



Placer County Rural Transit Study

Expanding Public Transit Service for Rural Placer County



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY





Study Purpose



- Study will determine the feasibility of expanding public transit service for eight rural communities:

Sheridan

Lincoln (uninc)

North Auburn (uninc)

Alta/Colfax/Meadow Vista

Loomis/Penryn/Newcastle/Ophir

Granite Bay

Auburn/Bowman

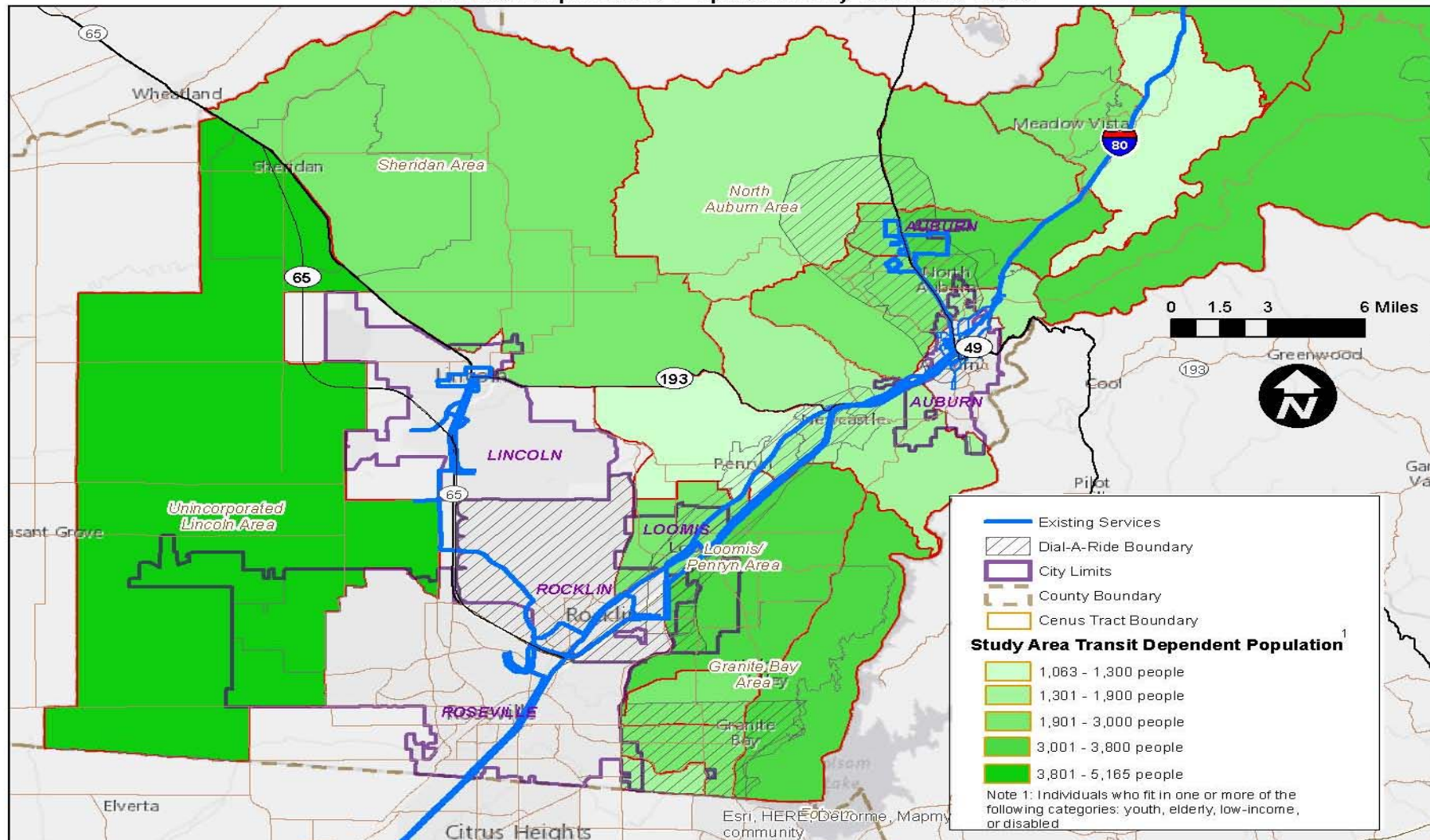
Foresthill

- The Placer County Transit Short Range Transit Plan recommended PCTPA conduct a Rural Transit Study.

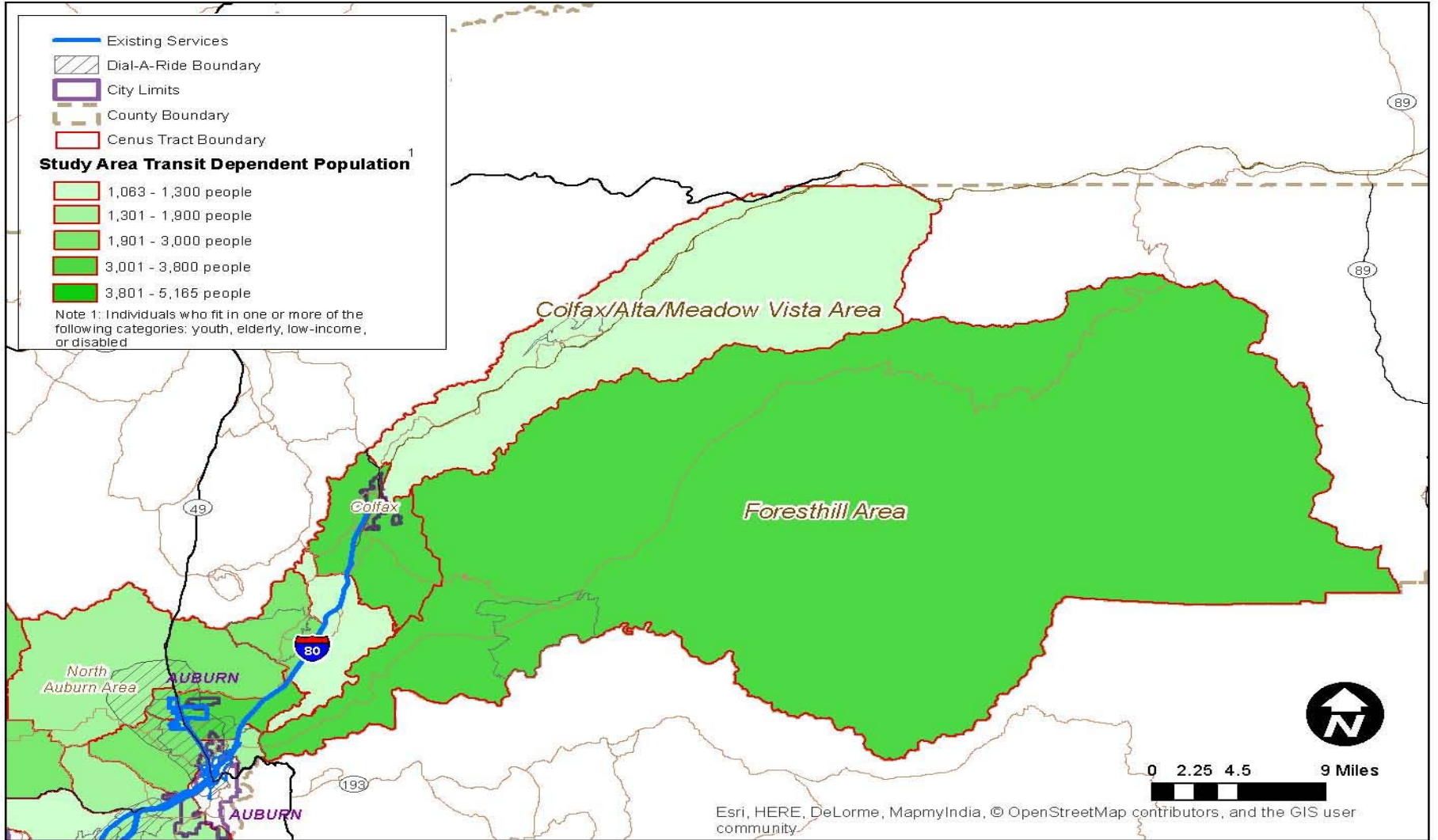
Study Process

- Document **transit needs** in rural Placer County
- Obtain **public and stakeholder input** through community and stakeholder surveys, and Municipal Advisory Council meetings.
- **Evaluate which transit services make sense** by comparing alternatives to adopted standards.
- Potential new rural service alternatives should **consider the impact to the overall performance of existing transit services.**
- **Identify recommended strategies** for better serving the eight rural communities over a three to seven year horizon.
- The Plan will become the basis for **evaluating unmet transit needs** in rural Placer County going forward.

Transit Dependent Population by Census Tract



Transit Dependent Population by Census Tract



Non-Traditional Public Transportation Available to Rural Residents

Health Express (20-35 trips per day)



- Advance reservation, shared ride, non-emergency medical transportation for all eligible Placer County residents.
- Eligibility requirements: be a resident of Placer County and either age 60+ or disabled.
- Serves medical destinations in Placer County and hospitals in Sacramento County.

My Rides (10-20 trips per day)



- Free transportation to non-emergency medical appointments and other essential services provided by volunteer drivers , scheduled by Seniors First.
- Volunteer drivers are always needed, and receive mileage reimbursement.
- Eligibility requirements: be a resident of Placer County and age 60+, disabled, or a family of limited means with children age 0 – 5.
- Serves destinations in Placer and Sacramento counties, and Grass Valley.

Adopted Goals and Standards for Rural Transit Service in Western Placer County

- Passenger Trips per Vehicle Service Hour – 5.0
- Operating Cost per Passenger Trip - \$20.00
- Farebox Return Ratio – 10%

Alternatives meeting standards shown in **bold** in following slides

Sheridan Service Alternatives

Sheridan Transit Need: No traditional public transit.
Very few services in Sheridan.

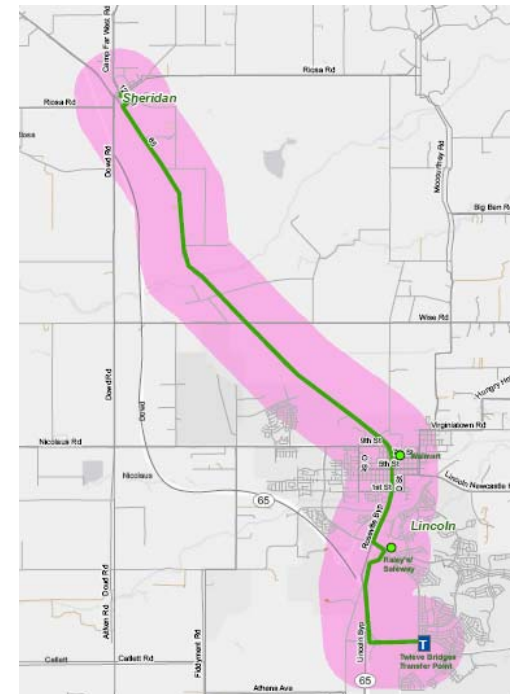
Alternatives

Lifeline transit service (deviated fixed route) to Twelve Bridges PCT transfer point in Lincoln with stops at Walmart, Safeway, and Raley's – 1 round trip, 2 days per week. Require advance reservations.

- Passenger- Trips per Vehicle Hour – 1.2
- Operating Cost per Trip - \$69.69
- Farebox Ratio – 2.9%

Lifeline transit service – 1 roundtrip, 5 days per week

- Passenger- Trips per Vehicle Hour – 0.77
- Operating Cost per Trip - \$108.10
- Farebox Ratio – 1.9%



SR 193 Corridor Service Alternatives

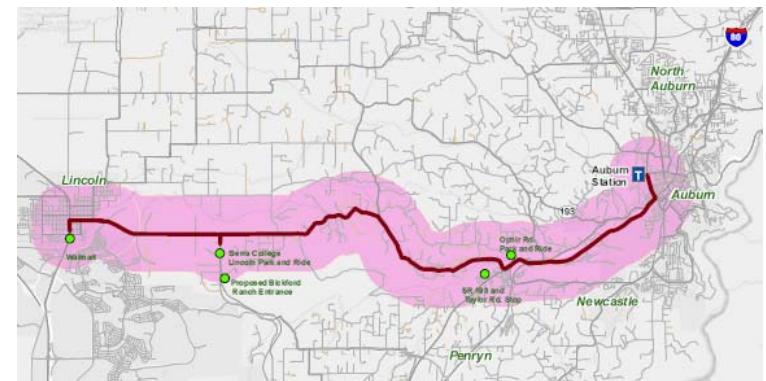
SR 193 Corridor Transit Need: No traditional public transit. Dispersed population between Lincoln and Auburn

Alternatives:

- **Commuter Service between Lincoln and Auburn (1 Round Trip in AM and in PM)**
 - **Passenger- Trips per Vehicle Hour – 9.0**
 - **Operating Cost per Trip - \$11.96**
 - **Farebox Ratio – 16.7%**

Lifeline Service Mid-day Round Trip, 2 Days/wk

- **Passenger- Trips per Vehicle Hour – 0.95**
- **Operating Cost per Trip - \$80.93**
- **Farebox Ratio – 2.5%**



Granite Bay Service Alternatives



Granite Bay Transit Need – Limited DAR Service with connections to Roseville transfer points and limited Roseville destinations

Alternatives

Expand Existing PCT DAR Service by 5 Hours (8:00 AM – 5:00 PM)

- Passenger- Trips per Vehicle Hour – 1.2
- Operating Cost per Trip - \$69.69
- Farebox Ratio – 2.9%

Roseville Transit Route L Extension – Eliminate PCT Granite Bay DAR

- Passenger- Trips per Vehicle Hour – 13.67
- Operating Cost per Trip - \$10.71
- Farebox Ratio – 10.4%

Roseville Transit Operates DAR in Granite Bay

- Net decrease in operating costs - \$2,410
- Increase in ridership – 580
- Farebox Ratio – Negative 32%



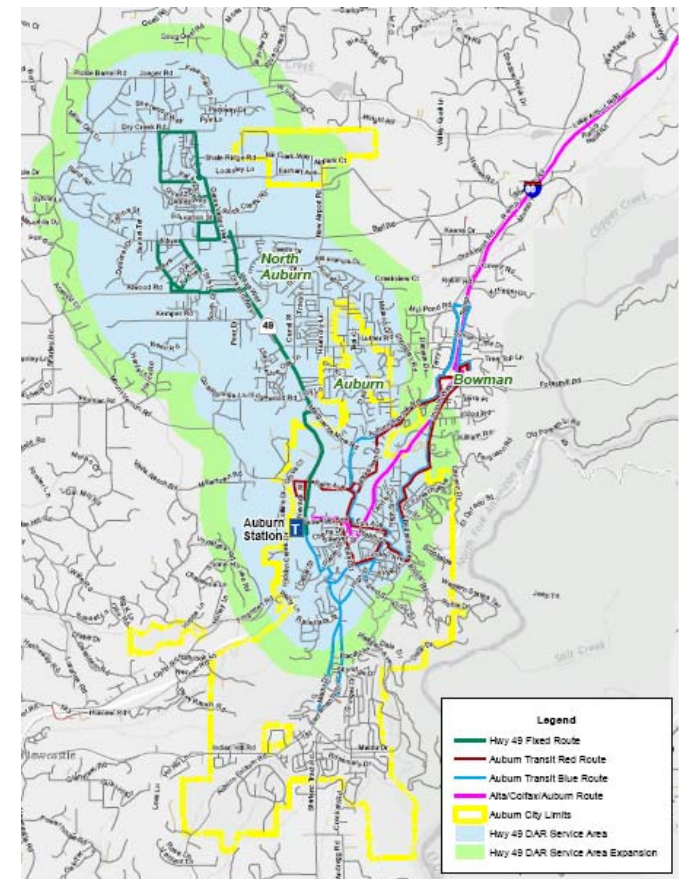
Auburn/Bowman Service Alternatives

Auburn/Bowman Transit Need – Most population centers served by demand response service. Some very rural areas are outside of service area.

Alternatives

Expand PCT Hwy 49 Dial-A-Ride Service Area to 1 Mile

- Passenger- Trips per Vehicle Hour – 1.96
- Operating Cost per Trip - \$38.81
- Farebox Ratio – 2.2%



Taylor Road Shuttle Service Alternatives

Loomis/Penryn/Newcastle/Ophir Transit Need – Rural residents located just outside $\frac{3}{4}$ mile deviation service area have no service

Alternatives

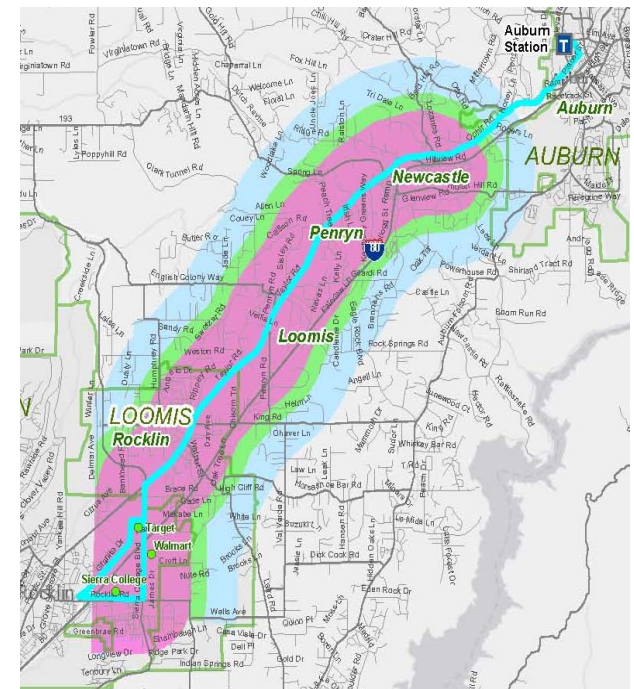
Expand PCT Taylor Road Shuttle deviation service area to 1 mile and add a second bus

- Passenger- Trips per Vehicle Hour – 1.32
- Operating Cost per Trip - \$62.06
- Farebox Ratio – 1.0%

Expand Taylor Road Shuttle deviation service area to 1.5 mile and add a second bus

- Passenger- Trips per Vehicle Hour – 1.4
- Operating Cost per Trip - \$58.69
- Farebox Ratio – 1.1%

Alternatives would extend trip time for existing passengers and potentially impact on-time performance. Some areas within the 1.5 mile boundary would be extremely difficult to serve with a bus.



Foresthill Service Alternatives

Foresthill transit need- No traditional public transit available

Alternatives

Lifeline service to Auburn 1 day per week

- Passenger- Trips per Vehicle Hour – 3.53
- Operating Cost per Trip - \$24.88
- **Farebox Ratio – 10.0%**

Lifeline service 2 and 3 days per week

- Performance declines for all three performance indicators

Commuter service

- Passenger- Trips per Vehicle Hour – 2.45
- Operating Cost per Trip - \$62.06
- Farebox Ratio – 1.0%



Alta/Colfax Service Alternative

Alta/Colfax transit needs – Increase service on existing PCT route and shift times for commuter needs

Alternatives

Shift Hours to meet commuter needs and add mid-day run

- **Passenger- Trips per Vehicle Hour – 9.18**
- **Operating Cost per Trip - \$10.26**
- Farebox Ratio – 6.5%



Other General Alternatives/Considerations

- Capital strategies: New vehicles and bus stops
- Expand the PCT vanpool budget
- Potential cost savings if some alternatives are operated with the same bus/driver or combined with Health Express
- Lack of awareness about transit services and coordination between the different transit operators in the Auburn area indicates the need for a Service Review study in the Auburn area
- Need for increased awareness of MyRides and Health Express Services

Strategies With High Potential

- Roseville Transit Operates DAR in Granite Bay Potential for small cost savings
- SR 193 Corridor Commuter Service, if Bickford Ranch constructed
Annual Subsidy - \$44,810
- Alta/Colfax -- Shift Hours for Commuters & Add Mid Day Run to allow for shorter stay in Auburn and choice of morning or afternoon trip
Annual Subsidy - \$44,420
- Lifeline Service between Auburn and Foresthill – 1 Day x Week for a trial period
Minimum number of advance reservations required
Annual Subsidy - \$19,940

Strategies With High Potential

- Sheridan Lifeline Service – 2 days x week for a trial period
Minimum number of advance reservations required
Annual Subsidy - \$42,100
- Expand PCT vanpool budget to meet rural commuter needs
- Conduct a more detailed service review in the Auburn region
- Increase marketing/public awareness for My Rides and Health Express
- ***If implemented, these strategies would meet an important need for generally transit-isolated communities***

What's Next?

- PCTPA Board input on the alternatives
- Draft Plan which recommends strategies to best meet rural transit needs. This document will be used as basis for determining unmet transit needs going forward.

THANK YOU!

Contact:

David Melko (PCTPA) dmelko@pctpa.net
530.823.4090

Gordon Shaw (LSC) gordonshaw@lsctahoe.com
530.583.4053