soda Springs and Serene Lakes residents are isolated.</p>	<p>This area lies outside of PCTPA's jurisdiction and will be forwarded to the Nevada County Transportation Commission to address.</p>	<p>This is not an unmet transit need.</p>	1
Placer County Transit	<p>There are no transit options from Granite Bay to the train station in Roseville, CA.</p>	<p>PCT general public dial-a-ride can address the needs of this trip. Expansion of service frequency is unlikely as the PCT Granite Bay Dial-a-Ride represents the most subsidized service per one-way passenger trip within its system operating at a fare box recovery ratio under 3.0 percent. However, PCTPA and PCT are evaluating service needs and options to rural communities through the Placer County Transit Study, which includes Granite Bay. A draft study and recommendations will be available Spring 2016.</p>	<p>This is not an unmet transit need.</p>	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Regional	<p>We live 100 yards over the county line in Sac County, yet Roseville is much, much closer for us. We do all of our shopping, go to restaurants and movies in Roseville as well. I shop daily in Roseville! (I wish we had moved there, but when we bought our house, we just didn't know the area well enough yet.) We are located just off PFE Road and Antelope North, and Cook Riolo is just down the way. There are lots of us who would use the buses and transit systems to get to the mall, libraries, etc. Our children (Teens) would love to ride the bus into Roseville and go to the movies, mall, etc. The bus depot where all the buses are housed, is just down the street from us. It would be nice to have a bus stop near here somewhere, too.</p>	<p>This trip originates outside of Placer County and will be forwarded to SACOG to address. However, hourly service is provided to Placer County via the PCT Auburn to Light Rail route from the I-80/Watt Avenue light rail station.</p>	<p>This is not an unmet transit need.</p>	1
Regional	<p>Are there any options for transit from Sheridan in the early morning, late afternoon for those of us who live in the Sheridan/Wheatland area and work in Auburn?</p>	<p>Transit service is only provided as far north as the City of Lincoln along SR 65. Neither Placer County Transit nor the City of Lincoln Transit SRTPs recommend implementing service to the Sheridan community. However, PCTPA and PCT are evaluating service needs and options to rural communities through the Placer County Transit Study, which includes Sheridan. A draft study and recommendations will be available Spring 2016.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>	2

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Regional/Lincoln	Would like a non-stop or mostly non-stop commuter bus from Lincoln to downtown Sacramento.	Although not available in Lincoln, 14 commuter buses depart from Placer County to downtown Sacramento during the week. The commenter would need to drive to one of the locations in Roseville or Rocklin. The Lincoln Transit SRTP did not contemplate providing commuter bus service. The Placer County Transit SRTP did identify a potential for a future SR 65 commuter service between the Galleria Mall and the City of Lincoln during peak hours. Implementation of the commuter service would require system wide changes to Placer County Transit and Roseville Transit routes to support connections between local service and commuter services. Implementation would also require development of a funding partnership between the City of Lincoln and Placer County, and possibly other benefiting SR 65 corridor jurisdictions as well.	This is not an unmet transit need.	1
Rocklin	Transit Service is need to for Seniors in Rocklin who can no longer drive.	Three transit options are available to Rocklin Seniors. Placer County Transit (PCT), through an agreement with the City of Rocklin, provides curb-to-curb dial-a-ride service to Rocklin residents Monday through Friday 6 AM to 7:55 PM and on Saturdays from 9 AM to 3:55 PM. The Health Express program provides non-emergency medical trips to seniors and disabled individuals on a reservation based system. The PCT Lincoln/Sierra College bus route provides access to the Roseville Galleria, Sierra College, and commercial centers on Pacific Street and Sierra College Boulevard. Dial-a-ride services can also be used to access the transfer station at the Roseville Galleria and allow residents to connect to additional transit services available by other providers in nearby communities. The Rocklin Community Transit Study concluded that the current service options are the most cost effective.	This is an unmet transit need that is not reasonable to meet.	3

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		Recommendation	# of Comments
Roseville	In Roseville, fixed route services are needed on Sundays, not just dial-a-ride.	Roseville Transit does not provide fixed route services on Sunday. It is not particularly common for smaller transit systems to operate service on Sundays. This service alternative was examined in Roseville Transit's SRTP; however due to increased operating costs and low ridership projections the adopted SRTP did not include any recommendation to provide fixed route service on Sundays.	This is an unmet transit need that is not reasonable to meet.	1			
Roseville	Roseville Transit should add a route between Roseville and the Watt/I-80 light rail station to serve residents attending American River College.	The Auburn to Light Rail Bus is available to Roseville and Placer County residents and provides service between the Louis Orlando Transfer Station and the I-80/Watt Avenue light rail station. The City of Roseville's SRTP recommends considering extending service to the American River College as a long-term plan and discussing this service option to coordinate new services with Sacramento Regional Transit and Placer County who already provide services in these corridors.	This is an unmet transit need that is not reasonable to meet.	1			
TRPA	Extend Transit service around the entire lake Night Rider Service does not always have to run until 2PM every night.	This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.	This is not an unmet transit need.	1			
TRPA	Still need a year-round transit connection between south and north shores, especially for medical appointments.	This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.	This is not an unmet transit need.	1			

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
TRPA/NCTC	<p>Support implementation of county wide programs in the Tahoe Truckee area. Several county wide transportation programs exist to provide transit services to underserved community members, including Logisticare, Gold Country, My Rides and volunteer driver programs. While these programs are serving individuals in western Nevada, Placer County and the region, if fully implemented locally, these programs could provide critical transit services to residents in Tahoe Truckee. Services that are limited to county residents could be blended to provide more comprehensive coverage in the Tahoe Truckee residents who need transportation across counties.</p>	<p>PCTPA encourages the Community Collaborative to continue identifying implementation logistics and individuals or other agencies willing to participate in or expand the existing programs. PCTPA continues to seek opportunities to overcome jurisdiction barriers, leverage existing funding, and investigate opportunities for innovative funding sources that overcome existing funding silos. Some of this area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.</p>	<p>This is not an unmet transit need.</p>	1
TRPA/NCTC	<p>Tahoe Truckee residents must often travel to Auburn, Nevada City, Reno or Sacramento to receive specialized medical or county services. Families without access to personal transportation struggle to find a way to access these essential services and often miss critical appointments due to lack of transportation. It is critical to support currently funded programs such as the North Tahoe/Truckee Transport program which provides interregional and out of area trips to individuals over 60 and others on a limited basis, as well as explore other opportunities for out of area transportation.</p>	<p>This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address. However, the My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800-878-9222 Ext 201 or visit www.myridesplacer.org. It should be noted however that some of the Tahoe/Truckee areas lie outside of PCTPA's jurisdiction and the My Rides Program service area.</p>	<p>This is not an unmet transit need.</p>	1
TRPA/NCTC	<p>Explore transportation options for youth, senior and other community members to access difficult to reach places. Access to support programs, educational opportunities, services and extra curricular programs is limited due to lack of fixed route transportation to and from hard to reach places.</p>	<p>This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.</p>	<p>This is not an unmet transit need.</p>	1

Service Area

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
NCTC	Is there a Town of Truckee Bus that will connect passengers from the Truckee Depot to Hospitals on the other side of town?	Yes. This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.	This is not an unmet transit need.	1
NCTC	Does the Truckee Transit go to the depot?	Yes, the Depot serves as a transfer point for Truckee Transit as well as Tahoe Area Regional Transit buses. However, this area lies outside of PCTPA's jurisdiction and will be forwarded to the Nevada County Transportation Commission to address.	This is not an unmet transit need.	1
Placer County Transit	Need a bus stop on Fortune Court near Auburn Eye Care and other medical facilities. Difficult to walk from the bus stops at either end of Professional Drive.	A bus stop is located on Professional Drive just north of Bell Road and is within one-quarter of a mile from Auburn Eye Care, Sutter Auburn Faith Hospital, UC Davis Medical Group, and the Sutter Medical Offices. Additionally, Dial-a-Ride provides curb-to-curb service and is available to the general public, including persons with disabilities; and operates within a ¾ mile corridor on either side of the Highway 49 fixed route. Health Express is also available to persons 65 and over and those with disabilities for non-emergency medical appointments.	This is not an unmet transit need.	1
Placer County Transit	Need a bus stop on Bell Road near Blue Oaks Drive to serve the Sutter and UC Davis Medical Group offices. Would seem possible to create this stop now that the Senior Center is no longer at De Witt.	A bus stop is located on Professional Drive just north of Bell Road and is within one-quarter of a mile from the UC Davis Medical Group and the Sutter Medical Offices. Additionally, Dial-a-Ride provides curb-to-curb service is available to the general public, including persons with disabilities; and operates within a ¾ mile corridor on either side of the Highway 49 fixed route. Health Express is also available to persons 65 and over and those with disabilities for non-emergency medical appointments.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Regional	Placer commuter express stop in Natomas office park areas not just downtown.	Although the 14 commuter bus routes provided by Placer County Transit and Roseville Transit serve downtown Sacramento, this trip is possible by transferring from a Roseville Commuter Bus to Sacramento RT route 11. Alternatively, this trip is possible with a transfer from Capitol Corridor to Sacramento RT route 11. These services are scheduled and stops are strategically located to meet the majority of commuter needs for those riders working in Sacramento.	This is not an unmet transit need.	1
Regional	The Placer County bus and Roseville Transit both make trips downtown, but not to the Stockton/Broadway Corridor. There are hundreds, if not thousands of Placer County residents who commute to the Stockton/ Broadway corridor daily. Not only are we (The UC Davis Med Center) located here, there is the DOJ, EDD, DMV, County offices, Coroner's Office, and Shriners Hospital. Vanpools work for some and a transfer to light rail adds another hour.	There are 14 combined commuter bus trips provided by PCT and Roseville Transit. The routes, schedules, and stops are strategically designed to meet the majority of commuter needs for those riders working in downtown Sacramento. This trip is possible by transferring from a Roseville or PCT Commuter bus to a Sacramento RT bus.	This is not an unmet transit need.	2
Regional/TRPA	It is difficult to get to out of County appointment when the buses run on set days (e.g., 2nd Tuesday of the month).	The Tahoe Transportation District and Town of Truckee are in year two of the North Tahoe/Truckee Transport Senior Shuttle pilot plan. This is an advanced reservation, shared-ride, ADA accessible service connecting seniors to destinations outside of the North Lake Tahoe and Truckee area such as Reno, Grass Valley, Auburn, Roseville, and Sacramento. Individuals younger than 60 are permitted to ride if the trip is serving seniors and space is available. More information is available at www.tahoetransportation.org/nhtt or via phone at (530) 550-7451.	This is not an unmet transit need.	1

Service Frequency

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Lincoln/PCT	If we had a strong and efficient transit service, people could get where they need to go. Dial-a-Ride would not need to be expanded if the fixed route service were strengthened.	The City of Lincoln, prior to contracting with PCT, conducted a route analysis to review the performance of the system and identify ways to improve the productivity. The Council approved service option consisted of the current one bus operating two routes hourly, with a last departure after 5 PM, an additional weekday peak period bus, weekday dial-a-ride, and Saturday fixed route and dial-a-ride services. This service option performed better than the prior two-bus option for passenger trips per vehicle service hour, total operating cost per passenger trip, and total operating subsidy per passenger trip.	This is not an unmet transit need.	1
Regional	We need an additional daily run of the PCT bus that to Colfax and the Canyon View Senior Apartments east of I-80. A bus that leaves later in the morning than the current run, ex. 10:30 AM and returns mid-afternoon. This would accommodate us seniors who need to get to our medical appointments in North Auburn. However, most of us don't have the stamina or other physical ability to wait until the current bus schedule returns. It can be too long of a day to be doable for us.	Although this comment is addressed through existing service, PCTPA and PCT are evaluating service needs and options to rural communities through the Placer County Transit Study, which includes Colfax. A draft study and recommendations will be available Spring 2016. This comment will be forwarded to Placer County Transit.	This is not an unmet transit need.	2
TRPA/NCTC	Employee may want an express bus from Tahoe City to Truckee.	This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.	This is not an unmet transit need.	1
TRPA/NCTC	Could we get an additional bus to Nevada County?	This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.	This is not an unmet transit need.	1
TRPA/TART	Hopeful that ridership and maybe budgets one day will allow for later service and 30 minute service between buses in the Tahoe Area.	This area lies outside of PCTPA's jurisdiction. The comment will be referred to the Tahoe Area Regional Planning Agency.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
TRPA/TART	More frequent transit services are needed in the Tahoe Area. Free bus service would also be a benefit.	There is currently insufficient funding to expand service frequency at this time. This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.	This is not an unmet transit need.	2
Service Schedule				
Auburn	The Senior Center moved from the DeWitt Center to 550 High Street in Auburn. It is difficult for an individual with a walker to cross the street from the bus stop at Elm Street and High Street.	This comment does not fit within the definition of an unmet transit need, but may influence potential transit users decision to ride public transit. In this instance, a passenger can request a route deviation directly to the Senior Center as it is within 3/4 of a mile from the route.	This is not an unmet transit need.	1
Lincoln/PCT	Sunday transit service is needed in Lincoln.	Placer County Transit, through a contract with the City of Lincoln, currently does not provide fixed route or Dial-a-Ride services on Sunday. The City of Lincoln SRTP did not contemplate Sunday service nor does the Lincoln Transit Route Analysis (LSC Transportation Consultants Inc., February 2015). PCT Sunday service was examined in the SRTP; however due to increased operating costs and low ridership projections the adopted SRTP did not include any recommendation to provide service on Sundays. It is uncommon for smaller transit systems to operate service on Sundays. Comment noted.	This is an unmet transit need that is not reasonable to meet.	1
Lincoln/PCT	We now have Saturday service in Lincoln with the transition to PCT, which is something Lincoln did not have previously.		This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Lincoln/PCT	It takes five hours and four buses to get from the City of Lincoln to Roseville Sutter Hospital.	A Lincoln resident can take the PCT Lincoln Sierra College Route at Twelve Bridges and transfer to Roseville Transit Route A at the Galleria and arrive at Roseville Sutter Hospital within 45. A resident using dial-a-ride or the Lincoln Circulator Route would need to include the travel time to Twelve Bridges which is less than an hour. Transfers within services and between transit operators are common in both lower density suburban areas and metropolitan areas. Currently, transit operators in Placer County coordinate their services with one another. Timed transfers with each system is a goal and for the type of transit service provided quite typical.	This is not an unmet transit need.	1
Placer County Transit	The Taylor Road shuttle would be more convenient if it ran directly into Roseville or operated hourly. There are often missed transfers at Sierra College that require waiting another hour for the next bus.	The PCT Short Range Transit Plan does not contemplate a direct connection into Roseville via Taylor Road/Pacific Street. The SRTP contemplated two additional round trips during the peak hours. However, ridership on this route has declined by over 24% since its highpoint in 2008/09. Service expansion in the Taylor Road corridor will require a long-term commitment in funding to provide enhanced services and connections throughout the system due to the connections with other routes in the PCT system. Placer County's current focus is to provide the most productive service within existing resources through increasing cost and labor efficiencies, increasing cost and service effectiveness, and improving fare box recovery.	This is an unmet transit need that is not reasonable to meet.	1
Regional	DAR needs to be revamped because the pickup window is so long. If your doctor's appointment runs over you could miss the bus.	Passengers are encouraged to schedule sufficient time to accomplish their intended activities when scheduling a ride on Dial-a-Ride or Health Express. This is an operational issue and will be forwarded to the transit operators.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		Recommendation	# of Comments
Regional		PCTPA should review the effectiveness of later evening and Sunday service now that the economy has improved.	PCTPA in coordination with the transit operators will initiate a review of ridership trends, service options, costs, and feasibility of weekday later evening services. The SRTP for PCT and Roseville Transit did not include recommendations to provide Sunday service.	This is an unmet transit need that is not reasonable to meet.	1		
Regional/Lincoln		Would also like to see a fixed route on Sundays offered in Lincoln and throughout Placer County.	Placer County Transit, through a contract with the City of Lincoln, currently does not provide fixed route or Dial-a-Ride services on Sunday. The City of Lincoln SRTP did not contemplate Sunday service nor does the Lincoln Transit Route Analysis (LSC Transportation Consultants Inc., February 2015). PCT Sunday service was examined in the SRTP; however due to increased operating costs and low ridership projections the adopted SRTP did not include any recommendation to provide service on Sundays. It is uncommon for smaller transit systems to operate service on Sundays.	This is an unmet transit need that is not reasonable to meet.	1		
Roseville		There is no Roseville Transit service on Sundays, which makes it hard for people who work in the city on the weekend to get around. It affects all stops and would be a benefit so those of us who work in Roseville on Sundays so we don't have to struggle to find other means of transportation. Perhaps it could be similar to Sacramento Regional Transit, where many of its busses operate on a once an hour time with most routes ending services after 8 PM.	The City of Roseville offers General Public Dial-a-Ride services on Sundays between 8 AM and 5 PM. Fixed route service was not identified as a service alternative in the SRTP.	This is not an unmet transit need.	1		
Roseville		Need more schedules to cover Foothills, Blue Oaks, Wood Creek Oaks, and Pleasant Grove Blvd.	This is an operational comment that will be forwarded to Roseville Transit.	This is not an unmet transit need.	1		

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		Recommendation		# of Comments
Roseville		Routes R & S in Roseville should operate during all hours, not just during peak hours.	Local bus services were at one time provide to the intersection of Woodcreek Oaks Blvd. and Blue Oaks Blvd., but were discontinued in 2010 due to very low ridership. The current Roseville Transit SRTP did not identify expanding service hours for Routes R and S. Rather, Service Alternative B recommended extending Route R to serve Crocker Oaks Apartments and recommended establishing new bus stop locations along Route S.	This is an unmet transit need that is not reasonable to meet.				1
TART		A friend would like to commute via bus from Olympic Valley to Kings Beach in less than an hour and without need to transfer busses.	The commute from Olympic Valley to Kings Beach is approximately 55 minutes and involves one transfer at the Tahoe City Transit Center.	This is not an unmet transit need.				1
Service Span								
Lincoln/PCT		There is a substantial need for transit beyond 6 PM and on weekends in Lincoln.	The City of Lincoln, prior to contracting with PCT, conducted a route analysis to review the performance of the system and identify ways to improve the productivity. The analysis identified extending weekday service to 6 PM to mesh with the PCT Lincoln to Sierra College bus route. This analysis nor the City of Lincoln SRTP identified service hour expansion beyond 6 PM.	This is an unmet transit need that is not reasonable to meet.				1
Lincoln/PCT		<p>The Lincoln Hills Foundation conducted a survey of low vision residents and those over 80. If we don't have enough people using the service that is an indication that something is wrong with the service.</p> <ul style="list-style-type: none"> o The survey indicated that the leading barrier to using transit is that service ends at 5 PM. The second leading response is that it takes too long to get to the destination. o Need transit service to run until 9 PM. o The Foundation is considering buying bus passes to provide to low income seniors. 	The PCT operates the Lincoln Circulator, Lincoln to Sierra College bus route and dial-a-ride services wrap up the last route/ride by 6:30 PM Monday through Friday and 4:20 PM on Saturdays. The PCT SRTP identified extension of service hours until 10 PM. Implementation of later service hours would require system wide changes to each of the PCT operated routes and potentially those operated by Roseville Transit and Auburn Transit. This would require additional equipment, long-term funding agreements with partner agencies, and increased funding.	This is an unmet transit need that is not reasonable to meet.				1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		Recommendation	# of Comments
Regional	Placer County Transit should consider later service hours on all days and expanded Sunday service considering the 2016 schedule for the new Golden 1 Center in downtown Sacramento. It is anticipated that the Kings will have 50 home games and another 100 events would be hosted at the arena.	Commuter service hours should be extended three hours to allow riders to attend games and events in downtown Sacramento.	PCTPA in coordination with the transit operators will initiate a review of ridership trends, service options, costs, and feasibility of weekday later evening services. Sunday service was examined in the PCT and Roseville Transit SRTPs; however, due to increased operating costs and low ridership projections the adopted SRTP did not include recommendations to provide fixed route service on Sundays.	This is an unmet transit need that is not reasonable to meet.	1		
Regional			PCTPA in coordination with the transit operators will initiate a review of ridership trends, service options, costs, and feasibility of weekday later evening services.	This is not an unmet transit need.	1		
Roseville	The crossroads of Douglas and Sierra college only provide one reliable bus to travel back and forth through town. The problem is that it only runs so much before it's last run. I know there may not be a demand for later runs but many others I talk to have given up hoping for a bus that runs later than 6 PM for return trips from Galleria and other areas within Roseville. Even the E and G buses stop too early to take evening classes at Sierra College making it hard to work and go to school. DAR has provided me with wrong information about their availability to request a ride and have earned my distrust. Is there any hope of have a later return bus for the L, E, or G routes?		The City of Roseville monitors transit route performance and considers modifications to routes as necessary. The Sierra College evening shuttle was discontinued at the end of the 2014 Fall semester due to low ridership. At that time, Routes E and G were also reconfigured to provide continued service to/from Sierra College. In 2014, Route L was also reconfigured to travel to the intersection of Sierra College Blvd and Douglas Blvd. from the Civic Center Transfer Point. Roseville Transit monitors system wide and individual route performance and considers modifications to routes as necessary. DAR service is available citywide by reservation only between the hours of 6 p.m. and 10 p.m. Monday through Friday.	This is an unmet transit need that is not reasonable to meet.	1		
Roseville	Later service hours should be provided on all other Roseville routes to match what Route A and B are already doing.		Roseville Transit monitors system wide and individual route performance and considers modifications to routes as necessary. Additionally, Roseville Transit has developed policies on implementing "new" or "pilot plan" routes with performance measures that evaluate the productivity and benefit of the service.	This is an unmet transit need that is not reasonable to meet.	1		

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
TRPA/NCTC	Later evening service is needed for resort and service employees heading back to Truckee.	TART will begin operating night service previously operated under the name of "Night Rider". This will begin on December 14, 2015. It will be a winter and summer service only. This service will run as late as 2AM. However, Truckee is outside of PCTPA's jurisdiction and will be forwarded to the Nevada County Transportation Commission to address.	This is not an unmet transit need.	1
TRPA/NCTC	Later night service is needed up to 8 or 9 PM to/from medical appointments, public meetings, and the Sierra College Campus in Truckee.	This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.	This is not an unmet transit need.	2
TRPA/NCTC	Explore expanded evening hours for public transit between commercial and residential areas. Visitors and residents frequent restaurants and businesses in the evening hours. Public transit services during the evening hours can increase traffic and pedestrian safety.	This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.	This is not an unmet transit need.	1
TRPA/TART	Moved to Tahoe from Park City and found that it is difficult to get around. Later night bus until 10 PM is needed for employees.	TART will begin operating night service previously operated under the name of "Night Rider". This will begin on December 14, 2015. It will be a winter and summer service only. This service will run as late as 2AM. This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.	This is not an unmet transit need.	2
TRPA/TART	Night Rider needs to run into Incline Village. I go to concerts and bible studies and getting home is difficult without Night Rider services.	This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.	This is not an unmet transit need.	1
Other				

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction	Public Comment	Analysis	Recommendation	# of Comments
Lincoln	<p>I live in Sun City Lincoln Hills. I am baffled that the county has not provided better public transit services for its senior communities that they let be built in this county. Most seniors will not be able to drive their own cars their entire lives and will eventually need some kind of bus service. The county needs to address this issue. Frankly I am quite capable of driving myself and probably will be for years to come, but I would use public transit now if it was available. It would help with Placer County's summer air pollution problems.</p>	<p>Beginning July 1, 2015, both fixed route and dial-a-ride services began operating on Saturdays in Lincoln. The Western Placer Consolidated Transportation Service Agency operates Health Express which is a non-emergency medical transportation services. This reservation based service provides seniors and the disabled access to medical appointments in Placer and Sacramento Counties. Previously, Sun City had a bus stop listed in the route schedule but due to low ridership, the stop was eliminated. Most residents choose to drive their Neighborhood Electric Vehicles (NEV) around town, use their regular vehicle, or utilize the Dial-a-Ride service. The feasibility given the minimal ridership doesn't warrant putting the bus stop back on the route.</p>	<p>This is not an unmet transit need.</p>	1
Lincoln/PCT	<p>There is profanity on the bus from school children in Lincoln.</p>	<p>This is an operational issue that will be forwarded to Placer County Transit to address.</p>	<p>This is not an unmet transit need.</p>	1
NCTC	<p>The senior apartment in Truckee does not have a bus shelter and seniors stand underneath the car port.</p>	<p>This area lies outside of PCTPA's jurisdiction and will be forwarded to the Nevada County Transportation Commission to address.</p>	<p>This is not an unmet transit need.</p>	1
Placer County Transit	<p>Panels kicked out of the bus shelter at 3765 Rock Creek.</p>	<p>This is an operational comment and it will be forwarded to Placer County Transit.</p>	<p>This is not an unmet transit need.</p>	1
Placer County Transit	<p>A lot of bus stops do not have anywhere to sit, only a sign. Now where to sit at the Professional Drive bus stop.</p>	<p>This is an operational comment and it will be forwarded to Placer County Transit.</p>	<p>This is not an unmet transit need.</p>	1
Placer County Transit	<p>More marketing of the bus system may increase ridership and allow for 30 minute headways.</p>	<p>This is an operational comment and it will be forwarded to Placer County Transit.</p>	<p>This is not an unmet transit need.</p>	1
Placer County Transit	<p>Rarely see anyone using the Locksley Lane Loop. Could this be converted to a special bus stop once a week?</p>	<p>This is an operational comment and it will be forwarded to Placer County Transit.</p>	<p>This is not an unmet transit need.</p>	1
Regional	<p>Private enterprise, like Uber, meets our needs.</p>	<p>Comment noted.</p>	<p>This is not an unmet transit need.</p>	1
Regional	<p>PCTPA should revisit increasing the CTSA off-the-top allocation to five percent now that the economy has improved.</p>	<p>PCTPA will continue to monitor the services that the WPCTSA provides, unmet transit needs, and annual budgetary needs.</p>	<p>This is not an unmet transit need.</p>	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		# of Comments
Regional		The Connect Card will improve transit access by allowing riders to load money to media cards to use on all buses in the region. Placer County and Roseville Transit will participate in the program and hopefully Auburn joins as well.		Comment noted. SACOG and a consortium of transit agencies within the Sacramento region will be introducing a regional electronic fare card, known as the Connect Card, which will allow transit users to ride seven transit systems using a single fare instrument. The Connect Card will make using transit easier and more seamless throughout the Sacramento region.	This is not an unmet transit need.	1
Regional		A Unified ADA Eligibility Application that the Placer County Transit Operators Working Group is currently working on and that this will result in reciprocity for ADA fares across city and county boundaries making it easier for transit users.		Commented noted. The implementation of the Unified ADA Eligibility Application and the Connect Card will make using transit easier and more seamless throughout the Sacramento region.	This is not an unmet transit need.	1
Regional		Look to Napa County to see how they run transit services.		Comment noted and will be forwarded to the transit operators for consideration.	This is not an unmet transit need.	1
Regional		Does PCTPA have statistics on the South Placer Call Center (e.g., placed calls, dropped calls, etc.) and the utilization of Dial-a-Ride vehicles?		PCTPA reports transit ridership (by operator) and South Placer Call Center statistics quarterly to the PCTPA Board of Directors. The South Placer Call Center currently receives over 4,000 calls per month and calls have increased 22% since FY 12/13. During this period, calls were answered on average within 28 seconds, 91 % of calls were answered within 90 seconds, 97% of calls were answered within 3 minutes, and 100% of calls were answered within 6 minutes. 5.4% of calls were abandoned during this time and is attributed to the caller.	This is not an unmet transit need.	1

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		Recommendation	# of Comments
Regional		Wouldn't be surprised if only 90% of the calls make it through to the Call Center. What do we do about complaints?	The South Placer Call Center currently receives over 4,000 calls per month and calls have increased 22% since FY 12/13. During this period, calls were answered on average within 28 seconds, 91 % of calls were answered within 3 minutes, and 100% of calls were answered within 6 minutes. 5.4% of calls were abandoned during this time and is attributed to the caller.		This is not an unmet transit need.	1	
Regional/Lincoln		If theoretical models were used to take into account demographics, age, population centers, and destination, the transit service could be proactive rather than reactive.	This comment does not fit within the adopted definition of an unmet transit need. However, demographics and socioeconomic data such as age, income, vehicle availability, disabilities, and destinations are used to develop Short-Range Transit Plans and service options.		This is not an unmet transit need.	1	
Regional/TRPA/NCTC		We need to remove eligibility stipulations (e.g., 1st Five) with transit services such as My Rides to increase usage.	PCTPA continues to seek opportunities to overcome jurisdiction barriers, leverage existing funding, and investigate opportunities for innovative funding sources.		This is not an unmet transit need.	1	
Regional/TRPA/NCTC		Historically, there has been a lack of Tahoe Truckee representation at transportation forums and meetings voicing the needs and challenges of underserved individuals. Several forums exist such as the Regional Coordinating Council, Social Service Transportation Advisory Committees and Tahoe Truckee Regional Unmet needs hearing and it is critical to have a voice at these forums.	PCTPA will continue to seek inclusion of the Community Collaborative of Tahoe Truckee in the Social Services Transportation Advisory Committee and participation on other transportation planning activities within the PCTPA planning area.		This is not an unmet transit need.	1	

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		Recommendation	# of Comments
Regional/TRPA/NCTC	<p>Create comprehensive regional transit outreach. As local services evolve and expand, residents have a difficult time understanding all of the transit options available and how to access services. A web page or printed item that displays all options would increase the accessibility and usage of services.</p>	<p>Portions of the Truckee North Tahoe area are outside of PCTPA's jurisdiction. However, PCTPA will continue to work with NCTC, TRPA, the Truckee North Tahoe Transportation Management Association (TNT/TMA) on coordinated outreach efforts. TART and the TNT/TMA recently released a unified branding, bus schedule, and enhanced website for TART, North Lake Ski Shuttle, Night Rider, Donner Summit Ski Shuttle, and North Lake Tahoe Express services. More information is available at www.laketahoetransit.com.</p>	<p>This is not an unmet transit need.</p>	1			
Regional/TRPA/TART	<p>Transit option in the area have not been marketed enough, TART, Health Express and My Rides programs.</p>	<p>PCTPA continues to work with NCTC, TRPA, the Truckee North Tahoe Transportation Management Association (TNT/TMA), Community Collaborative and others on outreach efforts and looks for new ways to enhance the awareness for these programs. Some of this area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.</p>	<p>This is not an unmet transit need.</p>	1			
Regional/TRPA/TART	<p>Marketing should be extended to business owners and visitors. Business owners can be the one to spread the word about transit options and may want to purchase bus passes for employees.</p>	<p>The TNT/TMA, Chambers of Commerce, North Lake Resort Triangle group, actively market transit options within Tahoe and North Tahoe. Some of this area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.</p>	<p>This is not an unmet transit need.</p>	2			
Roseville	<p>Roseville Transit needs to purchase an electric bus to assist in the fight in reducing Greenhouse Gases.</p>	<p>This is an operational issue that will be forwarded to Roseville Transit.</p>	<p>This is not an unmet transit need.</p>	1			
TART	<p>Transit can be difficult to navigate for single mother with children especially during winter.</p>	<p>This is an operational issue that will be forwarded to the Tahoe Area Regional Transit to address.</p>	<p>This is not an unmet transit need.</p>	1			
TRPA	<p>There is not enough West Shore parking for winter recreation (back country skiers).</p>	<p>This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.</p>	<p>This is not an unmet transit need.</p>	1			

Unmet Transit Needs Public Comments Received, Analysis, and Recommendations for FY 2015/16

Jurisdiction		Public Comment		Analysis		Recommendation	# of Comments
TRPA		It appears that the State Route 89 construction in and around the Tahoma area is removing parking spaces, but TRPA indicates this is not the case.		This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency to address.		This is not an unmet transit need.	1
TRPA/NCTC		Greatest need is for emergency senior rides to/from Medical appointments. Some seniors get discharged earlier or unexpectedly and do not have rides home.		This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.		This is not an unmet transit need.	2
TRPA/NCTC		Explore "rolling stock" options as a strategy to expand transit options to community members. Many local agencies and organizations, such as local ski resorts, special districts and non profits have purchased vehicles to provide transportation to their clients and customers. Many of these vehicles are used infrequently and there may be opportunity to collaborate with these agencies to share vehicles and cost.		This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.		This is not an unmet transit need.	1
TRPA/NCTC		There have been significant improvements in pedestrian pathways and access throughout the Tahoe Truckee region. In order to ensure year round usability and maintain safety, all pathways need to be clear of snow during the winter months.		This area lies outside of PCTPA's jurisdiction and will be forwarded to the Tahoe Regional Planning Agency and the Nevada County Transportation Commission to address.		This is not an unmet transit need.	1
TRPA/TART		Can get to a lot of places in N. Tahoe with family and can commute to Incline Village by bus with my bike.		Comment Noted.		This is not an unmet transit need.	1
TRPA/TART		At the Tahoe Transfer Center, the main dumpster appears unlocked every time I'm there and this can become a bear/wildlife issue.		This area lies outside of PCTPA's jurisdiction. The comment will be referred to the Tahoe Area Regional Planning Agency.		This is not an unmet transit need.	1
TRPA/TART		I believe the Tahoe Transfer Center is a welcome addition and well laid out. A lot of parking but I'm sure that's what design called for. The night time lighting, in the parking areas, is a over the top but also likely a design and safety concern. Hopefully dark/night time sky standards were used in the lighting design?		This area lies outside of PCTPA's jurisdiction and will be referred to the Tahoe Area Regional Planning Agency.		This is not an unmet transit need.	1

FY 2014/15

Unmet Transit Needs FY 2014/15

Jurisdiction	Public Comment	Analysis	Recommendation	Number of Comments
Colfax / Regional	Elderly residents in Colfax who participate in an exercise program at a park in Meadow Vista have no public transit options.	Placer County Transit's Alta/Colfax route serves the Meadow Vista community. The Meadow Vista stop is "by reservation only." Additionally, PCTPA recently released a request for proposals to explore transit options for rural communities of Placer County.	This is not an unmet transit need.	1
NCTC	Shuttle service is needed for those residing in the subdivisions in Soda Springs. They have service in the winter, but no way to get into the Town of Truckee and connect to other services in the summer.	This area lies outside of PCTPA's jurisdiction.	This comment will be referred to the Nevada County Transportation Commission (NCTC).	1
Placer County Transit	Recommend providing transit service on 193 to enhance existing dial-a-ride services.	Prior Placer County Transit SRTP service analyses indicated the addition of fixed-route transit service along SR 193 would operate at a 4.4 percent farebox recovery ratio, well below the minimum requirement of 10.0 percent to be considered an unmet transit need that is reasonable to meet. The current Placer County Transit SRTP includes a recommendation that the County consider extension of transit service along SR 193 once development occurs in the Bickford Ranch Specific Plan area. This service may be appropriate once new residential growth can support adequate ridership numbers. Also, Caltrans is planning to improve safety along segments of SR 193 in phases by realigning and widening the highway to address traffic collision issues. Implementation of these road safety improvements will improve the capability to provide transit service in this corridor.	PCTPA recently released a request for proposals to explore transit options for rural communities of Placer County. This study is funded through a Caltrans grant. This is not an unmet transit need.	1
Placer County Transit	I would be interested in riding the bus from Sheridan CA to Roseville Galleria Mall area, if it was available. I typically drive, myself, arriving Roseville at about 8am and leaving about 5/5:30pm Mon-Friday	Transit service is only provided as far north as the City of Lincoln along SR 65. Neither Placer County Transit nor the Lincoln Transit SRTPs recommend implementing service to the Sheridan community. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with one or both of these SRTPs.	PCTPA recently released a request for proposals to explore transit options for rural communities of Placer County. This study is funded through a Caltrans grant. This is not an unmet transit need.	1
Placer County	Need a bus route Auburn to the Penryn Library	The Taylor Road Shuttle can deviate up to 3/4 of a mile with advanced reservation.	This is not an unmet transit need.	1
Regional	Currently, there is no efficient transit service between the Roseville area and Folsom. I believe the best routing is for PCT to operate a Galleria-Sierra Gardens-Granite Bay-Folsom route, which will also bring back a PCT-operated service from years ago. This could be introduced as a commuter service, but a regular service on a Douglas Blvd.-Auburn/Folsom Rd. routing would allow Roseville Transit to restructure its E/G/L	There are no existing plans to implement service between Placer County cities and Folsom. However, the PCTPA's 2035 Regional Transportation Plan (RTP) includes a new Bus Rapid Transit route along Sierra College and Hazel Avenue as part of its long-term improvement program. Such service would require a new source of funding. It is anticipated that the service would not be implemented before year 2020.	This is not an unmet transit need.	1
Placer County Transit	More frequent service on Taylor Road / old US 40 between Auburn - Roseville.	The Placer County SRTP identifies adding two additional round trips to the Taylor Road Shuttle and increasing the Auburn to Light Rail service to 30-minute frequencies during the peak periods. Service expansion in the Taylor Road corridor will require a long-term commitment in funding to provide enhanced services and connections throughout the system due to the connections with other routes in the PCT system. Placer County's current focus is to provide the most productive service within existing resources through increasing cost and labor efficiencies, increasing cost and service effectiveness, and improving farebox recovery.	This is not an unmet transit need that is reasonable to meet.	1
Placer County Transit	Please consider extending the service of the Granite Bay Dial A Ride from 7AM to 6PM. This will allow commuters to catch the Roseville Transit to go to/from their work. Right now, the GB DAR only make two trips – after 9:30 and before 3PM. An alternative is for PCT to partner with Roseville Transit to extend the trip of Route L up to Douglas/Auburn Folsom Road in Granite Bay or up to Folsom Lake. Route L's last stop is on catch Roseville Transit from Monday to Saturday.	Placer County Transit's Granite Bay Dial-a-Ride currently represents the most subsidized service per one-way passenger trip within its system; operating at a farebox recovery ratio under 3.0 percent. This is below the minimum 10.0 percent farebox recovery required by PCTPA to be considered an unmet transit need that is reasonable to meet. It is unlikely that service expansion increasing frequency and/or expanding hours of operation – will lead to an increase in farebox recovery performance. Elimination of this service was previously analyzed as a service alternative in Placer County Transit's SRTP. The SRTP also analyzed expansion of Dial-a-Ride service through contracting with Roseville Transit. Because most Dial-a-Ride trips from Granite Bay have destinations in Roseville, Roseville Transit may be the most reasonable provider of expanded Dial-a-Ride service in the Granite Bay area.	This is not an unmet transit need that is reasonable to meet.	1
Placer County Transit	Drivers on the Hwy 49/North Loop Route need to call out upcoming stops or invest in auditory/automatic notifications for visually impaired riders	This is an operational issue that will be forwarded to Placer County Transit	This is not an unmet transit need.	1

FY 2013/14

Unmet Transit Needs FY 2013/14

Jurisdiction	Public Comment	Analysis	Recommendation
Loomis	A 91-year old family member needs some type of alternate transportation because they cannot use the Taylor Road Shuttle.	The My Rides Program is available for Placer County senior residents to get to destinations they would not otherwise be able to access by public transit. For more information for scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org .	This is not an unmet transit need.
Placer County (Christian Valley)	There are no transit services available to Christian Valley residents.	The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org .	This is not an unmet transit need.
Placer County (Foresthill)	Need to be able to get to Auburn Station to connect to other bus services.	The Foresthill bus route never met the goals and standards established for a rural bus service. The Foresthill bus route averaged about 50 one-way passenger trips per month; or about 2.5 trips per day, at an annual operating cost of \$78,828. The bus service was discontinued at the end of December 2008 due to its history of low productivity and ridership.	PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Foresthill community.
Placer County (Foresthill)	Need service to get to medical appointments and hospital in Auburn.	The Health Express service area includes the community of Foresthill.	This is not an unmet transit need.
Placer County (Foresthill)	There is a need for a lifeline level of bus service for residents of Foresthill. There are four new housing developments being established that will add to the demand for bus service over time.	The Foresthill bus route never met the goals and standards established for a rural bus service. The Foresthill bus route averaged about 50 one-way passenger trips per month; or about 2.5 trips per day, at an annual operating cost of \$78,828. The bus service was discontinued at the end of December 2008 due to its history of low productivity and ridership.	PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Foresthill community.
Placer County (Granite Bay)	There needs to be better Dial-a-Ride access in Granite Bay.	Placer County Transit's Granite Bay Dial-a-Ride currently represents the most subsidized service per one-way passenger trip within its system; operating at a farebox recovery ratio under 3.0 percent. This is below the minimum 10.0 percent farebox recovery required by PCTPA to be considered an unmet transit need that is reasonable to meet. It is unlikely that service expansion - increasing frequency and/or expanding hours of operation - will lead to an increase in farebox recovery performance. Elimination of this service was previously analyzed as a service alternative in Placer County Transit's SRTP. The SRTP also analyzed expansion of Dial-a-Ride service through contracting with Roseville Transit. Because most Dial-a-Ride trips from Granite Bay have destinations in Roseville, Roseville Transit may be the most reasonable provider of expanded Dial-a-Ride service in the Granite Bay area.	This is not an unmet transit need that is reasonable to meet.

Unmet Transit Needs FY 2013/14

Placer County (Iowa Hill)	Do Health Express and/or the My Rides Program cover the Iowa Hill area?	Health Express does not currently serve the Iowa Hill community. The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org .	This is not an unmet transit need.
Placer County (Meadow Vista)	Is there bus service to Meadow Vista?	Placer County Transit's Alta/Colfax route serves the Meadow Vista community. The Meadow Vista stop is "by reservation only." Commuter bus service is also available to Meadow Vista residents at the Clipper Gap park-and-ride lot.	This is not an unmet transit need.
Placer County (Sheridan)	We want to see some type of service connecting to Lincoln.	<p>Transit service is only provided as far north as the City of Lincoln along SR 65. Neither Placer County Transit nor the Lincoln Transit SRTPs recommend implementing service to the Sheridan community. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with one or both of these SRTPs.</p> <p>Currently, Health Express service and the My Rides Program are available to eligible Sheridan community residents.</p>	PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Sheridan community.
Placer County (Sheridan)	Need to get to Oakmont High School in Roseville. Takes too long to ride Placer County Transit with a transfer to Roseville Transit.	Currently, a Sheridan resident would need to travel to the Twelve Bridges Transfer Point in Lincoln and catch Placer County Transit's Lincoln/Sierra College bus route to the Galleria transit center, connecting to Roseville Transit service to Oakmont High School.	This is not an unmet transit need.
Placer County (Sheridan)	The Municipal Advisory Council (MAC) would like to recommend that the Placer Board of Supervisors consider the lack of transit service to Sheridan as an unmet transit need and the means to solve it. The community has gained residents and expects to gain more given the availability of new sewer and water permits. Sheridan residents have requested the MAC do everything possible to make transit service happen.	<p>Transit service is only provided as far north as the City of Lincoln along SR 65. Neither Placer County Transit nor the Lincoln Transit SRTPs recommend implementing service to the Sheridan community. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with one or both of these SRTPs.</p> <p>Currently, Health Express service and the My Rides Program are available to eligible Sheridan community residents.</p>	PCTPA to seek grant funding to study the feasibility of providing rural transit service to the Sheridan community.

Unmet Transit Needs FY 2013/14

Placer County (SR 193 Corridor)	Lincoln Transit and Placer County Transit each serve one end of this corridor, but people in the middle have no service.	Prior Placer County Transit SRTP service analyses indicated the addition of fixed-route transit service along SR 193 would operate at a 4.4 percent farebox recovery ratio, well below the minimum requirement of 10.0 percent to be considered an unmet transit need that is reasonable to meet. The current Placer County Transit SRTP includes a recommendation that the County consider extension of transit service along SR 193 once development occurs in the Bickford Ranch Specific Plan area. This service may be appropriate once new residential growth can support adequate ridership numbers. Also, Caltrans is planning to improve safety along segments of SR 193 in phases by realigning and widening the highway to address traffic collision issues. Implementation of these road safety improvements will improve the capability to provide transit service in this corridor.	PCTPA to seek grant funding to study the feasibility of providing rural transit service within the SR 193 Corridor.
Tahoe/Truckee	Important to get our clients in Tahoe to U.C. Davis Medical Center in Sacramento.	The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org . It should be noted however that some of the Tahoe/Truckee areas lie outside of PCTPA's jurisdiction and the My Rides Program service area.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes
WPCTSA	There is a need for socialization for seniors. You got the medical trip needs covered. Maybe there can be a public/private partnership to meet these needs?	The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org . It should be noted that the My Rides Program represents a partnership between public agencies such WPCTSA, Area 4 Agency on Aging, and Placer First 5 Families, and Seniors First, a non-profit organization..	This is not an unmet transit need.
Auburn & Placer County	Confusion expressed over service roles between PCT Highway 49 service and Dial-a-Ride within Auburn area.	Placer County Transit operates two types of transit services, fixed route and Dial-a-Ride service, within the Highway 49 corridor. The Dial-a-Ride is available to the general public, including persons with disabilities; and operates within a ¼ mile corridor on either side of the Highway 49 fixed route.	This is not an unmet transit need.

Unmet Transit Needs FY 2013/14

<p>Colfax</p>	<p>I want to express my thanks for the Dial-a-Ride type buses that are being used east of Colfax. It has made a huge difference for some young men in our neighborhood without transportation as their families do not have a car. So far, I can still drive. If I couldn't, I'd be stranded as I could not walk the distance to the mailboxes where the bus comes. Is there anything that is being considered for handicapped people who live too far to walk out to the freeway or can't walk out of their yard? I don't need it now, but the day may be coming when I do.</p>	<p>Placer County Transit's Alta/Colfax bus route operates as a route deviated service. Deviations can occur up to ¼ mile from the route on a reservation basis. Health Express and the My Rides Program are also available to serve eligible Colfax and unincorporated area Placer County residents.</p>	<p>This is not an unmet transit need.</p>
<p>Placer County (Bowman)</p>	<p>Mike takes pain medication because he suffered head injury. He has short-term memory loss and has many physical issues. The Dial-a-Ride will only go to Foothill Market. He needs Dial-a-Ride to go up Lincoln Way near the McDonald's or the Kentucky Fried Chicken, or somewhere on Tierra Way.</p> <p>It is physically painful to walk to the Foothill Market from his home near Sierra Mesa Place. Can you expand the Dial-a-Ride pickup service area by ½ mile or so?</p>	<p>The Americans with Disabilities Act (ADA) only requires complimentary transit service for persons with disabilities within a ¼ mile zone of any fixed-route service. Placer County Transit is currently consistent with this ADA requirement. Although not required, the ADA regulation includes an optional provision that service can be provided from ¼ mile up to 1½ miles of a bus route at the transit operator's discretion.</p> <p>Extending Dial-a-Ride service past the ¼ mile ADA boundary at this location will not be easy to accomplish. Further, the Placer County SRTP does not include a recommendation to extend the Dial-a-Ride service areas beyond their ¼ mile service up to 1½ miles. The SRTP does however recommend looking at the feasibility of providing rural transit services. Generally, a broader approach is needed to address this issue rather than a case by case solution to specific service requests.</p>	<p>PCTPA to seek grant funding to study the feasibility extending the Dial-a-Ride fringe areas within rural Placer County.</p>

Unmet Transit Needs FY 2013/14

Tahoe/Truckee	Out of the area transportation is needed for people that need to access essential food, medical or county services in Auburn, Grass Valley, Nevada City, Reno, and Sacramento. Families without access to personal transportation struggle to find a way to access these essential services and often miss critical appointments due to lack of public transportation.	The My Rides Program is available to eligible Placer County residents to get to destinations they would not otherwise be able to access due to the unavailability of public transit service. For more information on scheduling a ride call 1-800 -878-9222 Ext 201 or visit www.myridesplacer.org . It should be noted however that some of the Tahoe/Truckee areas lie outside of PCTPA's jurisdiction and the My Rides Program service area.	This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.
Loomis	It is difficult to determine where the timed stop for the Taylor Road Shuttle is located in Loomis? The bus driver leaves before the scheduled time.	This is a schedule/timetable issue that will be forwarded to Placer County Transit to address.	This is not an unmet transit need.
Loomis	Why doesn't the Taylor Road Shuttle stop at the Train Depot?	This is an operational issue that will be forwarded to Placer County Transit to address.	This is not an unmet transit need.
Loomis	Would like to be able to use the bus to attend Sunday service at the Loomis Methodist Church and get to the Senior Life Center (@ Brace and Barton Roads).	Placer County Transit currently does not provide fixed route or Dial-a-Ride services on Sunday. It is not particularly common for smaller transit systems to operate service on Sundays. This service alternative was examined in Placer County Transit's SRTP; however due to increased operating costs and low ridership projections the adopted SRTP did not include any recommendation to provide service on Sundays. Roseville Transit is the only transit system that operates Dial-a-Ride service on Sundays, from 8:00 a.m. to 6:00 p.m.	This is an unmet transit need that is not reasonable to meet.
Auburn/Placer County	Seniors and others with disabilities have requested a bus stop at or nearby the Social Security office in Auburn. The existing bus stop at Luther Road is too far away and creates a hardship to walk there for those with mobility or respiratory issues and crossing the intersection is dangerous due to the high traffic volume.	This is an operational issue that will be forwarded to Placer County Transit to address.	This is not an unmet transit need.
WPCTSA	Can you post Health Express Riders Guide and Coordinated Guide on Granite Bay MAC website or at post a link?	Comment noted.	This is not an unmet transit need. PCTPA to work with Placer County to establish links between MAC and
WPCTSA	Advertise Health Express and My Rides programs in Foresthill Messenger.	Comment noted.	This is not an unmet transit need. PCTPA to work with Placer County to establish
WPCTSA	Should get the Health Express riders guide out to the fire districts; and the Transit Connections Guide out to the Senior Centers.	Comment noted.	This is not an unmet transit need. PCTPA to distribute materials to recommended locations.

FY 2012/13

Unmet Transit Needs FY 2012/13

Jurisdiction	Public Comment	Analysis	Recommendation
<p>Placer County (Foresthill)</p>	<p>There is a need for a lifeline level of bus service for residents of Foresthill. There are four new housing developments being established that will add to the demand for bus service over time.</p>	<p>The Western Placer CTSA discontinued Foresthill service at the end of December 2009 due to its history of low productivity. An existing alternative for a Foresthill resident is to participate in a van pool subsidized by PCT. PCT currently operates ten such vanpools. The vanpool currently serving the Colfax and Foresthill community has available capacity to accommodate new riders. Specific information regarding the program is available by contacting PCT at (530) 745-7570.</p> <p>The PCT SRTP includes a recommendation that the County implement a future deviated fixed route pilot service to Foresthill. To determine the feasibility of implementing a pilot service to Foresthill, PCTPA applied for a Caltrans transportation planning grant. PCTPA was not however awarded this Caltrans funding.</p> <p>In addition, the Western Placer CTSA SRTP recommends a similar pilot service be launched for Health Express. WPCTSA is proposing to participate in joint transit service procurement with Placer County. The scope of the Health Express service includes proposed service to the Placer County communities of Foresthill and Sheridan one day per week (day to be determined) for up to a two-year pilot basis. Implementation of the pilot service will be determined upon cost and funding availability and approval of the WPCTSA Board. Its continuation beyond the two year period will be contingent upon the pilot's success and future grant funding availability.</p>	<p>PCTPA to seek grant funding to study the feasibility of implementing PCT service to Foresthill.</p>

Unmet Transit Needs FY 2012/13

<p>Placer County (Sheridan)</p>	<p>Sheridan has no transit service at the present time, not even Dial-a-Ride. Please consider proving transit service to our area in the near future.</p>	<p>Currently, transit service is only provided as far north as the City of Lincoln along SR 65. Neither the PCT nor the Lincoln Transit SRTPs recommend implementing service to the Sheridan community. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with one or both of these SRTPs. If a new route between Sheridan and Lincoln was established, it is assumed that this service would operate two round trips daily on weekdays, stopping at the Lincoln airport and at 3rd and F Streets in Lincoln. Prior SRTP analyses assumed an estimated productivity of three passengers per service hour for a new fixed-route service to Sheridan operated by Lincoln Transit would cost approximately \$20,000 per year to operate, providing a marginal fare box recovery ratio of about 6.0 percent. This is below the minimum 10.0 percent required to be considered an unmet transit need that is reasonable to meet.</p> <p>To determine the feasibility of implementing a pilot service to Sheridan, PCTPA applied for a Caltrans transportation planning grant. PCTPA was not however awarded this Caltrans funding.</p> <p>In addition, the Western Placer CTSA SRTP recommends a similar pilot service be launched for Health Express. WPCTSA is proposing to participate in joint transit service procurement with Placer County. The scope of the Health Express service includes proposed service to the Placer County communities of Foresthill and Sheridan one day per week (day to be determined) for up to a two-year pilot basis. Implementation of the pilot service will be determined upon cost and funding availability and approval of the WPCTSA Board. Its continuation beyond the two year period will be contingent upon the pilot's success and future grant funding availability.</p>	<p>PCTPA to seek grant funding to study the feasibility of implementing PCT service to Sheridan.</p>
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Unmet Transit Needs FY 2012/13

		<p>WPCTSA also approved an agreement with Seniors First on November 28, 2012 to implement the "My Rides" Program in new geographic areas within Placer County where transit service is not available or an option. The three new geographic areas within Placer County are: east of the existing service area at Colfax to SR-20/I-80 Interchange near Yuba Gap; the Sheridan community; and the North Lake Tahoe area.</p>	
<p>Placer County (SR 193)</p>	<p>Lincoln Transit and Placer County Transit each serve one end of this corridor, but people in the middle have no service.</p>	<p>Prior PCT SRTP service analyses indicated the addition of fixed-route transit service along SR 193 would operate at a 4.4 percent farebox recovery ratio, well below the minimum requirement of 10.0 percent to be considered an unmet transit need that is reasonable to meet. There is potential for future residential growth south of the SR 193 corridor within the Bickford Ranch Specific Plan area. A fixed-route service may be appropriate along SR 193 between Auburn and Lincoln once new residential growth can support adequate ridership numbers. This route would provide links to Lincoln Transit, Auburn Transit, Placer County Transit, and the Gold County State Route 5 while serving the Bickford Ranch Specific Plan area and commuters between Lincoln and Auburn.</p> <p>The PCT SRTP includes a recommendation that the County develop a future SR 193 service. The prior SRTP indicated that PCT should consider extension of transit service along SR 193 once development in the Bickford Ranch Specific Plan area is underway. To determine the feasibility of implementing a pilot service along SR 193, PCTPA applied for a Caltrans transportation planning grant. PCTPA was not however awarded this Caltrans funding.</p>	<p>PCTPA to seek grant funding to study the feasibility of implementing PCT service along SR 193.</p>
<p>Placer County (Taylor Road)</p>	<p>There is a mobile home park that is located about a mile beyond the ¼ mile corridor served by the Taylor Road Shuttle. Would like to see some type of basic lifeline transit service for the mobile home park residents, several of whom are seniors and/or have a disability.</p>	<p>The PCT SRTP recommends two additional round trips be incorporated into the existing schedule for the Taylor Road Shuttle; however, the SRTP does not include a recommendation to extend the Shuttle beyond the ¼ mile service corridor. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with the SRTP.</p>	<p>This is not an unmet transit need that is reasonable to meet.</p>

Unmet Transit Needs FY 2012/13

<p>Regional</p>	<p>Out of the area transportation is needed for people that need to access essential food, medical or county services in Auburn, Grass Valley, Nevada City, Reno, and Sacramento. Families without access to personal transportation struggle to find a way to access these essential services and often miss critical appointments due to lack of public transportation.</p>	<p>Several of these areas lie outside of PCTPA's jurisdiction. This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.</p> <p>The Western Placer CTSA SRTP includes a recommendation to develop a rural mileage reimbursement program, which would include the North Lake Tahoe area that falls within PCTPA jurisdiction. The rural mileage reimbursement program would help address some, but not all, of the out of area transportation needs expressed in the comment. WPCTSA approved an agreement with Seniors First on November 28, 2012 to implement the "My Rides" Program in new geographic areas within Placer County where transit service is not available or an option. The three new geographic areas within Placer County are: east of the existing service area at Colfax to SR-20/I-80 Interchange near Yuba Gap; the Sheridan community; and the North</p>	<p>This area lies outside of PCTPA's jurisdiction. This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.</p>
<p>Placer County (Granite Bay)</p>	<p>Commuters from Granite Bay need to catch other buses in the Roseville area to/from their work, so please make the Placer County dial-a-ride service in Granite Bay available for the first trip at 7:00 a.m. and the last drop off at 6:00 p.m. (Monday to Friday).</p>	<p>Granite Bay Dial-A-Ride currently represents the most subsidized service per one-way passenger trip in Placer County. It currently operates at a farebox recovery ratio under 3.0 percent. This is below the minimum 10.0 percent farebox recovery required by PCTPA to be considered an unmet transit need that is reasonable to meet. It is unlikely that service expansion - increasing frequency and / or expanding hours of operation in a low ridership community such as Granite Bay - will lead to an increase in farebox recovery performance. In fact, the prior PCT SRTP looked at eliminating this service and/or contracting the service with Roseville Transit. Because most dial-a-ride trips from Granite Bay have destinations in Roseville, Roseville Transit is considered the most reasonable provider of an expanded dial-a-ride service in the Granite Bay area. The prior PCT SRTP considered a Roseville Transit service scenario where the Granite Bay Dial-a-Ride would generate a 4.3 percent farebox recovery, still not meeting the PCTPA standard.</p> <p>The current PCT SRTP does not include a recommendation to expand the span of service for the Granite Bay Dial-a-Ride.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>

Unmet Transit Needs FY 2012/13

Jurisdiction	Public Comment	Analysis	Recommendation
<p>Placer County (Foresthill)</p>	<p>There is a need for a lifeline level of bus service for residents of Foresthill. There are four new housing developments being established that will add to the demand for bus service over time.</p>	<p>The Western Placer CTSA discontinued Foresthill service at the end of December 2009 due to its history of low productivity. An existing alternative for a Foresthill resident is to participate in a van pool subsidized by PCT. PCT currently operates ten such vanpools. The vanpool currently serving the Colfax and Foresthill community has available capacity to accommodate new riders. Specific information regarding the program is available by contacting PCT at (530) 745-7570.</p> <p>The PCT SRTP includes a recommendation that the County implement a future deviated fixed route pilot service to Foresthill. To determine the feasibility of implementing a pilot service to Foresthill, PCTPA applied for a Caltrans transportation planning grant. PCTPA was not however awarded this Caltrans funding.</p> <p>In addition, the Western Placer CTSA SRTP recommends a similar pilot service be launched for Health Express. WPCTSA is proposing to participate in joint transit service procurement with Placer County. The scope of the Health Express service includes proposed service to the Placer County communities of Foresthill and Sheridan one day per week (day to be determined) for up to a two-year pilot basis. Implementation of the pilot service will be determined upon cost and funding availability and approval of the WPCTSA Board. Its continuation beyond the two year period will be contingent upon the pilot's success and future grant funding availability.</p>	<p>PCTPA to seek grant funding to study the feasibility of implementing PCT service to Foresthill.</p>

Unmet Transit Needs FY 2012/13

<p>Placer County (Sheridan)</p>	<p>Sheridan has no transit service at the present time, not even Dial-a-Ride. Please consider providing transit service to our area in the near future.</p>	<p>Currently, transit service is only provided as far north as the City of Lincoln along SR 65. Neither the PCT nor the Lincoln Transit SRTPs recommend implementing service to the Sheridan community. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with one or both of these SRTPs. If a new route between Sheridan and Lincoln was established, it is assumed that this service would operate two round trips daily on weekdays, stopping at the Lincoln airport and at 3rd and F Streets in Lincoln. Prior SRTP analyses assumed an estimated productivity of three passengers per service hour for a new fixed-route service to Sheridan operated by Lincoln Transit would cost approximately \$20,000 per year to operate, providing a marginal fare box recovery ratio of about 6.0 percent. This is below the minimum 10.0 percent required to be considered an unmet transit need that is reasonable to meet.</p> <p>To determine the feasibility of implementing a pilot service to Sheridan, PCTPA applied for a Caltrans transportation planning grant. PCTPA was not however awarded this Caltrans funding.</p> <p>In addition, the Western Placer CTSA SRTP recommends a similar pilot service be launched for Health Express. WPCTSA is proposing to participate in joint transit service procurement with Placer County. The scope of the Health Express service includes proposed service to the Placer County communities of Foresthill and Sheridan one day per week (day to be determined) for up to a two-year pilot basis. Implementation of the pilot service will be determined upon cost and funding availability and approval of the WPCTSA Board. Its continuation beyond the two year period will be contingent upon the pilot's success and future grant funding availability.</p>	<p>PCTPA to seek grant funding to study the feasibility of implementing PCT service to Sheridan.</p>
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Unmet Transit Needs FY 2012/13

		<p>WPCTSA also approved an agreement with Seniors First on November 28, 2012 to implement the "My Rides" Program in new geographic areas within Placer County where transit service is not available or an option. The three new geographic areas within Placer County are: east of the existing service area at Colfax to SR-20/I-80 Interchange near Yuba Gap; the Sheridan community; and the North Lake Tahoe area.</p>	
<p>Placer County (SR 193)</p>	<p>Lincoln Transit and Placer County Transit each serve one end of this corridor, but people in the middle have no service.</p>	<p>Prior PCT SRTP service analyses indicated the addition of fixed-route transit service along SR 193 would operate at a 4.4 percent farebox recovery ratio, well below the minimum requirement of 10.0 percent to be considered an unmet transit need that is reasonable to meet. There is potential for future residential growth south of the SR 193 corridor within the Bickford Ranch Specific Plan area. A fixed-route service may be appropriate along SR 193 between Auburn and Lincoln once new residential growth can support adequate ridership numbers. This route would provide links to Lincoln Transit, Auburn Transit, Placer County Transit, and the Gold County State Route 5 while serving the Bickford Ranch Specific Plan area and commuters between Lincoln and Auburn.</p> <p>The PCT SRTP includes a recommendation that the County develop a future SR 193 service. The prior SRTP indicated that PCT should consider extension of transit service along SR 193 once development in the Bickford Ranch Specific Plan area is underway. To determine the feasibility of implementing a pilot service along SR 193, PCTPA applied for a Caltrans transportation planning grant. PCTPA was not however awarded this Caltrans funding.</p>	<p>PCTPA to seek grant funding to study the feasibility of implementing PCT service along SR 193.</p>
<p>Placer County (Taylor Road)</p>	<p>There is a mobile home park that is located about a mile beyond the ¾ mile corridor served by the Taylor Road Shuttle. Would like to see some type of basic lifeline transit service for the mobile home park residents, several of whom are seniors and/or have a disability.</p>	<p>The PCT SRTP recommends two additional round trips be incorporated into the existing schedule for the Taylor Road Shuttle; however, the SRTP does not include a recommendation to extend the Shuttle beyond the ¾ mile service corridor. In order to be considered an unmet transit need that is reasonable to meet this service request must be consistent with the SRTP.</p>	<p>This is not an unmet transit need that is reasonable to meet.</p>

Unmet Transit Needs FY 2012/13

<p>Regional</p>	<p>Out of the area transportation is needed for people that need to access essential food, medical or county services in Auburn, Grass Valley, Nevada City, Reno, and Sacramento. Families without access to personal transportation struggle to find a way to access these essential services and often miss critical appointments due to lack of public transportation.</p>	<p>Several of these areas lie outside of PCTPA's jurisdiction. This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.</p> <p>The Western Placer CTSA SRTP includes a recommendation to develop a rural mileage reimbursement program, which would include the North Lake Tahoe area that falls within PCTPA jurisdiction. The rural mileage reimbursement program would help address some, but not all, of the out of area transportation needs expressed in the comment. WPCTSA approved an agreement with Seniors First on November 28, 2012 to implement the "My Rides" Program in new geographic areas within Placer County where transit service is not available or an option. The three new geographic areas within Placer County are: east of the existing service area at Colfax to SR-20/I-80 Interchange near Yuba Gap; the Sheridan community; and the North Lake Tahoe area</p>	<p>This area lies outside of PCTPA's jurisdiction. This comment will be forwarded to the Nevada County Transportation Commission (NCTC) and the Tahoe Regional Planning Agency (TRPA) for analysis as part of their unmet transit needs processes.</p>
<p>Placer County (Granite Bay)</p>	<p>Commuters from Granite Bay need to catch other buses in the Roseville area to/from their work, so please make the Placer County dial-a-ride service in Granite Bay available for the first trip at 7:00 a.m. and the last drop off at 6:00 p.m. (Monday to Friday).</p>	<p>Granite Bay Dial-A-Ride currently represents the most subsidized service per one-way passenger trip in Placer County. It currently operates at a farebox recovery ratio under 3.0 percent. This is below the minimum 10.0 percent farebox recovery required by PCTPA to be considered an unmet transit need that is reasonable to meet. It is unlikely that service expansion - increasing frequency and / or expanding hours of operation in a low ridership community such as Granite Bay - will lead to an increase in farebox recovery performance. In fact, the prior PCT SRTP looked at eliminating this service and/or contracting the service with Roseville Transit. Because most dial-a-ride trips from Granite Bay have destinations in Roseville, Roseville Transit is considered the most reasonable provider of an expanded dial-a-ride service in the Granite Bay area. The prior PCT SRTP considered a Roseville Transit service scenario where the Granite Bay Dial-a-Ride would generate a 4.3 percent farebox recovery, still not meeting the PCTPA standard.</p> <p>The current PCT SRTP does not include a recommendation to expand the span of service for the Granite Bay Dial-a-Ride.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>

FY 2011/12

Unmet Transit Needs FY 2011/12

Jurisdiction	Public Comment	Analysis	Recommendation
Colfax	Need for a second round trip on Placer County Transit Alta/Colfax route.	PCTPA has recently completed a SRTP on behalf of Placer County Transit. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing rural transit service(s).	During FY 2012/2013, Placer County Transit to pursue grant funding to study the potential of providing rural transit service(s).
Placer County	Need a fixed route or route deviation service along SR 193 from Lincoln to Auburn.	PCTPA has recently completed a SRTP on behalf of Placer County Transit. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including service along SR 193.	During FY 2012/2013, Placer County Transit to develop a SR 193 service plan and implementation schedule.
Placer County	Seniors First does not have Meals on Wheels route for the Penryn area yet this service is available to Newcastle, Loomis, and Auburn communities.	<p>Meals on Wheels is a homebound senior program. It is not a public transportation service. The nearest available public transportation is the Placer County Transit Taylor Road Shuttle. The Taylor Road Shuttle serves residents within ¼ mile of Taylor Road. Because the Penryn community is less densely populated it is not possible for Placer County Transit to serve the area cost effectively with dial-a-ride service or further expansion of the Taylor Road Shuttle.</p> <p>In addition, Seniors First does not have a Meals on Wheels route for the Penryn community due to lack of funding. Seniors First does offer a Volunteer Door-to-Door Rides Program that is an alternative to Meals on Wheels service. The Rides Program could provide a Penryn resident transportation to one of Seniors First "Senior Cafes." There are nine such cafes operating in Placer County.</p>	This is not an unmet transit need.

Unmet Transit Needs FY 2011/12

<p>Placer County</p>	<p>It is my understanding that dial-a-ride is a door-to-door service for the disabled in Loomis and in Auburn but the door-to-door service is not available for Penryn and Newcastle disabled residents. In the past when I have called to try and access dial-a-ride I have been informed that I need to walk from my home to English Colony and Taylor Road. If I could walk that far independently, I wouldn't be making this comment. My request is this - if these services are provided in neighboring communities, why would these services not be offered to those in Penryn? Can you please address this matter so that I can gain equal access to their services and have the potential of being independent rather than a continued shut in, which is dependent on family and volunteers for every need?</p>	<p>Based on the address, the commenter's home is located about two miles from the intersection of Taylor Road and English Colony Road. Placer County Transit's Taylor Road Shuttle is the only transit service close to this address. This service is limited to serving passengers within ¼ mile of Taylor Road. The address is located outside of the existing dial-a-ride service area for Placer County Transit. At the present time, Placer County Transit is not able to serve many of the less densely populated areas of the County, including the community of Penryn. Placer County Transit targets its limited resources in the County's larger communities where demand is expected to be greatest; rather than spread its resources more thinly over larger less densely populated areas of the County at much greater cost and at lower productivity levels.</p> <p>For non-emergency related medical appointments, Health Express and the Volunteer Door-to-Door Rides Program are available alternative to serve the address.</p> <p>PCTPA has recently completed a SRTP on behalf of Placer County Transit. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing rural transit service(s).</p>	<p>During FY 2012/2013, Placer County Transit to pursue grant funding to study the potential of providing rural transit service(s).</p>
<p>Placer County</p>	<p>Can Placer Commuter Express stops be added to the park-and-rides in Colfax, Auburn, and SR 193, and include Santucci Justice Center as part of the route.</p>	<p>Currently, the Placer Commuter Express stops both at Colfax and Auburn.</p> <p>There is inadequate turnaround circulation for the Placer Commuter Express bus to serve the SR 193 park-and-ride.</p> <p>Roseville Transit Route "S" serves the Santucci Justice Center, pursuant to an agreement between Placer County and the City of Roseville.</p>	<p>This is not an unmet transit need.</p>

Unmet Transit Needs FY 2011/12

Placer County	Cannot take the SR 49 dial-a-ride to the Welcome Center on Bell Road.	<p>Placer County Transit's SR 49 dial-a-ride is the only transit service close to this address. This service is limited to serving passengers within ¼ mile of SR 49. The address is located outside of the existing dial-a-ride service area for Placer County Transit. At the present time, Placer County Transit is not able to serve many of the less densely populated areas of the County, including the Welcome Center location. Placer County Transit targets its limited resources in the County's larger communities where demand is expected to be greatest; rather than spread its resources more thinly over larger less densely populated areas of the County at much greater cost and at lower productivity levels.</p> <p>PCTPA has recently completed a SRTP on behalf of Placer County Transit. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing rural transit service(s).</p>	During FY 2012/2013, Placer County Transit to pursue grant funding to study the potential of providing rural transit service(s).
Placer County	Need for SR 49 dial-a-ride service beyond Dry Creek and Jaeger Road.	<p>Placer County Transit's SR 49 dial-a-ride is the only transit service close to this address. This service is limited to serving passengers within ¼ mile of SR 49. The address is located outside of the existing dial-a-ride service area for Placer County Transit. At the present time, Placer County Transit is not able to serve many of the less densely populated areas of the County, including the Dry Creek and Jaeger Road location. Placer County Transit targets its limited resources in the County's larger communities where demand is expected to be greatest; rather than spread its resources more thinly over larger less densely populated areas of the County at much greater cost and at lower productivity levels.</p> <p>PCTPA has recently completed a SRTP on behalf of Placer County Transit. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing rural transit service(s).</p>	During FY 2012/2013, Placer County Transit to pursue grant funding to study the potential of providing rural transit service(s).
Placer County (Alta/Dutch Flat)	Senior Living Group interested in starting a pilot mileage reimbursement program that would connect with Health Express or Placer County Transit in Colfax.	PCTPA has recently completed a SRTP on behalf of the Western Placer CTSA. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing a rural mileage reimbursement program.	During FY 2012/2013, the Western Placer CTSA to implement pilot rural mileage reimbursement program in association with a non-profit organization.

Unmet Transit Needs FY 2011/12

Placer County (Foresthill)	Head Start facility located at Church Street needs service to/from Auburn one/two times per week.	PCTPA has recently completed a SRTP on behalf of the Western Placer CTSA. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing a rural mileage reimbursement program.	During FY 2012/2013, the Western Placer CTSA to implement pilot rural mileage reimbursement program in association with a non-profit organization.
Placer County (Foresthill)	Need daily service to/from Foresthill at 8:00 and 12:00 am and return service at 3:00 and 5:00 pm.	PCTPA has recently completed SRTPs on behalf of Placer County Transit and the Western Placer CTSA. These plans contain a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing rural transit and Health Express service(s).	During FY 2012/2013, Placer County Transit to pursue grant funding in association with the Western Placer CTSA to study the potential of providing rural transit service to the Foresthill community.
Placer County (Sheridan)	Request Yuba Sutter Transit commuter bus to stop in Sheridan.	Yuba Sutter Transit does not currently provide commuter bus service along the SR 65 corridor. The closest YST service to Sheridan is the Wheatland Route, which offers two round-trips each Tuesday and Thursday from Wheatland to Linda and Marysville.	This area lies outside of PCTPA's jurisdiction. This comment will be forwarded to the Sacramento Area Council of Governments (SACOG) for analysis as part of their unmet transit needs processes.
Placer County (Sheridan)	Need dial-a-ride to serve Sheridan and to get to Lincoln to access social service needs.	PCTPA has recently completed SRTPs on behalf of Placer County Transit and the Western Placer CTSA. These plans contain a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing rural transit and Health Express service(s).	During FY 2012/2013, Placer County Transit to pursue grant funding in association with the Western Placer CTSA to study the potential of providing rural transit service to the Sheridan community.

Unmet Transit Needs FY 2011/12

WPCTSA	Need Health Express service to Alta and Dutch Flat communities.	PCTPA has recently completed a SRTP on behalf of the Western Placer CTSA. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for developing a rural mileage reimbursement program.	During FY 2012/2013, the Western Placer CTSA to implement pilot rural mileage reimbursement program in association with a non-profit organization.
Loomis	Our community day program is located at 6125, King Rd. in Loomis. Learning how to use the bus system is one of our goals for community integration. Due to the infrequent times we can connect with a bus on Taylor Road, we are forced into taking cars to Sierra College and then catching a bus to access the community. We would love to see more opportunities to catch the bus on Taylor Road.	As a result of the 2009/10 Unmet Transit Needs process, the PCTPA Board agreed to increase the Taylor Road Shuttle from a two hour schedule to an hourly schedule from 7:30 am to 1:30 pm on Tuesdays and Thursdays as a two year Western Placer Consolidated Transportation Services Agency (WPCTSA) pilot project. At that time, the hourly schedule was seen as an important transportation option for Placer County Office of Education's (PCOE) special needs students when going from the classroom into the local community. The Placer County Office of Education (PCOE) Special Education class is no longer in operation in Loomis. Further, the pilot project's overall productivity was low; not meeting adopted performance standards established for such service. For these reasons the pilot project terminated as of June 30, 2012.	This is an unmet transit need that is not reasonable to meet.
WPCTSA	Health Express needs to be expanded to weekends and Sundays.	PCTPA has recently completed a SRTP on behalf of the Western Placer CTSA. This plan contains a long list of service enhancements to fill identified gaps and needs for route improvements, including the need for Health Express span of service improvements.	The Western Placer CTSA SRTP recommendations are contingent upon funding. While it is a priority to implement many of the improvements recommended, current funding levels continue to be a constraint. This is an unmet transit need that is not reasonable to meet.

FY 2010/11

Unmet Transit Needs FY 2010/11

Jurisdiction	Public Comment	Analysis	Recommendation
Auburn	Senior Mercy Housing project has 62 units going in. The housing is not board and care. They will need access to transit.	The Mercy Senior Housing project has been conditioned to include a bus stop and shelter. Auburn Transit anticipates amending their route to accommodate the project once it is completed.	This is not an unmet transit need.
Placer County	Consider using a postal bus in rural outlying areas, as done in Europe, for both mail and passenger delivery.	This is a creative proposal; however, according to the United States Post Office, in rural areas the mail carrier typically use their personal vehicle rather than a postal delivery van to make mail deliveries making it impractical for their use in passenger transport.	This is not an unmet transit need.
Placer County (Foresthill Community)	There is a need for a lifeline level of service for residents of Foresthill. Request that this service need be evaluated in the SRTP.	The Western Placer CTSA discontinued this service at the end of December 2009 due to its history of low productivity. An alternative for a Foresthill resident is to participate in a van pool subsidized by Placer County Transit. Placer County Transit currently operates ten such vanpools. The vanpool currently serving the Colfax and Foresthill community has available capacity to accommodate new riders. Specific information regarding the program is available by contacting Placer County Transit, at (530) 745-7570.	This is an unmet transit need that is not reasonable to meet.
Placer County (Granite Bay)	Need a mini bus service from Granite Bay to Folsom (Regional Transit) and back.	Placer County Transit's adopted SRTP looks at the provision of new commuter service between Auburn and Folsom via Auburn-Folsom Road and serving Granite Bay at Douglas Boulevard. This service could operate from the Auburn multi-modal station to the Riley Street Transfer Center in Folsom, with stops in Granite Bay at the intersections of Auburn-Folsom Road at Douglas Boulevard and at Eureka Road. The Plan projects this service to cost approximately \$93,900 in annual operating costs, with annual ridership of 4,450 while generating about \$2,210 in fare box revenues. Marginal fare box recovery is estimated at 2.4 percent. This service alternative would be well below the minimum 10.0 percent needed to be considered as an unmet transit need that is reasonable to meet. Nevertheless, this service alternative is recommended as part of the Potential Future Service Plan Element of the SRTP, with the understanding that additional funding resources are necessary to implement such service.	This is an unmet transit need that is not reasonable to meet.

Unmet Transit Needs FY 2010/11

<p>Placer County (Granite Bay)</p>	<p>Need a mini bus from Auburn Folsom and Douglas to Sierra College Blvd and back.</p>	<p>Placer County Transit seeks to maintain a reasonable balance between providing geographic coverage and having productive bus routes. The best option to eventually expand service in Granite Bay may be to contract with the City of Roseville to extend their existing routes. However, with severe budget limitations, Placer County Transit is not able to explore that option at this time.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>
<p>Placer County (Granite Bay)</p>	<p>Can we get Folsom Stage Lines and Roseville Transit to extend their service to Granite Bay?</p>	<p>The best option to eventually expand service in Granite Bay may be to contract with the City of Roseville to extend their existing routes. However, with severe budget limitations, Placer County Transit is not able to explore funding that option at this time.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>
<p>Placer County (I-80 Corridor)</p>	<p>There is no public transportation alternative available in the I-80 corridor north of Auburn to Truckee and beyond. My specific need is to get to the ski resorts and I am not alone in this.</p>	<p>Placer County Transit has previously looked at the cost of providing this service and has found it to be prohibitive for a general public transit service. There may be a good market for this type of service; however, Placer County Transit has dedicated its transit resources to providing more local service geared at getting people to jobs, school and appointments. The ski service is a niche that the private sector charter companies do very well in addressing this demand.</p> <p>The Tahoe Area Regional Transit provides service to Squaw, Alpine, Northstar and Homewood from the Truckee train Depot on an hourly basis from 7:00 am to 5:30 pm, seven days per week. The one way fare is \$1.75, or \$3.50 for an all day pass for a round trip. The TART winter schedule can be found at: http://www.placer.ca.gov/Departments/Works/Transit/TART.aspx .</p> <p>In the past two winters, Squaw Valley USA has provided weekend bus service to their property from Sacramento. Squaw Valley USA may consider doing this service again this year.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>

Unmet Transit Needs FY 2010/11

<p>Placer County (Sheridan)</p>	<p>Sheridan needs transit or dial-a-ride service.</p>	<p>Currently, transit service is only provided as far north as Lincoln along SR 65. Neither the Placer County Transit Short Range Transit Plan, nor the Lincoln Transit Short Range Transit Plan recommends implementing service to the Sheridan area. In order to be considered an unmet transit need that is reasonable to meet; this service request must be consistent with one of these Short Range Transit Plans. If a new route between Sheridan and Lincoln was established, it is assumed that this service would operate two round trips daily on weekdays, stopping at the Lincoln airport and at 3rd and F Streets in Lincoln. At an estimated productivity of 3 passengers per service hour, a new fixed-route service to Sheridan, operated by Lincoln Transit, would cost approximately \$20,000 per year to operate, providing a marginal fare box recovery ratio of about 6.0 percent. This is below the minimum 10.0 percent required to be considered an unmet transit need that is reasonable to meet.</p>	<p>This is an unmet transit need that is not reasonable to meet.</p>
<p>Placer County (SR 193 Corridor)</p>	<p>Lincoln Transit and Placer County Transit each serve one end of this corridor; however, there is no service in the middle of the corridor. Request that this service be evaluated in the SRTP.</p>	<p>The adopted Placer County Transit SRTP service alternatives analysis indicates the addition of fixed-route transit service along SR 193 would operate at a 4.4 percent farebox recovery ratio, well below the minimum requirement of 10.0 percent to be considered an unmet transit need that is reasonable to meet. The SRTP service alternative analysis also recognizes the potential for future residential growth south of the SR 193 corridor within the Bickford Ranch Specific Plan area. The Plan acknowledges that a fixed-route service may be appropriate along SR 193 between Auburn and Lincoln once new residential growth can support adequate ridership numbers. This route would provide links to Lincoln Transit, Auburn Transit, Placer County Transit, and the Gold County State Route 5 while serving the Bickford Ranch Specific Plan area and commuters between Lincoln and Auburn. Once development in the Bickford Ranch Specific Plan area is underway, implementation of fixed-route transit service along SR 193 should be considered as a potential service alternative.</p>	<p>This is an unmet transit need that is not reasonable to meet</p>

FY 2009/10

Unmet Transit Needs FY 2009/10

Jurisdiction	Public Comment	Analysis	Recommendation
Placer County (unincorporated)	I am a family advocate for CSOC and I have seen that my families have difficulties getting to some of their therapy sessions that are out by Lorenson Road. I have a large population of kids that need access to Riding High Equestrian Program for therapy.	PCT does not have any current plans to expand bus and /or dial-a-ride service to this area of the County. The Americans with Disabilities Act (ADA) requires complimentary transit service for persons with disabilities within a ¼ mile zone of any fixed-route service. PCT contracts with PRIDE Industries to provide this service, and is currently consistent with this ADA requirement. Although not required, the ADA regulation includes an optional provision that service can be provided from ¼ mile up to 1½ miles of a bus route at the transit operator's discretion. This service request to the Riding High Equestrian Program for therapy sessions is beyond the optional ADA zone. FTA New Freedom funds could be used to fund optional ADA zone service requests beyond the ¼ mile zone; however, these funds are very competitive within the Sacramento region. Use of these funds for operating purposes is limited to the term of the grant, varying from one to three years; a local match is required for these funds and would be required to fund a longer term commitment of this service.	This is an unmet transit need that is not reasonable to meet.

Unmet Transit Needs FY 2009/10

<p>Placer County (unincorporated)</p>	<p>Believe that there is an urgent need to provide Granite Bay residents with an alternative mode of transportation in commuting to/from our place of work. At present, there is a Dial-A-Ride Service in Granite Bay but it runs on a very limited schedule from 9:00 AM to 4:00 PM (Monday-Friday. Please consider operating the Dial-A-Ride service earlier in the morning and later in the evening (similar to the operating schedule of the Roseville Dial-A-Ride Service) so commuters will be able to avail of its services.</p>	<p>The Granite Bay Dial-A-Ride currently represents the most subsidized service per one-way passenger trip in Placer County. It currently operates at a farebox recovery ratio under 3.0 percent. This is below the minimum 10.0 percent farebox recovery required by PCTPA to be considered an unmet transit need that is reasonable to meet. It is unlikely that service expansion - increasing frequency and / or expanding hours of operation in a low ridership community such as Granite Bay – will lead to an increase in farebox recovery performance. In fact, elimination of this service is analyzed as a service alternative in the PCT SRTP. The PCT SRTP also analyzed expansion of Dial-A-Ride service in Granite Bay through contracting with Roseville Transit. Because most Dial-A-Ride trips from Granite Bay have destinations in Roseville, Roseville Transit is considered the most reasonable provider of expanded Dial-A-Ride service in the Granite Bay area. Under a Roseville Transit service scenario, 4,330 annual one-way passenger trips are anticipated. Although this service expansion alternative would increase access to transit in the Granite Bay community, it would only generate a 4.3 percent farebox recovery ratio.</p>	<p>This is an unmet transit need that is not reasonable to meet. PCT's SRTP will be updated in FY 2010-11 . Provision of service to and from Granite Bay will be examined at that time.</p>
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Unmet Transit Needs FY 2009/10

<p>Placer County (unincorporated)</p>	<p>I'd like to be able to take a bus from my house in Granite Bay (Douglas and Auburn-Folsom) to light rail in Folsom. For now I have to have a family member drive me to and from so that means four trips a day if I want to take light rail. I've lived all over the state and Placer County has the worst bus service I've seen.</p>	<p>Neither PCT nor RT has connecting bus service to the light rail stations located in the City of Folsom. Although inconvenient, this trip can be made on existing transit services. An individual would connect with RT Route 21 at the Roseville Louis Lane / Orlando Transfer Point and take this bus to the Mather Field / Mills light rail station to Folsom, and catch connecting Folsom Stage bus service to the employment destination. This trip on RT services would take approximately 65 minutes. PCT's adopted SRTP looks at the provision of new commuter service between Auburn and Folsom via Auburn-Folsom Road and serving Granite Bay at Douglas Boulevard. This service could operate from the Auburn multi-modal station to the Riley Street Transfer Center in Folsom, with stops in Granite Bay at the intersections of Auburn-Folsom Road at Douglas Boulevard and at Eureka Road. The Plan projects this service to cost approximately \$93,900 in annual operating costs, with annual ridership of 4,450 while generating about \$2,210 in fare box revenues. Marginal fare box recovery is estimated at 2.4 percent. This service alternative would be well below the minimum 10.0 percent needed to be considered as an unmet transit need that is reasonable to meet. Nevertheless, this service alternative is recommended as part of the Potential Future Service Plan Element of the SRTP, with the understanding that additional funding resources are necessary to implement such service.</p>	<p>This is an unmet transit need that is not reasonable to meet. PCT's SRTP will be updated in FY 2010-11 . Provision of service to and from Granite Bay will be examined at that time.</p>
<p>Placer County (unincorporated)</p>	<p>I'd take the bus from Auburn to my volunteer job in Meadow Vista if I could...but I'd need to arrive in Meadow Vista close to 6 hours before my work begins at 1 :00 pm. One very early and a second very late return bus may serve working people, but it does not help part-time volunteers like myself, or those too young or too old to drive who'd like to go from Meadow Vista to Auburn. and back for shopping, visiting, or events</p>	<p>At the present time PCT's Colfax / Alta route makes one eastbound and westbound morning trip, and one eastbound and westbound afternoon trip. Most of the stops are identified as "by reservation only," which indicates infrequent usage of these stops. Overall, there is insufficient demand to expand the service to offer a mid-day option.</p>	<p>This is an unmet transit need that is not reasonable to meet. PCT's SRTP will be updated in FY 2010-11 . Provision of mid-day service to / from Meadow Vista will be examined at that time.</p>

Unmet Transit Needs FY 2009/10

<p>Placer County (unincorporated)</p>	<p>Recently I needed to get to Lincoln Twelve Bridges Library for a volunteer literacy in service training. I called PCT to see if I could get there without driving. The courteous person who answered the phone explained that I'd need to take 4 buses (one from Skyridge in Auburn to Auburn Station, then the Light Rail bus to Galleria, then a Lincoln bus to Lincoln, then arrange for Lincoln Dial-a-Ride to the library.) In addition, the time involved would have meant an overnight stay in Lincoln to get to my seminar on time. So I had to drive instead.</p>	<p>Auburn Transit's Blue Route serves the resident's location. It takes about 45 minutes to get to the Auburn Station to transfer to PCT services. Two PCT routes, each taking about 30 minutes would need to be used. Transfers are timed. PCT now serves the Lincoln Library at Twelve Bridges directly, with the Lincoln / Sierra College bus route. This route change began on October 1, and would eliminate the need to use the Lincoln Dial-a-Ride service. One way, from Skyridge to the Twelve Bridges Library, would take approximately one hour and 45 minutes, a distance of 23 miles. The resident's best option would be to park-and-ride at the Auburn Station and use the PCT service. The one-way trip would take about an hour.</p>	<p>This is not an unmet transit need.</p>
<p>Placer County (unincorporated)</p>	<p>Is it possible to take bike on dial-a-ride to Foresthill?</p>	<p>The Western Placer CTSA discontinued this service at the end of December 2009 due to its history of low productivity. An alternative for a Foresthill resident is to participate in a van pool subsidized by PCT. PCT currently operates ten such vanpools. The vanpool currently serving the Colfax and Foresthill community has available capacity to accommodate new riders. Specific information regarding the program is available by contacting PCT, at (530) 745-7570.</p>	<p>This is an unmet transit need that is not reasonable to meet. PCT's SRTP will be updated in FY 2010-11. Provision of service to Foresthill will be examined at that time.</p>

Unmet Transit Needs FY 2009/10

<p>Placer County (unincorporated)</p>	<p>I live in Meadow Vista and work at DeWitt Center in Auburn. My work hours are 7:30am to 5:00 pm. During Daylight Savings I commute by bike one or two days a week, but would like the option to take a bus. In the morning the westbound buses on Hwy 80 are too late, and in the afternoon the last eastbound Colfax/Alta bus leaves Auburn Station about 3:00 pm. There were days last summer when I would have ridden my bike to work if I could have taken a bus home (i.e., too hot, or a spare-the-air day). But since there's no bus going my way, I drove my car.</p>	<p>An individual living in Meadow Vista would need to catch the PCE Bus 2 at the Clipper Gap park-and-ride lot at 5:52 a.m., arriving in Auburn at 6:03 a.m. and transferring to the Highway 49 Dial-a-Ride if need be to get to a work location within Auburn. This schedule would necessitate some changes in the individuals existing work schedule. In the evening, the individual would take the PCE Bus 3 and / or Bus 4 to get to the Clipper Gap park-and-ride lot, which is the closest location to Meadow Vista.</p>	<p>This is an unmet transit need. PCT's SRTP will be updated in FY 2010-11. Provision of service to/from Meadow Vista will be examined at that time.</p>
<p>Placer County (unincorporated)</p>	<p>Is the Safeway bus stop an active stop? Bus stops should be signed accordingly – active / inactive.</p>	<p>This bus stop is used by PCT's Highway 49 Dial-a-Ride service only.</p>	<p>This is not an unmet transit need. PCT has agreed to place a sign indicating the bus stop is available for Dial-a-Ride only.</p>

Appendix B
PUBLIC INPUT

Stakeholder Input

Placer Rural Transit Study – Stakeholder Input

INTRODUCTION

The Placer County Transportation Planning Agency (PCTPA) has hired LSC Transportation Consultants, Inc. in order to conduct a transit study that identifies potential improvements to rural transit within Western Placer County. A considerable portion of this study includes the collection and analysis of public input from relevant individuals and stakeholders. Potential stakeholders were identified by the Project Advisory Committee. LSC contacted nineteen stakeholders by email and input was gathered through a written questionnaire from June through August, 2015.

The stakeholder questionnaire included the following questions:

1. How familiar are you with existing public transit services (Placer County Transit, Health Express, MyRides)? Do you think transit serves the county well? What do you think are the strengths of the current service? What could be improved?
2. How could public transit better meet the transportation needs of rural Western Placer County? (Be specific)
3. Given that public transit dollars are limited, what do you see as the top priority transportation need for residents of rural Western Placer County?
4. What changes do you see coming to Placer County in the next decade, and how will this affect or be affected by transit?
5. Any other comments?

STAKEHOLDER INPUT SUMMARY

Adult System of Care

Steven Swink, Program Supervisor

The Light-Rail should expand to have stops throughout local communities in Placer County. Many clients have to spend an entire day getting to and from a medical appointment, so adding stops and lines would be helpful. Small “pods” of bus systems should exist within each city, and there should be connections between those systems. With a growing population, the growth of transit lines and options will become increasingly necessary. An increasing population also means that traffic along the 65 interchange will become worse.

Adult System of Care/Placer County Mental Health

Olga Ignatowicz, MD

The PCPTA is effective at remaining flexible, but should improve service levels, disabled access, and publications.

Children's System of Care
Connie Gonzales, Administrative Clerk

There is a need for more direct routes, with fewer stops in between. Routes should encourage riders to meet in one area and go directly to a main attraction, instead of offering numerous options on several lines to the same destination. With a growing population in Placer County, future transportation needs will be met by easier transit access, as well as an increase in buses and routes.

Children's System of Care
Maria Moralez

More transit buses may be needed to address the growing population within the county.

Children's System of Care
Neil Kurtz, Office Assistant

While the online and printed route information is useful, routes and schedules are difficult for new riders to understand. Modern transit technology, such as smartphone tracking, electronic trip planners, and credit card readers could help to alleviate transit difficulties. An increasing population and continued developments (including expanded freeways and growth in the job and housing markets) suggests transportation needs will increase. Direct routes to major centers and more timely transit could help meet the future transit demands. Possible improvements include:

- A light rail between Auburn and Roseville
- A bus from Dewitt Center to the Children's System of Care or Adult System of Care
- Faster travel (making public transit take close to the same time as private commute time)
- Safer travel
- Increased transit budget

Children's System of Care
Susan Kirkwood, Administrative Supervisor

Seniors need to travel from Roseville to Auburn, so transfers that offer those connections are needed. El Dorado and Gold County Transit should accept credit cards because getting check orders through takes time. A Dial-A-Ride system in Western Placer County (similar to the Roseville DAR) could help residents with needed transportation. In the future, extended hours, more routes, coordination between Roseville and Sacramento Transit, and more drop off/pick up locations will be needed.

Children's System of Care

Debbie Longhofer, Administrative Supervisor

The PCTPA effectively provides: connection to the Light Rail, environmentally-friendly options, electronic passes, accommodation of bikes and other luggage, bus driver information, and other transportation avenues to the public. The following are potential improvements within the PCTPA:

- Extending routes and connections to bordering counties, all of Placer County, and between Foresthill – Auburn, and Tahoe – Auburn
- Improved scheduling, including clearer schedule publications, mandatory stops (even if no one is there), and consistent hours of operation among agencies
- Payment options other than cash
- Food and drinks allowed on-board
- Coordinated scheduling and routes between all Placer County transit providers
- Transit policies that address the growing population

North Auburn Municipal Advisory Council

Candace Roeder, Member and former Executive Director at Seniors First

The senior population is increasing and, in response, transit opportunities should focus on the senior demographic. There are huge gaps in the transit services available to seniors, which can be addressed by implementing or improving:

- Same-day urgent medical transport
- Weekend and evening service to provide transport for recreational, medical, religious, and lifestyle needs
- Transportation to medical providers in Sacramento, San Francisco, and the Reno VA
- Capital improvements to bus stops to ensure safe stops that allow for sitting and protection from the elements
- Reduced rate programs to low-income seniors and disabled riders

Garnering input and involvement from transit-dependent groups is crucial to ensuring improvement. This could be done through creating a Transit Ambassador to make outside public transit more available. Allowing transit-dependent individuals to sit on a transit advisory committee is also important to gathering useful input.

Placer Independent Resource Services

Tink Miller, Executive Director

The PCTPA has improved regarding coordination between transit jurisdictions and by providing transit access to more people. In the future, there will be a growing older adult population, which will necessitate an increase in transit for those who can no longer drive. Marketing has not been successful in terms of publicizing the My Rides program, Park & Ride, and overall transit options. Marketing should target local newspapers, radio channels, and Sierra College

media. The My Rides program could be improved through fixed-schedule drivers and increased coordination between My Rides and transit transfer options. The trips to Colfax do not match the scheduling needs of Placer Independent Resource Services clients, as they are too early or too late. New housing developments in Foresthill will call for targeted transit in the future.

Potential improvements to PCTPA include:

- Provide complimentary paratransit
- Give ADA riders priority on Dial-A-Ride systems
- Expand commuter services
- Provide transit information in other languages
- Consolidate services among the various transit providers in and near Placer County
- Ensure that new developments adopt land use policies that accommodate transit services
- Provide shuttles in outlying rural areas
- Develop more Park & Ride sites

Public Interest Coalition

Bob Jasper

The quality of transit is not known to those in rural areas because it does not effectively exist. Though they are not the most populous, rural areas should have regular routes, with a minimum of three runs per day. A line is needed that connects Folsom to Sacramento routes. Adequate public transit can help to provide healthy community economics through ensured commuting transportation options. Developers should pay fees towards public transit to increase funds and services offered. More bike and walking lanes are needed in rural areas. In the future, unnecessary highway/freeway growth will continue to take away funding from public transit.

Secret Town

Beverley Anderson

Rural routes should better accommodate those who cannot get to designated stops. As long as there is a need, a bus should continue to go to Alta, with a possible midday route. Transit will need to accommodate a growing population and a growing senior population.

Sheridan Municipal Advisory Board

It is crucial that the Sheridan Community has better access to transit options. The prominence of single-vehicle households, coupled with distant resources (such as grocery stores), makes transit increasingly important in Sheridan. Transit should service Sheridan at least two days per week, and travel to Lincoln for shopping. With low costs and an increase in sewer/water capacity, Sheridan will continue to draw in residents, which will only lead to further transit needs. Transit in Sheridan should be introduced through a long-term trial period in order to

gauge the level of service need. Sheridan may not be able to cover much of the transit costs, like other communities do, but that does not demote the dire need for transit in the region.

St. Vincent de Paul, Auburn St. Joseph's Conference
Sharon Vintze

St. Vincent de Paul often buys tickets for clients. The top PCPTA priority should be to better integrate services and fares between the transit agencies in the foothills. Service to Colfax should be increased and more effectively advertised. Frequent, regular service to popular medical centers is needed.

Community Input



Rural Placer County Transit Study Community Survey

Placer County Transportation Planning Agency is conducting a study of possible transit services to rural portions of Placer County, and we need your help. While transit services are available in the larger towns and cities, there are many areas with few public transit options, such as Sheridan, North Auburn, Loomis, Penryn, Newcastle, Alta, Colfax, Granite Bay, Bowman, and Foresthill. The study will determine if it is feasible to serve rural areas, and how best to provide service. We appreciate any input you might have regarding this study:

What community do you live in? _____ Zip Code: _____

What is the nearest major cross street to your home? _____

Do you have a car? Yes No Do you have a driver's license? Yes No

How often do you ride public transit? Never 1 x month 1 x week 5+ days x week
If so, which services/routes?

PCT bus PCT Dial-a-Ride Auburn Transit
Lincoln Transit Health Express Other: _____

Do you use the My Rides volunteer transportation service? Yes No

Please indicate what community you typically travel to for the following purposes:

Work _____
Food Shopping _____
Medical/Dental Appointments _____
Pharmacy _____

Are there important trips you do not make because you don't have transportation? Yes No

If so, where do you need to go? (Location/Community/Cross Streets) _____

What times do you need to go? _____

How often? _____

For what purpose? Medical Work/School Shopping Other/Personal

Do you think public transit should serve your community? Yes No

Comments: _____

For more information, or to provide additional input, please contact Genevieve Evans of LSC at genevieve@lsctahoe.com, or 530-583-4053.

Please return card to:

Genevieve Evans
genevieve@lctahoe.com
PO Box 5875
Tahoe City, CA 96145
Fax: 530-583-5966

Or Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

Placer Rural Transit Study Community Survey Results - page 1

Suvey #	Community	Zip	Nearest street	Car?	License?	How often ride transit?	Which routes?	My Rides?	Where go and for what purpose?			
									Work	Food/Shopping	Medical/Dental	Pharmacy
1	Auburn	95602	Bell Rd & Hwy 49	N	Y	1xweek	Auburn Transit	N	X	X		X
2	Auburn	95603	Richardson/Atwood	N	Y		PCT bus, Auburn Transit, Gold Country Stage	N	X	X	X	
3	Auburn	95603	E Street/Bell Rd	N	N	5xweek	PCT DAR, Auburn Transit	N	seeking employment	Y	Y	Y
4	Auburn	95603	Hwy 49	N	N	1xweek	Auburn Transit, Light Rail				X	
5	Auburn	95603	Bell Rd & Hwy 49	N	Y	1xmonth	PCT bus, PCT DAR, Auburn Transit	N		X	X	
6	North Auburn	95603		N	N	5xweek	PCT bus					
7	Placer	95603	Atwood	N	Y	5xweek	PCT bus, Auburn Transit	N	Pride	Bell Rd		
8	Clipper Gap	95602	Placer Hills Rd	N	Y	Never		N		Bell Rd		
9	Sheridan	95681	Rioso Rd	Y	Y	Never		Y	N/A	Lincoln	Yuba City, Mather	Wheatland
10	Newcastle	95659	Taylor Rd	N	N	Never		Y	N/A	Rocklin	Auburn	Auburn
11	Heather Glen Meadow Vista	95703	Applegate	N	N	Never		Y	N/A	Auburn	Auburn	Auburn Meadow Vista
12		95722	Placer Hills Rd	Y	N	Never		Y	N/A	Meadow Vista	Auburn	
13	Lincoln	95648	Hwy 65/Lincoln Blvd/Ferrari Ranch Rd	Y	Y	Never		Y	N/A	Lincoln	Lincoln	Lincoln
14	Auburn	95603	Incline	Y	N	Never		Y	N/A	Auburn	Auburn	Auburn
15	Roseville	95661	Sunrise Ave	N	Y	1xmonth	Roseville City Transit	Y	N/A	Roseville	Roseville, Rocklin	None
16	Blue Canyon	95713	I-80 - 2 miles	N	N	Never		Y	N/A	Auburn	Auburn,Rocklin	Auburn
17	North Auburn	95603	Auburn Folsom Rd	N	N	Never		Y	N/A	Auburn	Auburn	Auburn
18	Auburn	95603	Racetrack/Auburn Folsom	N	N	1xmonth	PCT DAR	Y	N/A	Auburn	Auburn	Auburn
19	Gold Run	95717	Highway 80	N	N	Never		Y		Auburn, Roseville	Grass Valley	Colfax
20	Alta	95701	Naryred	Y	Y	Never		Y		Auburn	Auburn	Auburn
21	Auburn	95602	Hwy 49	N	Y	Never		Y	N/A	Auburn	Auburn	Auburn
22	Auburn	95603	Hwy 49 & Luther	N	N	Never		Y	Retired	Auburn	Auburn	Auburn
23	Roseville	95661-4460	Cirby & Sunrise	N	N	2xmonth	PCT DAR	Y	N/A	Roseville	Roseville	Roseville
24	Loomis	95650	Horshoe Bar	N	N	Never		Y	N/A	Rocklin, Roseville	Roseville, Lincoln	Mail Order
25	Roseville	95747	Pleasant Grove	Y	Y	Never		Y	N/A	Meals Provided	Roseville	Roseville
26	Auburn	95603	Bell Rd	N	Y	Never		Y	N/A	Auburn	Auburn	Auburn
27	Rocklin	95765	Park Blvd	N	N	1xmonth		Y	N/A	Rocklin, Roseville	Roseville	Rocklin
28	Gold Run	95717	Gold Run Rd	Y	Y	Never		Y	N/A	Auburn	Auburn	Colfax
29	Lincoln Hills	95648	Del Webb Blvd	Y	Y	Never		Y	N/A	Lincoln	Roseville	Roseville
30	Roseville	95678	Harding Blvd	N	N	Never		Y	N/A	Roseville	Roseville	Roseville
31	Placer/Rocklin	95677	Rocklin Rd	Y	Y	Never		Y	N/A	Rocklin	Roseville, Rocklin	Rocklin
32	Newcastle	95658	2nd St	N	N	Never		Y	N/A	Auburn	Auburn	Loomis
33	Rocklin	95765	Park Dr	N	N	Never		Y	N/A	Rocklin	Roseville	Rocklin
34	Auburn	95602	Bell Rd	Y	Y	Never		Y	N/A	Auburn	Auburn	Auburn
35	Rocklin	95677	Rocklin Rd	N	N	1xmonth	PCT bus	Y	N/A	Rocklin	Roseville, Sacramento	Roseville
36	Auburn Sun City	95602	Bell Rd	N	Y	Never	N/A	Y	N/A	Auburn	Auburn	Mail Order
37	Lincoln	95648	Del Webb Blvd	N	N	Never		Y	N/A	Lincoln	Roseville, Lincoln	Lincoln
38	Auburn Sun City	95603	Auburn Folsom Rd	N	N	1xweek	PCT bus	Y	N/A	Auburn	Auburn	Auburn
39	Roseville	95747	Sun City Blvd	Y	Y	Never		N	N/A	Roseville	Carmichael	Roseville
40	Roseville	95661	Eureka	N	Y	Never		Y	N/A	Roseville	Roseville	Roseville

Placer Rural Transit Study Community Survey Results - page 2

Suvey #	Community	Zip	Nearest street	Car?	License?	How often ride transit?	Which routes?	My Rides?	Where go and for what purpose?			
									Work	Food/Shopping	Medical/Dental	Pharmacy
42	North Auburn	95602	Dry Creek	N	Y	1xmonth	PCT bus	Y		Auburn	Reno, Auburn	Reno
43	Foresthill	95631	Todd Valley Rd	N	N	Never		Y	N/A	Auburn, Rocklin	Auburn, Sacramento	Auburn
44	Roseville	95747	Don't know	N	N	Never		Y		Roseville	Roseville	Roseville
45	Roseville	95747	Pleasant Grove	Y	Y	Never		Y	N/A	Roseville	Mather & McClellan	McClellan
46	Applegate	95703	Lake Arthur	Y	Y	Never		Y	N/A	Auburn	Auburn, MV	Auburn
47	Applegate	95703	Boole Rd Grass Valley	N	N	2xmonth	PCT DAR	N	N/A	Auburn	Auburn, Roseville	Auburn
48	Auburn	95603	Hwy	N	N	1xweek	PCT DAR	Y	N/A	Auburn	Auburn	Auburn
49	Roseville	95747	Blue Oaks	Y	Y	Never	PCT bus	Y	N/A	Roseville	Roseville	Roseville
50	Auburn	95603	Sacramento	N	N	Never		Y	N/A	Auburn	Auburn	Auburn
51	Lincoln	95648	Wise Rd	N	N	Never		Y	N/A	Lincoln	Lincoln	Lincoln
52	Roseville	95747	Fiddymnt Auburn Folsom	N	Y	1xweek	PCT bus	Y	N/A	Roseville	Roseville/Rocklin	Roseville
53	Auburn	95603	Rd	N	N	Never		Y	N/A	Auburn	Auburn/Roseville	Auburn
54	Roseville	95661	S. Cirby	N	Y	Never		Y	N/A	Roseville	Roseville	Roseville
55	Auburn	95603	Auburn Ravine Rd	N	N	2xmonth	PCT bus	Y	N/A	Auburn	Auburn	Auburn
56	Meadow Vista	95722	Meadow Vista Rd	Y	Y	Never		Y	N/A	Meadow Vista	Auburn	Meadow Vista
57	Lincoln Foothills	95648	Wise Rd & Mount Vernon	Y	Y	1xmonth		Y	N/A	Roseville/Lincoln	Roseville/Auburn	Roseville
58	Auburn	95602	Dry Creek Rd	Y	Y	Never		Y	N/A	Auburn/Rocklin	Roseville	Roseville
59	Colfax	95713	Placer Hills Rd	Y	Y	Never		Y	N/A	Rocklin	Auburn	Colfax
60	Auburn	95603	Maidu	Y	N	Never		Y	N/A	Auburn	Auburn	Auburn
61	Roseville	95747	Blue Oaks	Y	Y	Never		Y	Retired	Safeway delivers	Roseville	Through the mail
62	Colfax	95713	Main St.	N	N	Never		Y	Retired	Auburn	Auburn/Colfax	Meadow Vista
63	Roseville	95678	Washington Blvd.	N	N	Never		Y	N/A	Roseville	Roseville	Roseville
64	Auburn	95602	Dry Creek Rd	Y	Y	2xmonth	PCT DAR	Y	N/A	Auburn	Auburn	Auburn
65	Roseville - Meadow Oaks	95661	Furlsc/Cirby - Oakmonth	N	N	Never		Y		Roseville	Roseville	Roseville
66	Sun City, Roseville	95661	Cottage Lane	N	N	Never		Y		Roseville	Roseville	Roseville
67	Foresthill	95631	Happy Pines	Y	Y	Never		Y	No	Rocklin	Mather & McClellan	Raleys
68	Roseville	95678	Washington	N	N	Never		Y		Roseville	Roseville	Mail Order
69	Gold Run	95717	Lincoln Rd	Y	Y	Never		Y	N/A	Colfax	Mather	Mail Order
70	Lincoln	95648	Lincoln Rd	N	N	1xmonth	PCT DAR	Y	N/A	Lincoln	Lincoln/Roseville	Lincoln
71	Roseville	95747	Timber Rose	Y	Y	Never		Y	N/A	Roseville	Roseville	Roseville
72	Rocklin	95677	Rocklin Rd	N	N	Never		N	N/A	Rocklin	Roseville	Rocklin
73	Roseville	95661	Roseville Parkway	N	Y	Never		Y	N/A	Roseville	Roseville	Roseville
74	Roseville	95747	Pleasant Grove	N	N	1xweek	PCT bus	Y	N/A	Roseville	Roseville	Roseville
75	Auburn	95602	49 Highway	N	N	1xweek	PCT bus	Y	N/A	Auburn	Auburn	Auburn
76	Roseville	95678	Washington Blvd.	N	N	1xweek	PCT bus, Auburn Transit	Y	No - Retired	Roseville	Auburn/Sacramen to	Roseville
77	Lincoln	95648	65 Highway	N	Y	Never		Y	N/A	Lincoln	Sacramento	Lincoln

Placer Rural Transit Study Community Survey Results - page 3

Suvey #	Y/N	Where?	Trips not made?		Purpose?	Should transit serve your community?	Comments
			What times?	How often?			
1	Y		night time		medical, shopping, other/personal	Y	They need to run later
2	Y	Grass Valley, Roseville, Applegate, Galleria Mall, William B. Santucci	7:00 AM		shopping, other/personal	Y	I miss transfers!
3	Y	self help mtgs, court mandated services	noonish, etc.	3-4xweek	other/personal	Y	
4	N	N/A	mornings early	2xweek	other/personal	Y	Auburn Transit is very good for community
5	Y	Sacramento	afternoon	1xmonth	medical	Y	
6	Y	Santucci Center - Go for Broke	1:00 PM		other/personal work/school, other/personal	Y	They need to bring back transfers
7	N	Pride, Auburn DAR, Auburn	7:10	M-F		Y	
8	Y	Dentist Appointment		Soon			I very much appreciate your service
9	N					Y	Real difficult to get to her doctors in Yuba City
10	N					Y	Seniors First is the best in the west
11	N					Y	Need more housing information
12	N					Y	Personalize the scheduling of public transportation
13	Y	Mclellan, Beale & Mather for her husband	late day & anytime	every 3 months	medical	Y	Hard to get rides schedule
14	Y	Playing bridge, book clup, symphony, and movies	day & weekend	1xweek	other/personal	N	
15	Y	Sac to Bay Area & Auburn to visit family and friends	daytime & weekend	4xmonth	shopping , other/personal	Y	
16	Y	Sacramento to visit family and friends, church, holidays	mornings, weekends, and holidays	1xweek	shopping, other/personal	Y	My Rides has greatly improved his lifestyle
17	Y	Going to the movies or symphonies	evening, days, weekends	2xmonth	other/personal	Y	
18	N					Y	
19							
20	N						
21	Y	Walmart (Rocklin)	daytime	2xmonth	shopping	Y	Not at the present
22	N					Y	None
23	N					Y	Thank you for being so prompt
24	Y	Bay Area to see family	day, weekends	weekly	shopping, other/personal	Y	Not really
25	N					Y	Very satisfied with My Rides
26	N						Satisfied - Happy with Seniors
27	N						Appreciate Seniors First
28	Y	Train in Sacramento to see family	daytime	2xyear	other/personal	Y	They should have more trips to and from Auburn
29	N					Y	Very delighted with My Rides
30	N					Y	None
31	N					Y	No
32	Y	Church	daytime	Sundays	other/personal	N	Not really
33	N					Y	None
34	N					Y	Happy with My Rides
35	N					Y	Recommends My Rides to lots of people
36	N					Y	Loves the My Rides volunteers and staff
37	N					Y	None
38	N					Y	Very happy with transportation in Auburn
39	N					Y	None- Appreciate the My Rides service very much
40	N					Y	Nothing

Placer Rural Transit Study Community Survey Results - page 4

Suvey #	Y/N	Trips not made?			Purpose?	Should transit serve your community?	Comments
		Where?	What times?	How often?			
42	N						Wants to go some places, but doesn't want
43	N						
44	N						
45	Y	Eye surgery at Mather	daytime	once in awhile	medical	depends on why	All volunteer drivers are wonderful
46	N					Y	Not really
47	Y	Visit sister in Taylorville & SF & LA	various	1xmonth	other/personal shopping,	Y	Not at the moment - I'm blind
48	Y	Vet	daytime	1xweek	other/personal	Y	Not really
49	N					don't know	No
50	Y	Sacramento to see friends	daytime	1xmonth	other/personal	Y	My Rides is wonderful and drivers are so helpful
51	N					don't know	None
52	Y	Short notice medical appts	daytime	1xmonth	medical	Y	No
53	N					Y	Seniors First is great and has wonderful drivers
54	N					Y	More availability to go longer distances. More often availability.
55	Y	Bed Bath & Beyond	daytime	2xmonth	shopping, other/personal	Y	Really do love Senior's First
56	Y	Doctor appointments			medical	Y	Elders living in rural need greater level of assistance
57	Y	Some appointments can't make because no ride					
58	N					Y	
59	N					Y	Need better everyday transportation. More affordable for medical appointments.
60	N					Y	MVB is completely inconvenient to use.
61	N					Y	None
62	Y	Eisley spur of the moment shopping	daytime	1xweek	shopping, other/personal	Y	All drivers have been very nice & accomodating through my rides
63	N					Y	None
64	N					Y	
65	N						Tried Dial-A-Ride - Doesn't like
66	Y	Things to do: Plays, etc...					It's a must
67	N					N	
68	Y						
69	N					Y	Loves My Rides service & drivers & staff.
70	N					Y	My Rides is awesome.
71	N					Y	None
72	N					Y	None
73	Y	To the store more often	daytime	3xweek	shopping	Y	Volunteer drivers are wonderful at My Rides
74	N					Y	Really appreciates My Rides service
75	Y	Don't know				Y	Don't know
76	N					Y	Appreciates the My Rides service
77	Y	Take pets to the vet					Will never use Health Express. Used it before and they were always late.

genevieve@lsctahoe.com

From: David Melko <dmelko@pctpa.net>
Sent: Tuesday, February 16, 2016 12:23 PM
To: genevieve@lsctahoe.com; Will Garner
Subject: FW: Re: Bus or transit for Granite Bay

fyi






David Melko

Senior Transportation Planner

Placer County Transportation Planning Agency

299 Nevada Street, Auburn, CA 95603

530.823.4090 (tel/fax)

website | vCard | email   

From: Celia McAdam
Sent: Tuesday, February 16, 2016 12:21 PM
To: mcgejb01@gmail.com
Cc: David Melko <dmelko@pctpa.net>
Subject: Re: Bus or transit for Granite Bay

Dear Mr. McGee:

Thanks for your comment and question.

We are constantly working with Placer County Transit to evaluate routes for options that would achieve ridership numbers and make sense. Dial a ride service is currently available for the Granite Bay area, but we are currently looking at the feasibility of providing expanded service to Granite Bay as part of the Placer County Rural Transit Study. We expect to have a draft study available this Spring.

I am copying your question to David Melko of my staff, who is leading the study, to make sure that you are noticed when the study is available. He can also answer any questions you might have in the meantime – his direct line is 530.823.4090 or email at dmelko@pctpa.net

Thanks for your question.

Sincerely,






Celia McAdam, AICP CTP

Executive Director

Placer County Transportation Planning Agency

299 Nevada Street, Auburn, CA 95603

530.823.4030 (tel/fax)

website | vCard | email   

-----Original Message-----

From: james mcgee <mcgejb01@gmail.com>

Public Forums Attended

Placer Rural Transit Study Public Outreach Log

In an effort to involve representatives of the rural community study areas in the planning process, the Study Team/PCTPA attended Municipal Advisory Council (MAC) Meetings for each study area along with other relevant committee or group meetings. The Study Team/PCTPA made a short presentation on existing conditions as well as outlined the draft service alternatives. Below summarizes comments from each of the meetings. A calendar of the meetings attended and other supporting documentation follows.

Granite Bay MAC, November 4

50 attendees

Two audience members, the MAC and Supervisor Kirk Uhler voiced support for having Placer County contract with Roseville Transit to extend fixed route and/or DAR into Granite Bay. The MAC asked about the transit dependent – youth statistics. “How would we relate this to transit?” Response: “Some communities have an after school activities lack of available transportation issue.” No follow-up response to this by MAC members. The MAC asked for Granite Bay DAR stats. Supervisor will distribute to MAC @ their next mtg.

North Auburn MAC, November 10

6 attendees

Generally, the North Auburn MAC was supportive of the study approach we are taking. They requested a copy of the PowerPoint presentation and would like PCTPA to come back to present the draft report.

The MAC liked the idea of extending service north to the Bowman residential areas. They also found merit in possibly contracting with Auburn Transit to do this. There was no reaction to the proposal to extend service north of Joerger Road or farther west.

They were appreciative of PCT’s recent expansion to serve Locksley Lane and Auburn Airport.

11/10/15 Sheridan MAC Meeting 7 PM @ Sheridan Hall, 6005 Camp Far West Rd, Sheridan

Roughly 15 attendees

- Transit needed in Sheridan at least 2x per week (at least 1x per day, but preferably 2)
- Transit to transfer point (Twelve Bridges Library) doesn’t make sense for most riders. End destination for the majority of participants would be shopping centers (Walmart, Safeway)
- Safeway preferable to Walmart because the stop offers several other destination options (US Bank, Fast Food, etc.)
- Multiple stops in Lincoln could be helpful (for example, Walmart, Safeway, then Twelve Bridges)

- Could be useful for different schedules on alternating days
- Popular times are 3-5 PM and 10 AM (residents suggest 3-4 hour gap)
- The school is the best pickup location in Sheridan, as it is center of community
- Secondary option for pickup location is US Post Office
- Could be need for advanced reservation outside of ¾ mile
- For shopping, residents go to Lincoln, Yuba City, or Roseville
- There is very little need for transit to Auburn
- Yuba Sutter Transit passes through Sheridan on the way to Roseville. Residents would like it to stop (at Post Office), but YST has been unresponsive in past.
- Lincoln development project (25-30 year project), with first development expected in next 3-5 years). More info at www.lincolnwestvillages.com.
- People don't utilize My Rides because they don't know about it. Options for marketing include: mass mailer, school handout, sign on Riosa Rd.

First Five – November 13th

Once again, getting the word out about My Rides is considered important. Mass mailers were suggested. Everyone expressed support with the approach we are taking with the Rural Transit Study and the options we are considering. Lots of comments (dissatisfaction) expressed regarding cash only option purchasing Placer County Transit fares @ PCT offices. There were unmet transit need comment cards provided; and this was the comment given (mostly verbal, one written, others may submit online). PCT needs to allow for agency checks, credit card, purchase order, or online order methods, etc....

Placer County Older Adult Advisory Commission – November 17th @ Auburn Library

Roughly 20 attendees

Consider a stop at Kaiser for Sheridan residents. Figure out which county office residents need to travel to. Medicare can be done over the phone but one needs to go to the Social Security office in person.

In the report, it would be helpful to provide an overview of the type of services which will be considered in the alternatives section.

Lifeline service, 2 days a week, may not be sufficient for many older adults

Seniors prepare for their trip too early so that if there is a long layover in between the trip to and trip from their appointment, it can be fatiguing for the senior. Keep this in mind for designing service alternatives.

Foresthill – The fare was cost prohibitive for the previous transit service, \$4 per one-way trip. There were no pass options available with multi-day discounts. Service should also meet the needs of commuters travelling to Auburn.

Colfax – There is a need to transport people within Colfax. Hard to walk across I-80. Mid-day trip would be good.

There is a need to provide some type of subscription service where seniors have an assigned advocate who can set up needed services such as transportation, meals, medical etc. Bundle services.

Combine this effort with community centered effort of the commission.

Make an effort to determine in advance exactly where people need to go so that the transit service is successful.

Rural Lincoln MAC – November 16th

Members of the audience were primarily age 60+ and were very interested in the My Rides program and Health Express service.

Some interest expressed by MAC members for a SR 193 route connecting Lincoln and Auburn. The interest was primarily commuter oriented and the MAC asked about park-and-ride opportunities. No interest expressed on the route doing a deviation (probably because of the large parcels, a ¼ mile deviation doesn't extend the service to many more people).

Several questions regarding the need for DAR to serve this area.

Mostly, MAC members and the audience when asked about transportation issues focused on pothole repair, shoulder improvements and street lighting @ intersections.

The MAC and audience well understood that services would be very limited due to funding and maintain cost-effectiveness and system productivity.

Horseshoebar/Penryn MAC -

There were no MAC comments about the alternatives proposed for the Taylor Road shuttle or a lifeline SR 193 service.

There was some MAC and audience interest for the My Rides Program and Health Express. MAC members suggested doing a "splash article" in the Gold Country Media newspapers, or using social media, or newspaper ads to get the word out about these two services.

MAC members also asked how the existing Taylor Road shuttle is doing, and Will Garner provided an update in that regard.

Placer Independent Resources Board, November 18th, 2015

PIRs Board was very appreciative of study presentation. PIRs focus is on disabled issues.

Comments provided are as follows:

- ◆ Like the proposed Taylor Road Shuttle deviation.
- ◆ If we serve Foresthill community we should go and serve Todd Valley Senior Center and mobile home park.

- ◆ My Rides may need greater promotion in Foresthill community among senior population.
- ◆ Alta/Colfax bus route should stop at Heather Glenn senior community and at the post office
- ◆ Route deviation in Bowman area – there needs to be a stop at Lincoln HWY.
- ◆ HWY 49 DAR should be extended to Joeger Road.
- ◆ There is a service gap at Luther Road between PCT and Auburn Transit services. The gap needs to be covered plus there is a Wal-Mart going in a shopping center.
- ◆ In regards to further deviations and DAR extensions beyond ¼ mile – maybe these should occur upon advance reservation with fare surcharge.

Newcastle/Ophir MAC – November 19th

MAC members wondered whether we should look at linking Uber with PCT.

MAC members liked the idea of a bus route on SR 193, although they think it should be commuter oriented with park-and-ride lots; maybe also a mid-day lifeline service on SR 193.

Audience member wondered whether PCT can provide bus service for special events in Newcastle. Lack of parking is an issue in Newcastle.

Weimar/Applegate/Colfax (WAC) MAC – November 18th

MAC members wondered about cost effectiveness of extending public transit into rural areas.

MAC members seemed to like the idea of looking at existing Alta/Colfax schedule to make it more useable for commuters to Auburn area destinations. MAC members also liked the idea of mid-day trip.

MAC members weren't really aware of Health Express and My Rides programs. They appeared to see value in the My Rides program for rural areas. Various opinions offered to promote My Rides.

WAC members indicated that expanding Alta/Colfax route deviation might be a good idea along with a mid-day trip.

One WAC member thought the community may benefit from having DAR service. She also suggested partnership with Uber.

WAC members appeared to understand rural transit service will be more costly and different than more urban PCT services currently provided.

Health Express and My Rides need more promotion – maybe sending info home to parents with school age children. Also, maybe working with fire districts to promote use of Health Express vs having fire district meeting what may turn out to be a non-emergency medical event.

MAC audience members indicated that there needs to be a safe walking path along Placer Hills Road. Another audience member asked whether there are model rural transit systems and noted Solano County. Same member asked about “soft” evaluation criteria that we will use in addition to numerical criteria, such cost effectiveness, productivity, etc....

Foresthill MAC – December 7th

Foresthill Forum members were very appreciative of the study presentation and all members expressed the need for some type of transit service. Members were also very interested in better promotion of the My Rides program.

MAC members liked the idea of a fixed route bus connecting Auburn multimodal center with downtown Foresthill. Members thought the deviation should be limited to within this area and be on an advanced reservation basis.

MAC members thought the service should be oriented to commuter times. Perhaps a mid-day bus could be combined with Health Express service. Some interest also expressed in an Uber / transit connection in lieu of a mid-day bus.

Lastly, members thought there are enough employees in the area going to common employment destinations to justify a vanpool.

Auburn Best Step Collaborative – December 10th

The Best Step is a forum for social service agencies to get answers to questions, share agency updates and resource information such as workshops, job openings, new services, etc.

The group appreciated the presentation and was strongly in favor of enhanced marketing of the My Rides program and route deviation of PCT services beyond the $\frac{3}{4}$ mile to 1.25 / 1.5 miles. The group felt that this should be done in a system wide manner rather than for individual PCT routes. The group was in favor of an advanced reservation (24 hours+) for this service, and a higher fare given the additional distance (to me it implied a different fare zone this additional service area).

In the Alta/Colfax area the Heather Glen subdivision is an area that needs service. It is too far for people to walk to catch the bus.

In the Newcastle area along SR 193 there is a mobile home park with a number of seniors and disabled individuals needing access to the Taylor Road Shuttle.

The group also felt that the proposed rural lifeline fixed route deviated services should not necessarily be commuter oriented, because while their clients need transportation to get to work the places that they work at have start times of 9 am or 10 am.

Placer Collaborative Network - January Open Forum and Potluck - January 21, Noon - 2:00 p.m.

II. Placer County Transportation Update - David Melko, Senior Transportation Planner, PCTPA

- *Report Results - Placer County Unmet Transportation Needs Study
- *NEW! Open Application Period - Placer Co. Bus Pass Subsidy Program

Generally, people were quite pleased to see that we are trying to address rural transportation issues/needs. The only issue brought up by the PCN dealt with using Census and American Community Survey data as a source to document whether there may be transportation needs in a community. Apparently, many agencies/organizations do not participate in the census or other formal governmental data collection activity due to privacy concerns, mistrust, etc. I noted that we also document transit "needs" thru surveys, the UTN process, and thru stakeholder/community groups (such as at today's presentation).

Placer County Rural Transit Study Meeting Schedule

- November 4, Granite Bay @ 7 pm
- November 10, North Auburn @ 6 pm (PCTPA) and then to Sheridan @ 7 pm (LSC and PCTPA)
- November 13, PCTPA – First 5 Quarterly Luncheon sponsored by My Rides Program
- November 16, Rural Lincoln @ 7 pm
- November 17, OAAC @ 1 pm (LSC) and Horseshoe Bar/Penryn @ 7 pm
- November 18, Auburn PIRs @ 5 pm and then to Colfax (WAC MAC) @ 6 pm
- November 19, Newcastle/Ophir @ 7 pm
- December 2, Meadow Vista @ 6 pm
- December 7, Foresthill @ 7 pm
- December 10, Auburn Best Step Collaborative Board @ 8:30 am
- January 21, Placer Collaborative Network – Open Forum and Potluck (PCTPA speaker)

Voluntary Sign-in Sheet

Date:
 Time:
 Location:
 Please Print

L ynda-casa e outlook.com

AGENCY	NAME	SIGNATURE	EMAIL ADDRESS
Child Advocates of P.C.	Laurie Tyrrell	<i>Laurie Tyrrell</i>	laurie@casaplacer.org
"	Jane Miller	<i>Jane Miller</i>	MILLER.JANE@COMFST.N
"	Lynnda Kirkpatrick	<i>Lynnda Kirkpatrick</i>	XXXXXXXXXXXXXXXXXXXX
UCCE Nutrition BEST	Megan Thompson	<i>Megan Thompson</i>	MThompson@ucdaucis.edu
Jamee Homing - Seniors First	Jamee	<i>Jamee</i>	jamee@seniorsfirst.org
Mindy Casagari - Boys Halls Club NCT	M.C.	<i>M.C.</i>	mcarbajal@bgnult.org
Nancy Baggett - First 5	Nancy Baggett	<i>Nancy Baggett</i>	nbaggett@placer.ca.gov
Community Recovery Resources	Nancy Taylor	<i>Nancy Taylor</i>	ntaylor@corr.us
CORR - MR	Rebecca Harris	<i>Rebecca Harris</i>	rharris@corr.us
Kids First	Barbara Meade	<i>Barbara Meade</i>	barbarameade@kidsfirstplacer.org
Kids First	Kelly Kelson	<i>Kelly Kelson</i>	kkelson@kidsfirstplacer.org
Kids First	Shereka Meyer	<i>Shereka Meyer</i>	smeyer@kidsfirstplacer.org
Kids First	Joie Halladay	<i>Joie Halladay</i>	JHalladay@KidsFirstinc.org
First 5 Now	Windy Lorenz	<i>Windy Lorenz</i>	wlorenz@placercoc.k12.ca.us
PCOE	Elizabeth Noble	<i>Elizabeth Noble</i>	enoble@placercoc.k12.ca.us
Placer County MCH	Cheryl Mosbacher	<i>Cheryl Mosbacher</i>	cmosbach@placer.ca.gov
Placer County TAP	Jeane Evans	<i>Jeane Evans</i>	jeane@placer.ca.gov
First 5 Placer	Jenice Worox	<i>Jenice Worox</i>	jenice@placercoc.k12.ca.us
Insights Consulting	Sherry Douden	<i>Sherry Douden</i>	sdouden@insightsconsulting.com
Keaton Raphael	Jacquyn Rice	<i>Jacquyn Rice</i>	jessica.alonso@child.org
Mumoral	Helean Farris	<i>Helean Farris</i>	harris@placercoc.k12.ca.us
Insights Consulting	Helean Farris	<i>Helean Farris</i>	meana@insightsconsulting.com

PLACER INDEPENDENT RESOURCE SERVICES

11768 Atwood Road, #29, Auburn, CA 95603

(530) 885-6100; TDD (530) 885-0326

A G E N D A - Board of Directors

November 18, 2015 - 5:00 p.m.

- A. Call to Order – Eldon Luce, President
- B. Roll Call and Introductions
- C. Approval of Agenda
- D. Guest Speaker: David Melko, Senior Planner, Placer County Transportation Planning Agency – Rural Transit Needs Study**
- E. Approval of Minutes – October 2015
- F. President’s Report (Executive Committee) – Eldon Luce
- G. Treasurer's Report (Finance Committee) – Dawn Davidson, Treasurer
- H. Executive Director's Report - Tink Miller
- I. Committee Reports
 - 1. Fundraising Committee – Dawn Davidson, Chair
End of year mail campaign
 - 2. Program Committee – Mike Cummings, Chair
 - 3. Public Education & Advocacy – Terri Scott, Chair
 - 4. Board Development – Scot DeFevere, Chair
- G. Other Business
 - Annual Elections – Board Members in Class of 2015 to serve another 3-year term, if willing.
Officers – 2 year term, 1/1/16 – 12/31/18. Can serve two consecutive terms.
 - Holiday Party – save the date! Dec. 19th, 5 pm. Pot Luck and White Elephant Game
- H. Announcements:
- I. Adjournment

Enclosures:

Minutes: October 2015

Executive Director’s Report: October 2015

Director of Advocacy & Services Report:
October 2015

Board Terms of Membership: Class of 2015

Holiday Party flyer

PIRS ByLaws, rev. 2-16-11



**PLACER COUNTY
 OLDER ADULT ADVISORY COMMISSION
 11533 C Avenue, Auburn, CA 95603
 (530) 886-3686**

PLACER COUNTY OLDER ADULT ADVISORY COMMISSION MEETING



November 17, 2015

1:00 to 2:30 PM

AGENDA

1:00 to 1:15 PM

- 1. Call to Order
- 2. Member Introductions
- 3. Member Announcements
- 4. Approval: 10-20-15 Meeting Minutes Action Item *
- 5. Executive Committee Recommendation(s) Action Item
- 6. Public Comment

1:15 to 1:45 PM

- 7. **Presentation:** **David Melko**
Expanding Public Transit Service for Rural Placer County **Informational**

1:45 to 2:30 PM

- 8. Chair Report Luce Informational
- 9. Report: AAA4 Soto/Gustafson Informational
- 10. Report: AAA4 Advisory Council Plasencia/Herman/Wiltsee Informational
- 11. Report: Senior Legislation Plasencia/Wiltsee Informational *
- 12. Report: Placer County Report Leah Rosasco Informational
- 13. Report: Senior Housing Committee Wiltsee Informational
- 14. New Business
- 15. Agenda Items for January
- 16. Future Agenda Items

*** These items are included with the agenda for member review prior to the meeting.**

The Older Adult Advisory Commission provides a voice for older adults in county government and advises the Board of Supervisors and the Department of Health and Human Services on matters relating to the creation and delivery of services that improve the quality of life for Placer County's older adults.

LINCOLN NEWS MESSENGER

Thursday, November 12, 2015

By Jim Holmes for The Lincoln News Messenger

As population growth in Placer County increases, so too will issues surrounding transportation. We are already facing heavy traffic congestion in certain areas, and with anticipated development in the western portion of the county, as well as build out in some incorporated areas, addressing transportation issues is vital right now.

As a member of the Board of Directors for the Placer County Transportation Planning Agency, I am encouraged by the hard work that is currently underway to address transportation issues in our area.

Addressing congestion in key areas of Placer County is essentially the top priority of the Placer County Transportation Planning Agency. However, staff is also examining other means of transportation that will benefit residents.

In addition to pursuing infrastructure projects, Placer County Transportation Planning Agency staff members are also in the process of reaching out to citizens to obtain input on unmet transit needs in the county.

This outreach is done on an annual basis in order to stay informed of developing issues. Presentations will be made at several local upcoming Municipal Advisory Council meetings, including Horseshoe Bar/Penryn MAC on Nov. 17th and the Newcastle/Ophir MAC on Nov. 19th. Residents are encouraged to attend these meetings and share any comments or concerns regarding public transit in Placer County.

With regard to addressing the increasing traffic congestion in certain areas in Placer County, the Placer County Transportation Planning Agency is working on several fronts to keep us all moving. Most of you have probably heard about the I-80/SR65 Interchange Improvement Project by now. If you haven't, you have likely experienced the congestion in that area.

In addition to improvements to the interchange itself, Placer County Transportation Planning Agency staff is also working on a project to widen SR 65 through Roseville, Rocklin, and Lincoln. This widening will tie in with the

now-completed Highway 65 Lincoln Bypass project to keep things moving through Placer County and beyond.

An environmental document is also in the works for the I-80 Auxiliary Lanes project, which would add lanes for eastbound and westbound traffic approaching the I-80/SR 65 Interchange. The goal of this project is to reduce congestion and improve safety on I-80, and these improvements would also work in conjunction with proposed improvements to the I-80/SR 65 Interchange.

As we know, projects of this magnitude are expensive. A large portion of the funds used for transportation projects comes from fees paid by land developers. In addition, Placer County Transportation Planning Agency is partnering with local jurisdictions - the cities of Roseville, Rocklin, and Lincoln - as well as regional transportation entities and Caltrans to identify and secure funding for these projects.

But the increasing gap between the need for transportation infrastructure and the funds to build and maintain that infrastructure is a very real concern.

In order to identify a secure funding source for the future, the Placer County Transportation Planning Agency is also looking into the possibility of a ballot measure that would increase the local sales tax by a half-percent to raise revenue for local transportation projects and maintenance. To date, 19 counties in California have approved "self-help" sales tax measures that allocate funds to transportation projects, including Sacramento and Orange counties. A local transportation sales tax is crucial to leveraging state and federal highway dollars to fund these much-needed improvements.

In the coming months, the Placer County Transportation Planning Agency will continue to seek input from Placer County residents on a variety of transportation projects and issues. I encourage you to get involved and share your thoughts on how we can keep Placer County moving! For more information about current Placer County Transportation Planning Agency projects please visit their website at pctpa.net or follow them on Facebook or Twitter.

Jim Holmes is the Placer County Supervisor for District 3, which covers Loomis, North Auburn, Ophir, Newcastle, Penryn and most of Rocklin. To contact Holmes, call (530) 889-4010 or emailjholmes@placer.ca.gov.



REGULAR MEETING AGENDA: November 17, 2015 7:00p.m.
LOOMIS VETERAN'S MEMORIAL HALL
5945 HORSESHOE BAR ROAD
LOOMIS, CA 95652

1. **Call to Order/Pledge of Allegiance**
2. **Introduction of MAC Members**
3. **Approval of Agenda:** November 17, 2015
4. **Approval of Minutes:** July 28, 2015, October 20, 2015
5. **Public Comment:**
Any member of the public may address the Municipal Advisory Council on any matter that is NOT listed on the agenda. Comments will normally be limited to 3 minutes at the discretion of the chairman.
6. **Public Safety Reports:**
 - a. Placer County Sheriff's Office
 - b. California Highway Patrol
 - c. Penryn Fire
 - d. South Placer Fire
 - e. CalFire
7. **County Update**
8. **Information/Non-Action Items:**
 - a. **Placer County Transportation Planning Agency (PCTPA) Unmet Transit Needs Study**
PCTPA staff will provide an overview of a study that is underway aimed at determining the feasibility of expanding public transit service for rural Placer County. This feasibility study came about as a result of rural residents' concerns about limited transportation access to various services located in more urbanized Placer County. The PCTPA study will help determine whether there are "unmet transit needs" in rural communities and whether they are "reasonable to meet" and should be funded. PCTPA is seeking the MAC's input regarding expansion of public transit service for rural Placer County.
Presenter: David Melko, Senior Transportation Planner, PCTPA
9. **Action Items:**
 - a. **Park Dedication Fee Request: Griffith Quarry Park and Museum Renovation**
The Placer County Parks Division will give an update on the Griffith Quarry Project and request 1) a recommendation of \$100,000 in Area 7 Park Dedication Fees for the Project and 2) appointment of a working group made up of community members to provide input on the Griffith Quarry Project and act as liaison between County staff and the MAC as the Project moves forward.
Presenter: Andy Fisher, Placer County Parks Division
 - b. **Park Dedication Fee Request: Del Oro Pool**
The Placer Union High School District requests a recommendation of \$75,000 in Area #7 Park Dedication Fees toward the Del Oro Pool Project in addition to the \$45,000 in Area #7 fees previously committed to the project.
Presenter: Doug Marquand, Assistant Superintendent, Placer Union High School District

- 10. MAC Committees Reports:**
 - a. Chair's report/correspondence – Patty Neifer
 - b. Schools Report – Randy Maggert
 - c. Parks, Recreation and Service – Diane Nicholas
 - d. Traffic, Safety and Fire – Mike Bishop
 - e. Land Use and Planning – Anita Yoder
- 11. Future Agenda Items**
- 12. Next meeting:** January 26, 2016
- 13. Adjournment**

PLACER INDEPENDENT RESOURCE SERVICES

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PIRS ByLaws, rev. 2-16-11

PIKS Buses

Woods - like TRS deviation - $\frac{3}{4}$ mile go to 1st

Forest Hill - Purchase CHL lot

- Todd Valley Senior Center mobile home park
- My Ladies

Alta/Galtax - Heather Glen Senior Community

- stop @ post office

- Lincoln Hwy stop

North Auburn - Joeger Road - extend deviation you
request only

Auburn Transit Extension - ~~up to~~ Luther Road - there is a gap
between the 2 services - wouldn't
going into SC



**PLACER COUNTY
 OLDER ADULT ADVISORY COMMISSION
 11533 C Avenue, Auburn, CA 95603
 (530) 886-3686**

PLACER COUNTY OLDER ADULT ADVISORY COMMISSION MEETING



November 17, 2015

1:00 to 2:30 PM

AGENDA

1:00 to 1:15 PM

- 1. Call to Order
- 2. Member Introductions
- 3. Member Announcements
- 4. Approval: 10-20-15 Meeting Minutes Action Item *
- 5. Executive Committee Recommendation(s) Action Item
- 6. Public Comment

1:15 to 1:45 PM

- 7. **Presentation:** **David Melko**
Expanding Public Transit Service for Rural Placer County **Informational**

1:45 to 2:30 PM

- 8. Chair Report Luce Informational
- 9. Report: AAA4 Soto/Gustafson Informational
- 10. Report: AAA4 Advisory Council Plasencia/Herman/Wiltsee Informational
- 11. Report: Senior Legislation Plasencia/Wiltsee Informational *
- 12. Report: Placer County Report Leah Rosasco Informational
- 13. Report: Senior Housing Committee Wiltsee Informational
- 14. New Business
- 15. Agenda Items for January
- 16. Future Agenda Items

*** These items are included with the agenda for member review prior to the meeting.**

The Older Adult Advisory Commission provides a voice for older adults in county government and advises the Board of Supervisors and the Department of Health and Human Services on matters relating to the creation and delivery of services that improve the quality of life for Placer County's older adults.

- Community Center group - stay outside outside
- Sweeps

Shenanigans - Kismet for sale

- Social Security office (Kismet)

2 dops/week
to buy traps > challenge for sensors

Foresthill

- Cost \$8 and trap - couldn't buy a pass
- trees per day
- commute times
- costs vs. benefits

Alfa/Colfax

- set up for accounts
- 3rd trip midday
- subscription basis
- bundle services - more person oriented (access)
- transit within city limits

manipulate
e-filing
services

* - copy of PP to Eldon



PCN Administrative Team Meeting
Wednesday, January 6
12:00 – 2:00 pm
Placer Collaborative Network
219 Maple St, Auburn

Bus Pass - 1st
Food study - 2nd

Meeting Agenda

- 1) Welcome and Introductions
New Admin Team Members:
Bob Deaner – Housing Supervisor, City of Roseville
Jamee Horning – Seniors First
Bridget Dean – Roseville Police Department
- ✓ Guest Speaker – David Melko, PCTPA
- 2) Review of November Meeting Minutes
- 3) PCN Co-Chair Reports – Don Kleinfelder, Jeff Brown
- 4) Programming
 - a) February Non-Profit Film Festival – February 25 (note date change)
 - Time of day 3 – 5:30?
 - Format
 - Emcee, Panel or video expert, # of videos?
 - Post-Event Networking reception?
 - b) March: ED Networking Event
Survey Monkey – format, timing
 - c) May: Mental Health Stigma Reduction
- 5) Membership Report
- 6) Issue Updates:
 - ✓ • **Transportation - Placer Bus Pass Subsidy Program** ✗
 - Homelessness
- 7) Network of Care Update

UPCOMING MEETINGS AND EVENTS

✗ **January 21** - Open Forum & Potluck – Topic: Safety Organized Practice

February 3 – Admin Team Meeting, Conference Call

April - Resource Fair

David Melko

From: Placer Collaborative Network <noreply@eventbrite.com>
Sent: Tuesday, January 26, 2016 1:18 PM
To: David Melko
Subject: Message to attendees of PCN January Open Forum and Potluck



Find events My Tickets

A Message from Placer Collaborative Network:

Thank you for attending PCN's January Open Forum and Potluck. As promised, we have posted the materials for both the **Transportation** and SOP presentations to the PCN website.

You can access the presentations by clicking the following link:

<http://www.placercollaborativenetwork.org/meeting-archives.html>

While you are on the PCN website, please remember to enter your organization's video to be profiled at our February Open Forum - "Place County Nonprofit Film Festival", and register to attend the event!

Nonprofit Film Festival
Thursday, February 25, 3 - 5:30 pm
Auburn Performing Arts Center

Register here: <http://www.placercollaborativenetwork.org/meetings-events.html>

[HOME \(/\)](#) [ABOUT PCN \(/ABOUT-PCN.HTML\)](#) [MEMBERSHIP \(/MEMBERSHIP.HTML\)](#) [MEETINGS & EVENTS \(/MEETINGS--EVENTS.HTML\)](#)
[AWARDS \(/AWARDS.HTML\)](#) [NEWS \(/NEWS.HTML\)](#) [RESOURCES \(/RESOURCES.HTML\)](#) [PHOTO GALLERY \(/PHOTO-GALLERY.HTML\)](#)
[MORE...](#)

Open Forum Presentation Materials

January Open Forum Presentation Materials

[Safety Organized Practice \(/uploads/3/4/8/4/34845503/safety_organized_practice_basics_5_pptx\)](#), January 20, 2016 - Eric Branson and Twylla Abrahamson, Placer Co. HHS Children's System of Care

[Placer County Transportation Update \(/uploads/3/4/8/4/34845503/placer_rural_mac_presentation-pcn.pptx\)](#), January 20, 2016 - David Melko, Senior Transportation Planner, PCTPA

[Open Forum on Homelessness - May 21, 2015 \(/uploads/3/4/8/4/34845503/placercountypresentationmay212015-01.pptx\)](#)

[Dr. Marbut's Final Report: March 30, 2015 \(/uploads/3/4/8/4/34845503/marbut_final_report_march_30_2015.pdf\)](#)

"Homeless Needs Assessment and Action Plan for Placer County"

[Open Forum on Immigration - June 18, 2015 \(/uploads/3/4/8/4/34845503/pcn_immigration_18june2015.pptx\)](#)

Meeting Note Archives

[2014 Directors Meetings \(/uploads/3/4/8/4/34845503/pcn_2014_calendar.doc\)](#)

[2013 Directors Meetings \(/uploads/3/4/8/4/34845503/pcn_2013_calendar_law.doc\)](#)

[2012 Directors Meetings \(/uploads/3/4/8/4/34845503/pcn_2012_meeting_schedule.doc\)](#)

[2011 Directors Meetings \(/uploads/3/4/8/4/34845503/2011_meetings_updated_sep_14_2011.doc\)](#)

September 15, 2011 meeting photos

December 8, 2011 Open Forum on Transportation (/uploads/3/4/8/4/34845503/vita_presentation_wesley_gomes.ppt)

LINCOLN NEWS MESSENGER

Thursday, November 12, 2015

By Jim Holmes for The Lincoln News Messenger

As population growth in Placer County increases, so too will issues surrounding transportation. We are already facing heavy traffic congestion in certain areas, and with anticipated development in the western portion of the county, as well as build out in some incorporated areas, addressing transportation issues is vital right now.

As a member of the Board of Directors for the Placer County Transportation Planning Agency, I am encouraged by the hard work that is currently underway to address transportation issues in our area.

Addressing congestion in key areas of Placer County is essentially the top priority of the Placer County Transportation Planning Agency. However, staff is also examining other means of transportation that will benefit residents.

In addition to pursuing infrastructure projects, Placer County Transportation Planning Agency staff members are also in the process of reaching out to citizens to obtain input on unmet transit needs in the county.

This outreach is done on an annual basis in order to stay informed of developing issues. Presentations will be made at several local upcoming Municipal Advisory Council meetings, including Horseshoe Bar/Penryn MAC on Nov. 17th and the Newcastle/Ophir MAC on Nov. 19th. Residents are encouraged to attend these meetings and share any comments or concerns regarding public transit in Placer County.

With regard to addressing the increasing traffic congestion in certain areas in Placer County, the Placer County Transportation Planning Agency is working on several fronts to keep us all moving. Most of you have probably heard about the I-80/SR65 Interchange Improvement Project by now. If you haven't, you have likely experienced the congestion in that area.

In addition to improvements to the interchange itself, Placer County Transportation Planning Agency staff is also working on a project to widen SR 65 through Roseville, Rocklin, and Lincoln. This widening will tie in with the

now-completed Highway 65 Lincoln Bypass project to keep things moving through Placer County and beyond.

An environmental document is also in the works for the I-80 Auxiliary Lanes project, which would add lanes for eastbound and westbound traffic approaching the I-80/SR 65 Interchange. The goal of this project is to reduce congestion and improve safety on I-80, and these improvements would also work in conjunction with proposed improvements to the I-80/SR 65 Interchange.

As we know, projects of this magnitude are expensive. A large portion of the funds used for transportation projects comes from fees paid by land developers. In addition, Placer County Transportation Planning Agency is partnering with local jurisdictions - the cities of Roseville, Rocklin, and Lincoln - as well as regional transportation entities and Caltrans to identify and secure funding for these projects.

But the increasing gap between the need for transportation infrastructure and the funds to build and maintain that infrastructure is a very real concern.

In order to identify a secure funding source for the future, the Placer County Transportation Planning Agency is also looking into the possibility of a ballot measure that would increase the local sales tax by a half-percent to raise revenue for local transportation projects and maintenance. To date, 19 counties in California have approved "self-help" sales tax measures that allocate funds to transportation projects, including Sacramento and Orange counties. A local transportation sales tax is crucial to leveraging state and federal highway dollars to fund these much-needed improvements.

In the coming months, the Placer County Transportation Planning Agency will continue to seek input from Placer County residents on a variety of transportation projects and issues. I encourage you to get involved and share your thoughts on how we can keep Placer County moving! For more information about current Placer County Transportation Planning Agency projects please visit their website at pctpa.net or follow them on Facebook or Twitter.

Jim Holmes is the Placer County Supervisor for District 3, which covers Loomis, North Auburn, Ophir, Newcastle, Penryn and most of Rocklin. To contact Holmes, call (530) 889-4010 or email jholmes@placer.ca.gov.

residents' concerns about limited transportation access to various services located in more urbanized Placer County. The PCTPA study will help determine whether there are "unmet transit needs" in rural communities and whether they are "reasonable to meet" and should be funded. PCTPA is seeking the MAC's input regarding expansion of public transit service for rural Placer County. **Presented By –David Melko, Senior Transportation Planner, Placer County Transportation Planning Agency**

12. MAC MEMBER ROUNDTABLE 7:30

MAC Member Roundtable - each MAC member may provide informational comments on topics relevant to the MAC mission. Topics include, but are not limited to Seniors, Parks & Recreation, Waste-water, Water, and Fire/Public Safety.

13. FUTURE BUSINESS and ANNOUNCEMENTS: 7:40

Next MAC Meeting – December 16, 2015.

14. ADJOURN (7:45)

Below is a link to the **DRAFT** minutes from the last Weimar/Applegate/Colfax MAC (WAC MAC) meeting. These are draft minutes and will not become official minutes until they are reviewed and approved by the WAC MAC.

<http://www.placer.ca.gov/~media/bos/dist5/documents/WACMAC/DraftMinutesWACMAC091515>

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Members: Seat #1 Dean Reed, Seat #2 Dan Cook, Seat #3 Jim Houck, Chair, Seat #4 Lee Bastien, Vice-Chair, Seat #5 Turgay Ozcan

REGULAR MEETING AGENDA
Tuesday November 10th, 2015, 7:00 PM
Stewart Hall, 6005 Camp Far West Road, Sheridan

Please note the change
of date due to the
County Holiday

1. Call to Order & Introduction of Members

2. Approval of Minutes for October 14, 2015

3. Approval of Agenda for November 10, 2015

4. Public Comment:

Any member of the public may address the Municipal Advisory Council on any matter that is NOT listed on the agenda. Comments will normally be limited to five minutes at the discretion of the Chairperson.

5. MAC Agenda Items: Ideas sought for future Sheridan MAC agenda items – Jim Houck, MAC Chairman

6. Public Safety and School Reports:

- A. Placer County Fire, BC Jim Mathias - jim.mathias@fire.ca.gov
- B. Placer County Sheriff's Office – Matt Winczner and Ron Evans –(530) 889-7800
- C. CA Highway Patrol – David Martinez - (916) 663-3344
- D. Sheridan School – John Kovack - (530) 633-2591
- E. Greater Lincoln Fire Safety Council - Jim Houck, MAC Chairman

7. Information/Non-Action Item(s):

A. Update on the Village 5 Specific Plan Within the City Limits of Lincoln

Clifton Taylor of Richland Communities, which is proposing the Village 5 Specific Plan, will provide and update on the proposal, including current status and near-term schedule. The Village 5 Specific Plan area is located west of the existing Lincoln city limit and along the new SR 65 bypass. The Village 5 Specific Plan is consistent with and carries out the City of Lincoln's General Plan. It directs the formation of a 4,900-acre mixed use master plan containing a broad spectrum of land uses that are in symmetry and balance with the existing Lincoln community. The Specific Plan envisions a vibrant and environmentally sustainable village that includes distinct neighborhoods featuring complementary land uses and integration of open space. The Specific Plan includes a wide range of residential housing types, a balanced mix of commercial and business facilities, village centers, schools, parks, open spaces, and other public and private uses.

Presenter: Clifton Taylor of Richland Communities

- For more information visit <http://lincolnwestvillages.com>

B. Information on the Placer County Transportation Planning Agency's Current Feasibility Study for Expanding Transit Service

Information about this study for rural Placer County residents, including seniors, will be presented. The presentation will include a request for input from the Sheridan Community.

Presenter: Genevieve Evans, AICP Planner LSC Transportation Consultants, Inc.

- For more information visit <http://www.lscstahoe.com> or call 530-583-4053

8. Action Item:

A. Proposed Letter of Interest Regarding Slaughterhouse Facility

Sheridan MAC will review a draft letter of interest toward the proposed Slaughterhouse facility. This letter is to be sent to Supervisor Weygandt and other presenters on the Slaughterhouse facility at the September MAC meeting.

Presenters: Lyndell Grey, Associate Aide to Supervisor Robert M. Weygandt

- For more information contact Lyndell Grey at lgrey@placer.ca.gov

9. County Service Area (CSA) & Local Government Reports:

A. County Service Area (CSA) 28, Zone 6A1

1. Sewer & Water – Placer Co. Dept. of Facility Services/Bill Zimmerman: (530) 886-4986 or bzimmerm@placer.ca.gov
2. Parks & Recreation – Placer Co. Dept. of Facility Services/John Ramirez: (530) 886-4900 or jramirez@placer.ca.gov
3. Mosquito Abatement – Lee Bastien, MAC Member/Joel Buettner: (916) 380-5444 (888) 768-2343 or www.placermosquito.org or 2021 Opportunity Dr., Roseville, CA 95678

B. City of Lincoln – Gabriel Hydrick: ghydrick@ci.lincoln.ca.us

C. County of Placer – Brittany Weygandt, Aide to Supervisor Robert M Weygandt / (530) 889-4010 or bweygand@placer.ca.gov or Dr. Lyndell Grey, Associate Aide (530) 889-4010 or lgrey@placer.ca.gov

10. Announcements & Information

11. Next Regular Meeting: December 9, 2015

12. Adjournment

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B. Code Enforcement Changes and Updates for Placer County:

An information presentation will be given on the changes to Code Enforcement since the new position with expanded hours was filled by Ted Rel. The complaint procedure will be explained as will those steps taken by the County once a complaint is filed.

Presented By –Ted Rel, Supervisor Code Enforcement Division, Placer County

- *For more information contact (530) 745-7542*

9. Action Item: None

10. Correspondence

11. Announcements & Information

12. Next Regular Meeting: December 21, 2015

13. Adjournment



REGULAR MEETING AGENDA
Thursday, November 19, 2015 7:00 PM
Ophir Elementary School, 1373 Lozanos Rd., Newcastle, CA

*****Meeting will be held in school library*****

- 1. Call to Order and Pledge of Allegiance**
- 2. Approval of Minutes:** August 20, 2015
- 3. Approval of Agenda:** November 19, 2015
- 4. Public Safety Reports:**
 - a. California Highway Patrol**
 - b. Newcastle Fire Department**
 - c. Placer County Sheriff's Office**
 - d. Placer County Fire Department**
- 5. Public Comment:** Any member of the public may address the Municipal Advisory Council on any matter that is NOT listed on the agenda. Comments will normally be limited to 5 minutes at the discretion of the chairman.
- 6. County Update**
- 7. Informational Non-Action Items:**

Placer County Transportation Planning Agency (PCTPA) Unmet Transit Needs Study
PCTPA staff will provide an overview of a study that is underway aimed at determining the feasibility of expanding public transit service for rural Placer County. This feasibility study came about as a result of rural residents' concerns about limited transportation access to various services located in more urbanized Placer County. The PCTPA study will help determine whether there are "unmet transit needs" in rural communities and whether they are "reasonable to meet" and should be funded. PCTPA is seeking the MAC's input regarding expansion of public transit service for rural Placer County.
Presenter: David Melko, Senior Transportation Planner, PCTPA
- 8. Action Item:** None
- 9. MAC Member Reports & Correspondence**
- 10. Future Agenda Items**
- 11. Next Meeting:** Thursday, December 17, 2015
- 12. Adjournment**



AGENDA

Regular North Auburn MAC Meeting: Tuesday, November 10, 2015
Planning Commission Chambers
Community Resource Development Agency (CDRA) Building
3091 County Center Drive, Auburn, CA 95603
6:00 p.m.

1. **Call to Order:**
2. **Pledge of Allegiance:**
3. **Approval of Agenda: November 10, 2015**
4. **Approval of Minutes: September 8, 2015,**
There was no quorum for the October 13, 2015 meeting – No minutes to approve
5. **Public Safety Reports:**
 - a. Cal Fire
 - b. California Highway Patrol
 - c. Placer County Sheriff's Office
6. **Public Comment:**

Any member of the public may address the Municipal Advisory Council on any matter that is **NOT** listed on the agenda. Comments will normally be limited to 5 minutes at the discretion of the chairperson.
7. **County Update:**
8. **Information/Non-Action Item:**

Placer County Transportation Planning Agency (PCTPA) Unmet Transit Needs Study
PCTPA staff will provide an overview of a study that is underway aimed at determining the feasibility of expanding public transit service for rural Placer County. This feasibility study came about as a result of rural residents' concerns about limited transportation access to various services located in more urbanized Placer County. The PCTPA study will help determine whether there are "unmet transit needs" in rural communities and whether they are "reasonable to meet" and should be funded. PCTPA is seeking the MAC's input regarding expansion of public transit service for rural Placer County.
Presenter: David Melko, Senior Transportation Planner, PCTPA
9. **Action Item: None**
10. **Committee Reports:**
 - a. Transportation (Watts)
11. **Chairperson's Report/Correspondence:**
12. **Future Agenda Items:**
13. **Next Meeting: December 8, 2015**
14. **Adjournment**

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Mike Walker, Chair
Anders Hauge, Vice-Chair

Laurie Sweeney
Laura Rosebush

Connie Alward-Mayer

AGENDA

Wednesday

December 2, 2015 at 6:00 P.M.

Placer Hills School, 16801 Placer Hills Road, Room 2, Meadow Vista, CA

1. **CALL TO ORDER** / Introduction of MAC Members
2. **PLEDGE OF ALLEGIANCE**
3. **APPROVAL OF MINUTES** – [October 7, 2015](#)
4. **APPROVAL OF AGENDA** – [December 2, 2015](#)
5. **PUBLIC COMMENT:** Any member of the Public may address the MAC on any matter NOT listed on the agenda. Comments will normally be limited to THREE MINUTES at the discretion of the Chairman.
6. **INTRODUCTION OF MAC MEMBERS, COMMENTS & REPORTS**
7. **PUBLIC SAFETY/COMMUNITY ORGANIZATION REPORTS**
 - a) Placer County Sheriff's Department
 - b) California Highway Patrol
 - c) CAL FIRE
 - d) Placer Hills Fire Department
 - e) Placer Sierra Fire Safe Council
8. **COUNTY UPDATE**
9. **ACTION ITEM**
 - a) **Railhead Park Bathroom Renovation** - The Auburn Area Recreation and Park District (ARD) requests a recommendation of \$15,000 in Area #5 Park Dedication Fees to remodel and renovate the Railhead Park bathroom and bring it into compliance with the Americans With Disabilities Act. **Kahl Muscott, ARD General Manager**
10. **INFORMATION/NON-ACTION ITEM**
 - a) **Placer County Rural Transit Study Presentation:** PCTPA staff will provide an overview of a study that is underway aimed at determining the feasibility of expanding public transit service for rural Placer County. This feasibility study came about as a result of rural residents' concerns about limited transportation access to various services located in more urbanized Placer County. The PCTPA study will help determine whether there are "unmet transit needs" in rural communities and whether they are "reasonable to meet" and should be funded. PCTPA is seeking the MAC's input regarding expansion of public transit service for rural Placer County. **David Melko, Senior Transportation Planner, Placer County Transportation Planning Agency**
11. **SUB-COMMITTEE REPORTS**
 - a) Community Center
 - b) MAC PAC
 - c) Meadow Vista Beautification & Safety – Next Update Tentatively Scheduled for January
 - d) Meadow Vista Library – Connie Alward-Mayer: The subcommittee will report on the status of meetings with the Community Center and the community survey, which will be presented to the Board of Supervisors on December 8.

12. FUTURE BUSINESS, CORRESPONDENCE AND ANNOUNCEMENTS: Next meeting – [January 6, 2016](#)

13. ADJOURNMENT

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REGULAR MEETING AGENDA: November 17, 2015 7:00p.m.
LOOMIS VETERAN'S MEMORIAL HALL
5945 HORSESHOE BAR ROAD
LOOMIS, CA 95652

1. **Call to Order/Pledge of Allegiance**
2. **Introduction of MAC Members**
3. **Approval of Agenda:** November 17, 2015
4. **Approval of Minutes:** July 28, 2015, October 20, 2015
5. **Public Comment:**
Any member of the public may address the Municipal Advisory Council on any matter that is NOT listed on the agenda. Comments will normally be limited to 3 minutes at the discretion of the chairman.
6. **Public Safety Reports:**
 - a. Placer County Sheriff's Office
 - b. California Highway Patrol
 - c. Penryn Fire
 - d. South Placer Fire
 - e. CalFire
7. **County Update**
8. **Information/Non-Action Items:**
 - a. **Placer County Transportation Planning Agency (PCTPA) Unmet Transit Needs Study**
PCTPA staff will provide an overview of a study that is underway aimed at determining the feasibility of expanding public transit service for rural Placer County. This feasibility study came about as a result of rural residents' concerns about limited transportation access to various services located in more urbanized Placer County. The PCTPA study will help determine whether there are "unmet transit needs" in rural communities and whether they are "reasonable to meet" and should be funded. PCTPA is seeking the MAC's input regarding expansion of public transit service for rural Placer County.
Presenter: David Melko, Senior Transportation Planner, PCTPA
9. **Action Items:**
 - a. **Park Dedication Fee Request: Griffith Quarry Park and Museum Renovation**
The Placer County Parks Division will give an update on the Griffith Quarry Project and request 1) a recommendation of \$100,000 in Area 7 Park Dedication Fees for the Project and 2) appointment of a working group made up of community members to provide input on the Griffith Quarry Project and act as liaison between County staff and the MAC as the Project moves forward.
Presenter: Andy Fisher, Placer County Parks Division
 - b. **Park Dedication Fee Request: Del Oro Pool**
The Placer Union High School District requests a recommendation of \$75,000 in Area #7 Park Dedication Fees toward the Del Oro Pool Project in addition to the \$45,000 in Area #7 fees previously committed to the project.
Presenter: Doug Marquand, Assistant Superintendent, Placer Union High School District

- 10. MAC Committees Reports:**
 - a. Chair's report/correspondence – Patty Neifer
 - b. Schools Report – Randy Maggert
 - c. Parks, Recreation and Service – Diane Nicholas
 - d. Traffic, Safety and Fire – Mike Bishop
 - e. Land Use and Planning – Anita Yoder

- 11. Future Agenda Items**
- 12. Next meeting:** January 26, 2016
- 13. Adjournment**

County of Placer
GRANITE BAY MUNICIPAL ADVISORY COUNCIL

175 Fulweiler Avenue
Auburn, CA 95603

County Contact: Linda Brown 916-787-8954



REGULAR MEETING AGENDA

Wednesday, November 4, 2015 at 7:00 p.m.

Eureka School District Office, **Eureka School GYM**, 5477 Eureka Road, Granite Bay, CA

Please note meeting place change. The Gym is located at the back of the campus.

- 1) **Call to Order**
- 2) **Pledge of Allegiance**
- 3) **Introduction of MAC Members and Secretary**
- 4) **Approval of the Agenda**
- 5) **Approval of the Minutes**
 - a) October 7, 2015 (John Thacker absent)
- 6) **Public Safety Reports**
 - a) Placer County Sheriff
 - b) South Placer Fire District
 - c) California Highway Patrol
- 7) **Public Comments:** Any member of the public may address the Municipal Advisory Council on any matter that is NOT listed on the agenda. Comments will normally be limited to three (3) minutes per person at the discretion of the Chairperson.
- 8) **Supervisor Report** (If Supervisor Kirk Uhler is not present, Linda Brown will present)
- 9) **Informational Items/Non-Action:**
 - a) **Expanding Public Transit Service for Rural Placer County:** Presented by: David Melko, Senior Transportation Planner (PCTPA), Placer County Transportation Planning Agency (25 min.)

PCTPA is currently studying the feasibility of expanding public transit service for rural Placer County. Many rural residents, including seniors, have expressed that they have limited transportation access to various services located in more urbanized Placer County. The study will help determine whether there are "unmet transit needs" in rural communities and whether they are "reasonable to meet" and should be funded. PCTPA is seeking the MAC and the Granite Bay communities input regarding expansion of public transit service for rural Placer County.
 - b) **Placer County Communications and Public Affairs Office:** Presented by: DeDe Cordell, Placer County Communications & Public Affairs Director (15 min.)

In the last year, Placer County has made a significant investment in improving transparency and clear, consistent communications with the public. Please join us to meet Placer County Communications &

Public Affairs Director, DeDe Cordell, who joined the county in January. She will describe some of the many ways she and her team are trying to keep the public informed and engaged, and create a two-way dialog with the people who live, work and play in Placer County. She will explain the goals behind the county's new branding initiative. Get a head start on staying informed by following Placer County on Facebook, Twitter, LinkedIn, YouTube, Instagram, Flickr and Nextdoor.

10) Action Items: (NONE)

11) Correspondence – Found on Table at the rear of the room.

12) Next Regular Meeting – December 2, 2015

13) ADJOURNMENT

For additional information and calendar for Supervisor Uhler see his website at:

<http://www.placer.ca.gov/bos/District4.aspx>

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County of Placer

FORESTHILL FORUM

175 Fulweiler Ave., Auburn, CA 95603

County Contact: Jocelyn Maddux, Field Representative (530) 889-4010



Chase Dowling, Chair

Duane Frink

Gail McCafferty

Larry Jordan

Sheryl Petersen, Vice Chair

Michael Whittle

Sharon Page

AGENDA

Monday, **December 7, 2015 7:00 PM**

Foresthill Veterans Memorial Hall, Leroy E. Botts Memorial Park

24601 Harrison Street, Foresthill

Please note: times listed are approximate.

1. **CALL TO ORDER (7:00 PM)**
2. **ROLL CALL – performed by secretary**
3. **PLEDGE OF ALLEGIANCE**
4. **APPROVAL OF MINUTES – September 14, 2015 – (7:05)**
5. **APPROVAL OF AGENDA – December 7, 2015 – (7:10)**
6. **PUBLIC COMMENT / ANNOUNCEMENTS:** This is the time for members of the public to address the Forum on any matter NOT listed on the agenda including upcoming community events or announcements. Please note that the Forum is not permitted to take any action on items addressed during public comment. Comments will be limited to three minutes, at the discretion of the Chair. If comments cannot be heard within the 10-minute time limit, the Chair may move the remainder of Public Comment to the end of the meeting. (7:10 – 7:15)
7. **FORUM MEMBER COMMENTS (7:15 – 7:25)**
8. **COUNTY UPDATE (7:25)**
9. **PUBLIC SAFETY REPORTS – (7:35 – 7:55)**
 - A. Placer County Sheriff's Department
 - B. CHP
 - C. Foresthill Fire Protection District/Fire Safe Council
 - D. U.S. Forest Service
10. **COMMUNITY REPORTS - (7:55 – 8:10)**
 - A. Foresthill Chamber of Commerce
 - B. Foresthill PUD
 - C. Bioenergy Meetings Update
11. **INFORMATION/NON-ACTION ITEM (8:10-8:25)**
 - A. **Placer County Rural Transit Study Presentation:** PCTPA staff will provide an overview of a study that is underway aimed at determining the feasibility of expanding public transit service for rural Placer County. This feasibility study came about as a result of rural residents' concerns about limited transportation access to various services located in more urbanized Placer County. The PCTPA study will help determine whether there are "unmet transit needs" in rural

communities and whether they are “reasonable to meet” and should be funded. PCTPA is seeking the MAC’s input regarding expansion of public transit service for rural Placer County.
Presented By –David Melko, Senior Transportation Planner, Placer County Transportation Planning Agency

12. ACTION ITEM (S) - None (8:25 – 8:40)

13. FUTURE BUSINESS, CORRESPONDENCE, AND ANNOUNCEMENTS:

Future Agenda Items Discussion, Next Forum Meeting – [January 4, 2016](#)

Hard copies of Forum correspondence are available in a binder at the Foresthill Library.

14. ADJOURNMENT (8:45)

Below is a link to the draft minutes from the last Foresthill Forum meeting. These are draft minutes and will not become official minutes until they are reviewed and approved by the Foresthill Forum.

<http://www.placer.ca.gov/~media/bos/dist5/documents/ForesthillForum/DraftMinutesFF0091415.ashx>



Rural Placer County Transit Study Community Survey

Placer County Transportation Planning Agency is conducting a study of possible transit services to rural portions of Placer County, and we need your help. While transit services are available in the larger towns and cities, there are many areas with few public transit options, such as Sheridan, North Auburn, Loomis, Penryn, Newcastle, Alta, Colfax, Granite Bay, Bowman, and Foresthill. The study will determine if it is feasible to serve rural areas, and how best to provide service. We appreciate any input you might have regarding this study:

What community do you live in? Lincoln Zip Code: 95648

What is the nearest major cross street to your home? 65 Highway

Do you have a car? Yes No Do you have a driver's license? Yes No

How often do you ride public transit? Never 1 x month 1 x week 5+ days x week
If so, which services/routes?

PCT bus PCT Dial-a-Ride Auburn Transit
Lincoln Transit Health Express Other: _____

Do you use the My Rides volunteer transportation service? Yes No

Please indicate what community you typically travel to for the following purposes:

Work N/A
Food Shopping Lincoln
Medical/Dental Appointments Sacramento
Pharmacy Lincoln

Are there important trips you do not make because you don't have transportation? Yes No

If so, where do you need to go? (Location/Community/Cross Streets) _____

Take pets to the vet.

What times do you need to go? _____

How often? _____

For what purpose? Medical Work/School Shopping Other/Personal

Do you think public transit should serve your community? Yes No

Comments: Will never use Health Express. Used it before + they were always late.

Appendix C
RIDERSHIP ESTIMATION TECHNIQUES

The following lists several established ridership estimation techniques which were used as part of the alternatives analysis for the Placer Rural Transit Study. Which techniques were used depended on the specifics of the alternative.

Elasticity Analysis - This elasticity analysis is based on the principals of micro-economics, evaluating the proportionate change in ridership that corresponds to a proportionate change in service quality (such as in-vehicle travel time) based on an "elasticity factor" observed for similar changes in service quality in similar settings. The negative value of the elasticity factor reflects that the service quality factor and ridership are negatively proportionate – for example when vehicle travel time increases, transit ridership decreases. As an example, an elasticity factor of -0.50 indicates that a 1.00 percent increase in vehicle travel time would result in a 0.50 percent decrease in ridership.

The **TCRP Web Only Document 58** offers several methods for forecasting ridership. Ridership for alternatives for new rural services was estimated using the average of methods identified in TCRP 58:

- General Purpose Rural Transportation - This ridership estimation technique displays the correlation between ridership and demographic factors known to be likely markets for public transit service.

$$\begin{aligned} \text{Non-program Demand (trips per year)} &= (2.20 * \text{Population age 60+}) \\ &+ (5.21 * \text{Disabled Population with an Independent Living Difficulty age 16 to 64}) \\ &+ (1.52 * \text{Residents of Households having No Vehicle}) \end{aligned}$$

This formula is based data provided by TCRP workshop attendees not the National Transit Database.

- Demand for General Public Rural Passenger Transportation – This ridership forecasting method developed from the US Census and the 2009 National Transit Database applies the mobility gap analysis (the difference between the daily trip rate for rural households having one personal vehicle and rural households having no personal vehicle) to the actual level of service to be provided, as in annual vehicle service miles. Specifically the equation is as follows:

$$\text{Annual Demand on Rural Public Services} = 2.44 * (\text{Need/Mobility Gap}^{0.28}) * \text{Annual Vehicle-Miles}^{749}$$

- General Estimate Based on 2006 National Transit Database – Using data the 2006 National Transit Database, TCRP 58 found a reasonable level of correlation between rural transit trips and annual vehicle service hours as well as between rural transit trips and annual vehicle service miles. The following equations were identified but not considered to have a strong relationship and therefore should only be used for general estimation:

$$\begin{aligned} \text{Rural Transit Trips} &= 0.2 \text{ trips per rural vehicle mile} \\ \text{Rural Transit Trips} &= 3.7 \text{ trips per rural vehicle hour} \end{aligned}$$

- TCRP research also suggests using peer data to refine ridership forecasts. Relationships between annual revenue vehicle service hours, annual revenue vehicle service miles and population served are considered. Peer averages for the rural lifeline peers discussed in this document are:

Average peer ridership per capita – 1.27

Average peer ridership per vehicle service hour – 1.88

Average peer ridership per vehicle service mile – 0.07