

Placer County Transportation Planning Agency (PCTPA)



Comprehensive Operational Analysis (COA) Auburn Transit and Placer County Transit



September 25, 2024

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SUMMARY

The western Placer County Comprehensive Operational Analysis (COA) is our plan for transit service changes over the next five years to address growth, better connect communities, and make transit more useful to the public. It addresses transit services in the communities of Auburn, Colfax, Lincoln, Loomis, Rocklin, and the unincorporated areas of western Placer County.

The aim of the COA is to establish a more integrated and coordinated transit network provided by multiple transit operators in the western portion of Placer County. The COA's recommended service plan includes adjustments to routes to better match service with existing ridership demand and provide opportunities for transit riders to access more areas within the region. Additionally, apart from service efficiencies, the recommended service plan assumes a reasonable increase in operating revenue over the next five years to fund the service improvement recommendations.

Roseville Transit is conducting its own COA, so analysis of their transit services is not included in this document. Nevertheless, Roseville Transit and the Placer County Transportation Planning Agency (PCTPA) have coordinated the development of their COAs to ensure consistency and integration of the recommended service plans.

COA DEVELOPMENT PROCESS

The COA was developed between Fall 2023 and Summer 2024 in partnership with Auburn Transit, Placer County Transit (PCT), Roseville Transit, and local jurisdictions in western Placer County. A Technical Advisory Committee (TAC) was formed and met six times throughout the COA's development. Appendix 1 lists organizations participating on the TAC.

Key aspects of the development process included:

- Research and analysis of past, current, and future travel patterns, existing transit ridership, an evaluation of the performance of the current transit services, as well as cost and ridership estimates for potential service changes.
- Multiple rounds of outreach to riders and the public through onboard and online surveys and conversations to better understand riders' first-hand experiences, the reasons residents may choose not to take transit, and which types of service changes would be most beneficial.
- Meetings with the TAC to review findings and advise on the development of the recommended service changes.
- Meetings with staff from local jurisdictions and transit providers (including Roseville Transit) regarding the recommended service plan.

FALL 2023: ANALYZE EXISTING CONDITIONS AND SURVEY TRANSIT RIDERS AND THE PUBLIC

Work started by engaging with the public via an online survey and transit riders directly via surveys administered onboard buses:

- The online survey was conducted in September 2023 to learn about the public's travel patterns, transit needs, and what service changes are most important.

- The onboard survey was conducted to determine travel patterns and to ask what kinds of changes riders want the most.

As part of the development of PCTPA’s Equity Policy Document, PCTPA staff also participated in several focus groups to identify transportation needs for disadvantaged and vulnerable communities. These focus groups, led by PCTPA’s on-call communications consultant, DKS Associates, and in partnership with the Latino Leadership Council, were held in Auburn, Lincoln, and Roseville. They provided valuable feedback to the COA process.

The project team completed a technical analysis to assess the performance of current transit services and identify opportunities for ridership growth:

- Detailed data was collected about operations and ridership for each route and on-demand area.
- Current and projected land uses were analyzed, including areas with residents that are most likely to rely on transit for their mobility needs. Potential trip generators such as employment centers, major retail centers, medical facilities, and schools were identified as were key future development areas.
- Pre- and post-pandemic travel patterns were evaluated using anonymous cell phone data to identify major travel flows between and within communities and how travel has changed since the pandemic.

WINTER 2023-2024: DEVELOP GOALS, OBJECTIVES, AND PERFORMANCE BENCHMARKS

Goals, objectives, and performance benchmarks were established at a relative scale to the current transit network in western Placer County to measure how well each current transit service is performing. This included an analysis of:

- What is working well with the current service and what service may need adjusting.
- Cost and ridership estimates of potential service changes and how well each change meets the performance benchmarks.
- How western Placer County’s transit performance stacks up against comparable transit agencies.

SPRING 2024: IDENTIFY TRADEOFFS AND DEVELOP POTENTIAL SERVICE CHANGES

Potential service changes were developed and reviewed by the TAC and an online survey was conducted to gain a deeper understanding of residents’ thoughts about:

- Which types of transit changes are most needed.
- Service tradeoffs to balance limited funding.
- Assessing potential service changes through a budget allocation exercise.

SUMMER 2024: PREPARE DRAFT COA AND CONDUCT PUBLIC REVIEW

Building on the activities summarized above, a draft COA was prepared and reviewed by the TAC. Public and stakeholder review of the draft COA included the following:

- The PCTPA COA website included a summary of the proposed service changes and a copy of the draft COA. The public was able to provide comments regarding the recommended service plan through a comment form on the website between July 22nd and August 16th.

- Two virtual meetings were held on August 1st, 2024, to present an overview of the recommended service plan and to solicit comments and questions from attendees. Appendix 2 provides a summary of comments received at the meetings and via the online comment form.

FALL 2024: PREPARE FINAL COA

- A TAC meeting was held on September 5th, 2024, to review the final draft prior to its presentation to the PCTPA Board of Directors. The TAC concurred with forwarding the COA to the Board for acceptance on September 25th, 2024. Appendix 3 provides a summary of the meeting.
- At the PCTPA Board of Directors meeting on September 25th, 2024, the Board approved a motion to accept the COA document as complete and support the recommended service changes, with the exception of the recommended weekday frequency improvements on both segments of Route 20 from 60 minutes to 30 minutes between 12:00 PM and 6:00 PM. Appendix 4 provides a summary of the meeting and updated ridership and operating cost estimates for the new Route 20 recommended changes.

KEY FINDINGS

Key findings regarding transit service needs expressed by both riders and non-riders in surveys, focus groups, discussions with staff, comments received from the website, and the virtual open houses included:

- Operate buses more often.
- Extend routes to serve areas without any fixed route services.
- Improve connections among cities within Placer County and between Placer County and Sacramento County.
- Offer more on-demand service.

Key findings regarding how well current fixed routes and on-demand services are working in meeting residents' travel needs include:

- Ridership on Route 60 has not recovered since the pandemic as much as it has on other routes.
- Ridership is low on Route 50 and on the segment of Route 60 between Auburn and Colfax.
- Granite Bay Dial-A-Ride ridership is low compared to other on-demand services.
- Route 10, Route 20, and Route 80 have above-average ridership productivity.
- Route 40 has strong ridership productivity for a route that serves rural communities.
- Auburn OnDemand is more efficient than the former Auburn Loop deviated fixed route service.

Key findings from the TAC discussions regarding the recommended service plan include:

- The recommended service changes are reasonable.
- It is important to address needs for both increased frequency and expanded service coverage.
- Service coordination among transit providers is important.

RECOMMENDED SERVICE PLAN

The findings from the surveys and technical analysis were combined with advice from our TAC members and consultation with transit operators, local jurisdictions, and the public to develop the recommended service plan.

The recommended service plan is projected to increase service (including both PCT and Auburn Transit) by 8% and ridership by 26%. An additional \$811,453 in annual operating costs would be needed to implement the plan.¹ The plan represents an understanding and agreement among local jurisdictions and transit agencies about what transit service changes are most needed over the next five-plus years and the benefits of potential investments in additional transit service. Funding for implementing elements of the service plan is not committed and will depend on further consultation with and agreement from local jurisdictions. Additionally, implementation of recommended service plan elements may occur in phases, based on both local jurisdictions' needs, available funding, and future land use development. The recommended service changes are shown in Table 1.

Table 1: Recommended Service Changes

Existing Service	Recommended Service Changes	Estimated Change in Annual Operating Cost	Estimated Change in Annual Boardings
Route 10	Improve Headways from 60 Minutes to 30 Minutes Weekdays between 9:00 AM and 12:00 PM	\$229,711	14,673
	Realign Westbound Routing to Serve Taylor Road Park and Ride and add Stops in Each Direction at the Park and Ride	\$6,626	1,251
Route 20	Split Route at the Roseville Galleria and Realign Routing to Expand Service Coverage in West Rocklin	\$59,139	11,807
	Improve Headways from 60 Minutes to 30 Minutes Weekdays between 12:00 PM and 6:00 PM on West Route (Roseville Galleria to Lincoln)	\$349,868	22,762
	Improve Headways from 60 Minutes to 30 Minutes Weekdays between 12:00 PM and 6:00 PM on East Route (Roseville Galleria to Sierra College)	\$286,593	7,750
Route 30	Extend Route from Auburn Station to Downtown Auburn	\$37,075	5,385
Route 40	Add One Round Trip	\$76,570	1,017
Route 50	Convert Route and Deviation Area to a Dial-A-Ride Zone	\$0	0
	Reduce Weekday Service Span from 12 Hours to 9.5 Hours	(\$44,902)	(253)
	Discontinue Saturday Service	(\$19,612)	(260)

¹ At its September 25th, 2024, meeting, the PCTPA Board approved a motion to the resolution accepting the COA that removes the Route 20 frequency improvements from the recommendation. See Appendix 4 for more information.

Existing Service	Recommended Service Changes	Estimated Change in Annual Operating Cost	Estimated Change in Annual Boardings
Route 60	Discontinue Route between Auburn and Colfax	(\$89,621)	(189)
	Discontinue One Round Trip	(\$181,076)	(2,720)
Route 70	Extend Route along 1 st Street to Joiner Parkway and from Twelve Bridges to the Park-and-Ride Lot on Industrial Avenue	\$12,797	1,143
Route 80	None	\$0	0
Auburn/Highway 49 Dial-A-Ride and Auburn OnDemand	Coordinate PCT and Auburn Services; Reduce Auburn OnDemand Service Span to be 6:00 AM to 7:00 PM Monday to Friday and 8:00 AM to 5:00 PM on Saturday	(\$33,970)	(790)
	Expand Service to Bowman Area	\$16,754	1,518
Granite Bay Dial-A-Ride	Discuss with Roseville Transit Potential Expanded Arrow Service through Cost Agreement	\$0	0
	Convert Service Span to One Midday Period	\$0	0
Lincoln Dial-A-Ride	Add Weekday Vehicle Service Hours	\$105,501	1,518
Rocklin/Loomis Dial-A-Ride	None	\$0	0
Total Estimated Change		\$811,453	64,612

SHORT-RANGE TRANSIT PLAN (SRTP)

The PCTPA COA and the results from Roseville Transit's COA will serve as a foundation for the development of the SRTP for western Placer County. The SRTP will build upon the analysis and recommendations of the two COAs and determine how the recommended service plan will be funded and what strategic decisions need to be made in the near-term to implement the service changes in the coming years. It will address capital needs including passenger amenities, vehicle fleet, and other facilities to improve transit service operations and customer service. Finally, it will recommend ways to improve interagency coordination among the three transit providers in western Placer County and ways to make it easier for customers to connect among each of the providers' services.

INTRODUCTION

PROJECT OVERVIEW

Transit is a vital service to many residents of western Placer County. Transit services provide mobility to residents, including access to important medical, recreational, social, educational, and economic services and opportunities. In addition to being important to the quality of life for residents in the region, transit services assist in the functioning of educational programs, public and private employers, and social service programs throughout the region.

This document presents the COA developed for western Placer County. COAs are designed to evaluate existing transit service effectiveness and overall performance to develop a service plan that increases transit's usefulness to the public, particularly to low-income, transit-dependent, and/or disadvantaged populations. This COA includes a review of regional demographics and transit needs, onboard ridership counts for Auburn Transit and PCT services, an assessment of the effectiveness and efficiency of the existing network, and the results of a robust public engagement and stakeholder outreach process.

The resulting COA presents a recommended service plan that will be incorporated into the SRTP and represents the technical analysis completed as well as findings from the public outreach and stakeholder coordination efforts. The recommended service plan presents a coordinated transit network that serves travel needs both within and between communities. Results from Roseville Transit's COA will be incorporated into the SRTP as well. The SRTP will address capital requirements such as fleet replacement and expansion, customer and operational capital facilities, customer information, fare programs, as well as implementation phasing considerations.

COA DOCUMENT STRUCTURE

The COA is composed of the following sections:

- Existing Conditions Analysis - factors influencing transit demand in western Placer County, relevant regional planning studies, a summary and analysis of Auburn Transit and PCT operations, and a ridership and needs assessment.
- Community and Stakeholder Outreach - results of the various community and stakeholder outreach activities completed for the COA.
- Service Scenario Development - process of developing the various service changes and scenarios.
- Recommended Service Plan - recommended service plan to be included in the SRTP.
- Network Coordination Guidelines - guidelines for coordinating the various transit providers in western Placer County.
- Short-Range Transit Plan (SRTP) - information on the timeline and activities that will be completed to develop the SRTP.

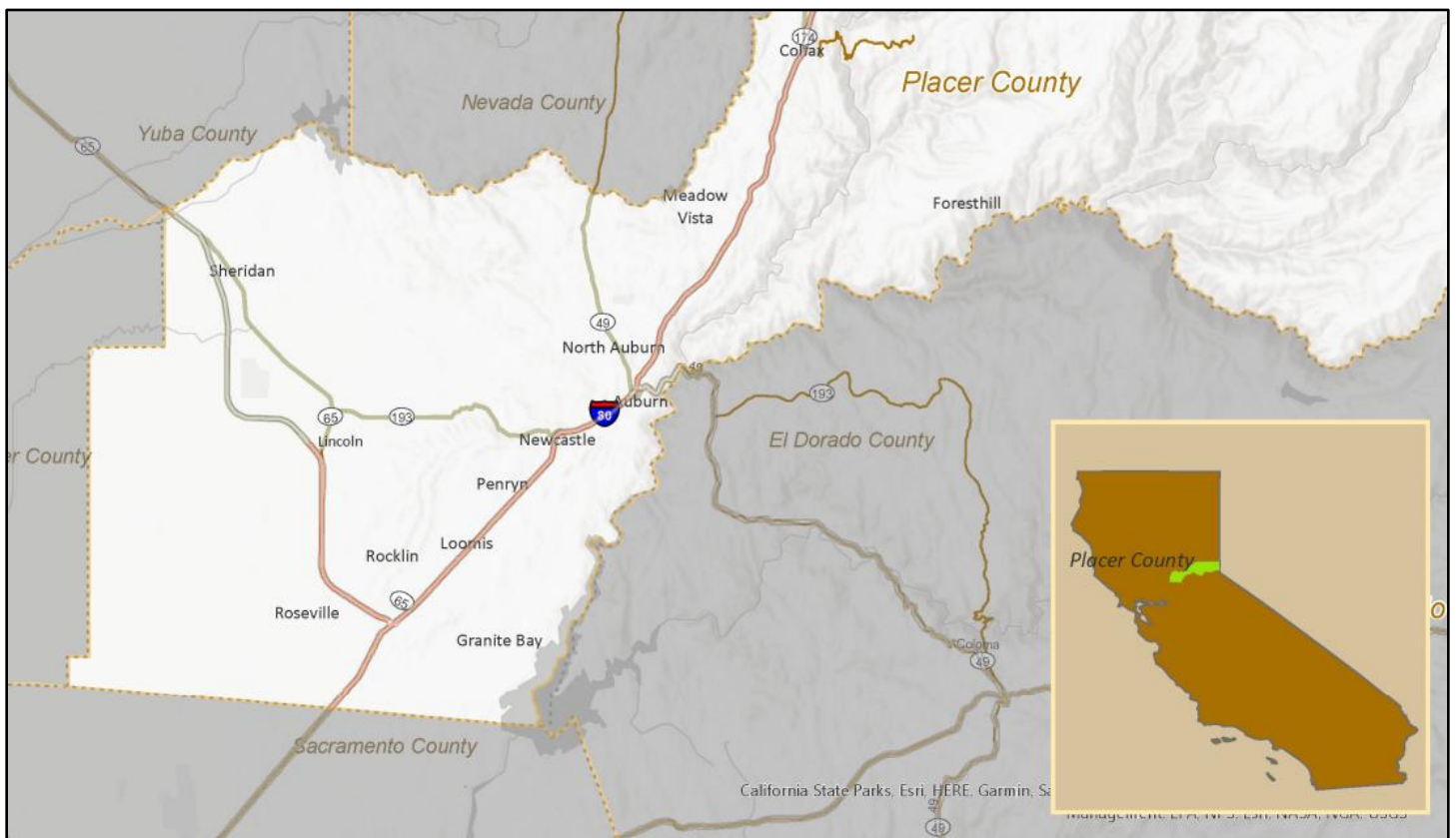
EXISTING CONDITIONS ANALYSIS

STUDY AREA CHARACTERISTICS

The study area of western Placer County encompasses the lower elevations of the county and includes the incorporated cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, as well as the Town of Loomis. The majority of Placer County residents live in the western portion of the county, with the above six cities/towns accounting for nearly 72% of the county's population. The United Auburn Indian Community is also located within the study area.

Figure 1 shows the study area and important roadways. Western Placer County's roadway network includes city streets, county roads, state routes, and one interstate. Interstate (I-) 80 crosses through the western portion of the county and is the primary connection between the study area and Sacramento to the west and Reno, Nevada to the east. State Route (SR) 49, SR 65, SR 174, and SR 193 provide important connections between communities, other nearby communities, and I-80. Due to topographic limitations, there are few roadways connecting western Placer County with the eastern portion of the county other than I-80.

Figure 1: Study Area



The county has been growing over the past decades and is growing at a faster rate than California as a whole. Placer County's population grew almost two percent annually, while California saw less than one percent average annual growth during the same period. This growth has occurred in undeveloped land as well and through infill growth in developed areas. Both types of growth increase the demand and need for transit services, including expanded coverage, more frequent service, and a longer span of service.

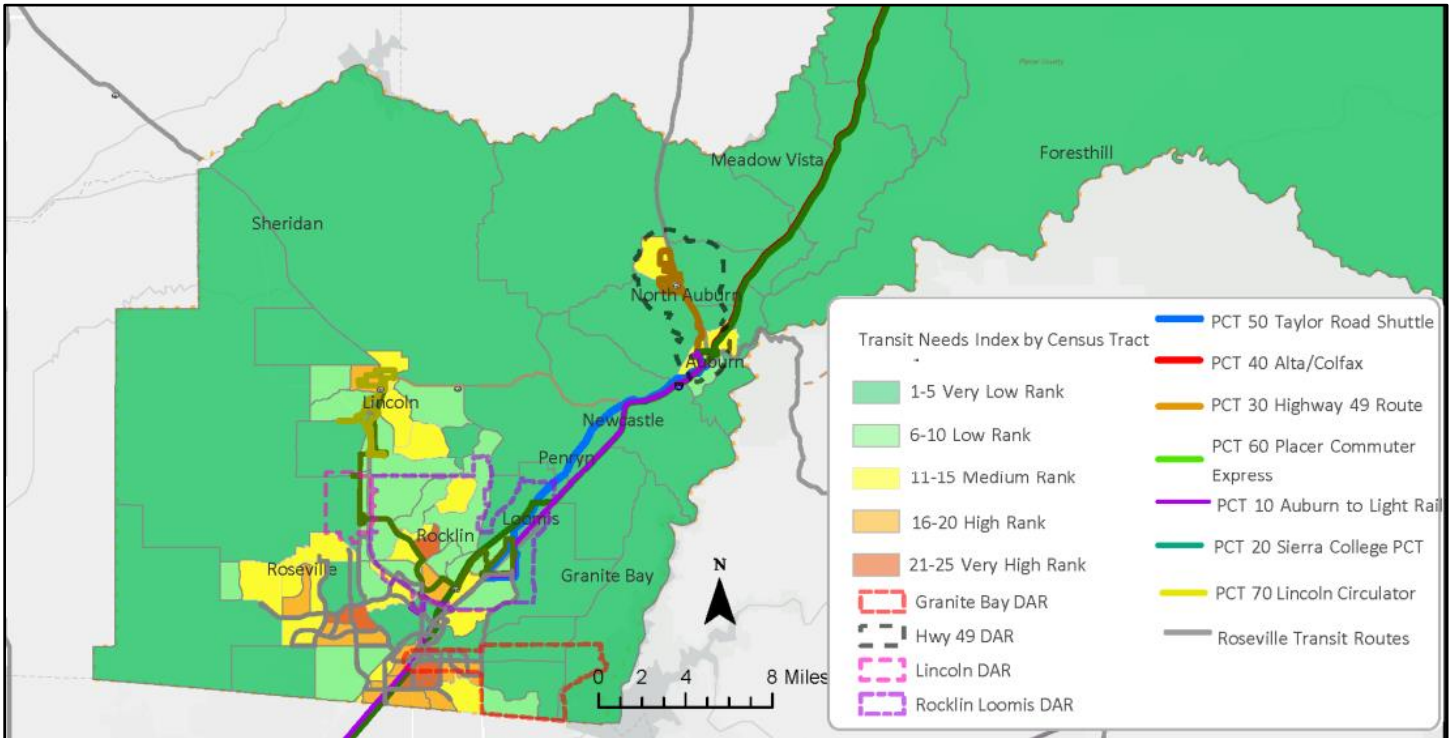
The Sacramento Area Council of Governments (SACOG) projects that Placer County will grow 26% from 2021 to 2040, which is slightly less than the rate experienced between 2015 and 2021, but still faster than the state as a whole.² Specifically, the portion of the population aged 65 years and older is projected to increase nearly 62% between 2020 and 2040, while the number of residents aged 85 years and older is projected to increase by 120%. This overall increase will result in the county's population exceeding 500,000 residents, which will mean the county will no longer be eligible to use Transportation Development Act (TDA) Local Transportation Funds (LTF) for streets and roads purposes under current TDA regulations.

Population density is a key determinant of transit ridership- the higher the density, the more likely people are to use transit or other active transportation modes such as walking or biking. In western Placer County, the population density ranges from 11 people per square mile to over 9,000 people per square mile. Denser areas are located in Rocklin and Roseville. A challenge facing transit service planning is how to serve communities with dispersed populations. While providing transit service to these areas with higher densities results in more cost-effective service, it is important that transit agencies in western Placer County continue to serve residents in lower density areas because residents in those areas might depend on transit for basic mobility needs. Transit agencies need to balance service allocation between areas with higher ridership demand and areas that have lower ridership demand but that have a high proportion of transit residents who rely on transit.

Populations that most rely on transit were identified by considering five socioeconomic characteristics: youth (age 18 and younger), seniors (age 65 and older), individuals with a disability, low-income individuals (below the federal poverty level), and households without a vehicle. These characteristics were consolidated into one overall relative score called the Transit Needs Index (TNI) that was calculated at the census tract and block group levels. As shown in Figure 2, the TNI identifies the locations of these transit-dependent populations. The areas with the highest scores (those with the highest density of transit-dependent populations) are located in Rocklin and Roseville.

² 2021 population is 400,330 residents, 2040 projection is 505,083.

Figure 2: Transit Needs Index Results



Major activity centers that generate large volumes of travel demand include colleges, medical centers, entertainment facilities, and retail centers. These regional activity centers attract trips from throughout western Placer County in addition to trips within the city or community in which they are located.

In addition to these regional destinations, local activity centers include schools, libraries, government services, senior facilities, medical offices, and commercial nodes or strips. Both regional and local activity centers are a source of transit ridership and community access, so it is important to consider both when planning transit service.

Key trip generators within the study area include the following:

- Recreational and retail facilities including the Roseville Galleria and Thunder Valley Casino and Resort.
- Colleges and universities including Sierra College and Jessup University.
- Hospitals and medical facilities including Kaiser Permanente and Sutter Health.

In addition to key trip generators and activity centers, there are several key transit nodes in the study area where riders can connect between local, regional, and intercity services. These include the following:

- Auburn Station
- Louis Lane and Orlando Avenue
- Rocklin Station
- Roseville – Taylor Road Park and Ride
- Roseville Galleria
- Watt/I-80 Light Rail Station

TRAVEL DEMAND ANALYSIS

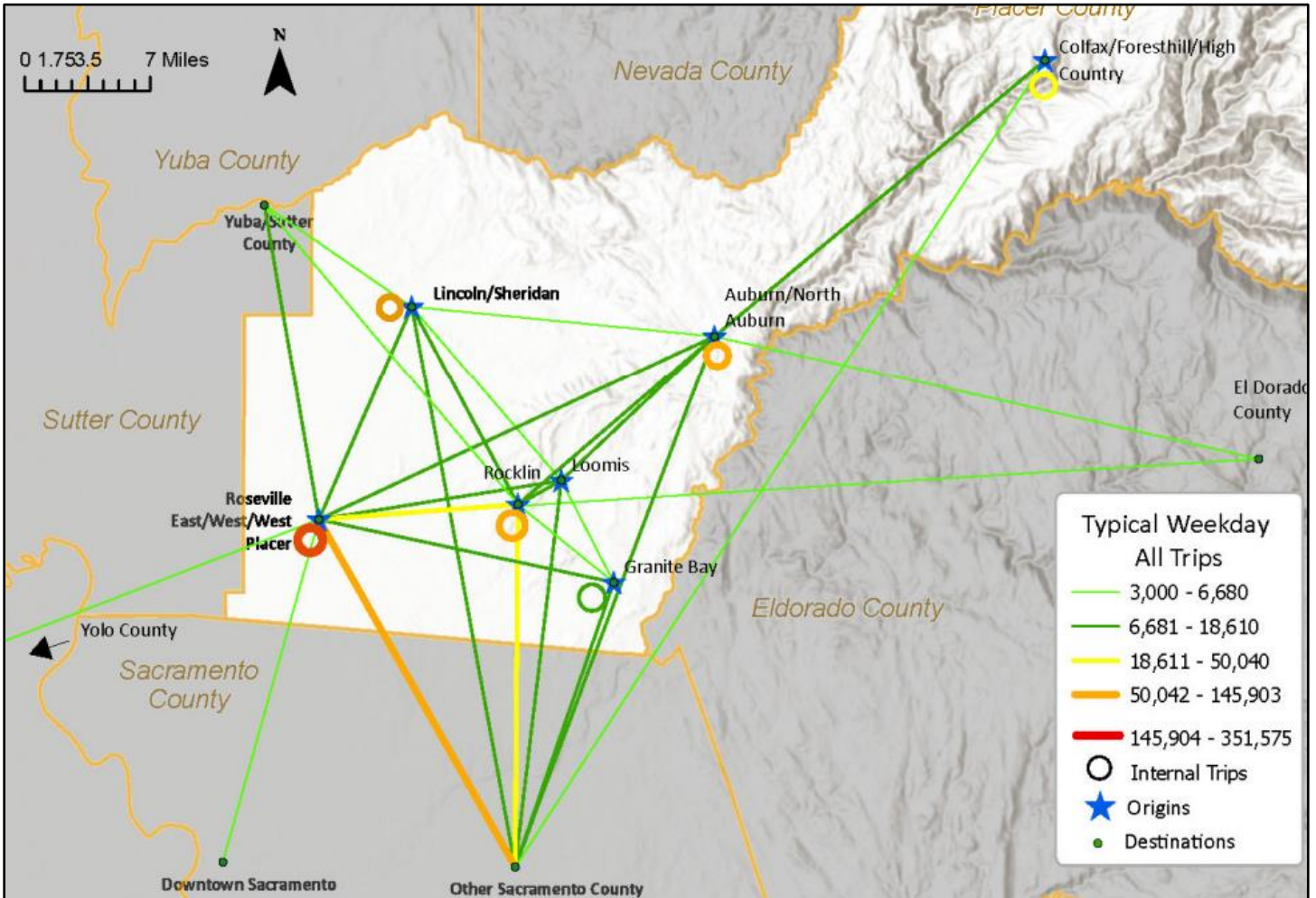
TRAVEL PATTERNS

In addition to where people live and work, their socioeconomic conditions, and where major activity centers are located, transit ridership potential is also affected by where trips begin and end. Three sources were used to analyze historical, existing, and projected travel patterns: the 2020 U.S. Census Bureau’s Longitudinal Employer Household Dynamics (LEHD) dataset, anonymous cell phone data, and SACOG’s Sacramento Activity-Based Travel Simulation Model.

Commute patterns from the LEHD dataset indicate that over a third of employees working in Placer County reside in the county, while another 29% of employees in the county commute from Sacramento County, with all other counties representing less than five percent of the total employees in the county. Over a third of Placer County residents do not commute out of the county, while another third commute to Sacramento County. Roseville is the top employment location for Placer County commuters, followed by Sacramento, Rocklin, and North Auburn.

Analysis of trip patterns made by anonymous mobile location data helped further understand changes in the pattern of total person trips and work person trips that have occurred during the pandemic and post-pandemic periods compared to pre-pandemic travel conditions. This data showed a significant reduction in work trips during 2021 compared to 2019, with most of that reduction recovered by 2023. Total trips increased during the pandemic due to a significant increase in non-work home-based trips. Total weekday trips showed that the largest proportion of trips occurred within the Roseville West area, followed by Rocklin and Lincoln. Figure 3 shows a visual representation of the travel patterns from this dataset.

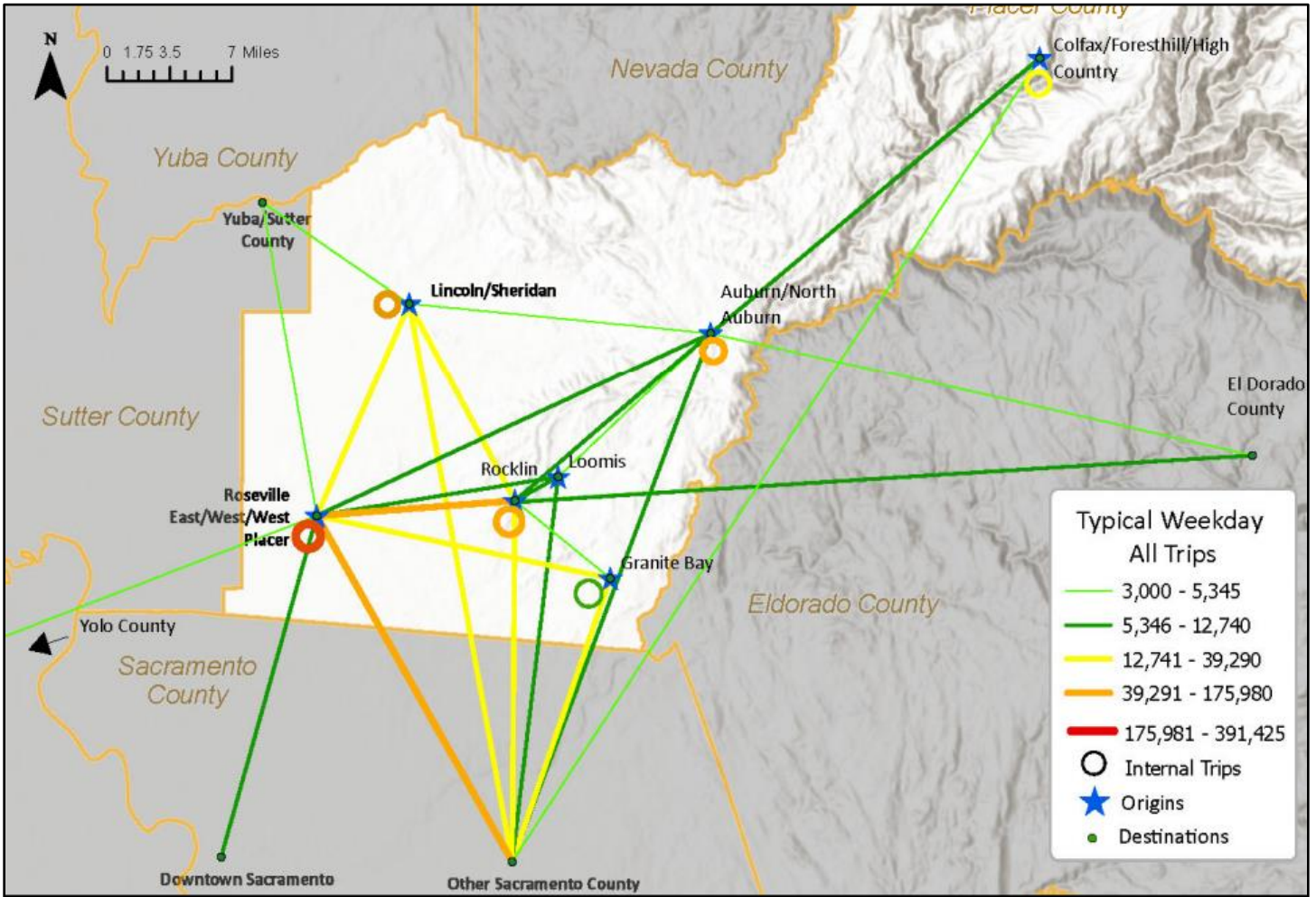
Figure 3: Western Placer County 2027 Travel Patterns



Source: Replica, 2023.

As shown in Figure 4, data from SACOG’s Sacramento Activity-Based Travel Simulation Model was also analyzed to obtain a better understanding of overall travel patterns in western Placer County. The base year for the model is 2016 with forecast years of 2027 and 2035. For 2027 projections, trips to and from the Roseville/West Placer area represented the most common origin/destination pattern. Overall, 22% of the growth in trips over this time will occur within the Roseville West area, followed by 13% within Rocklin, and seven percent within Lincoln. For 2035 projections, all trips in Lincoln will increase by 23%, followed by 19% within the Roseville West area.

Figure 4: Western Placer County 2027 Travel Patterns



Source: SACOG, 2023.

ON-GOING IMPACTS ON TRAVEL PATTERNS

While the hybrid work environment mixing virtual and in-person work has emerged as an ongoing condition, in-office attendance has been increasing as more employers require employees to be in the office for some days of the week. While the number of wholly remote workers has dropped and is expected to continue to drop as more employers require a hybrid work schedule with at least two days in the office, it means that many workers will only travel to or from the office a couple or few days a week, mostly Tuesdays to Thursdays. Overall, Route 60 has seen the largest drop in ridership since the pandemic due to its high percentage of riders that are commuters.

The county's population is projected to continue to grow by at least one percent annually over the next 15 years. Many large development projects have been approved or are under construction. These projects will result in increased demand for transit services. Two notable developments that may require transit service include:

- Placer One, which will be in unincorporated northwestern Placer County and is a 2,213-acre development that is planned to include a new university campus (with up to 20,000 students), 13,219 residential units, and 5.4 million square feet of non-university commercial, employment, and mixed-use development.
- The Placer Vineyards and Cook-Riolo/Vineyard Corridor Areas are west of Roseville's city limits and will consist of 14,132 residential units, commercial uses, and schools.

An important development in the county is that as of 2022, the Auburn Union School District does not provide transportation for students. As a result, transit has become the primary viable option for students who do not have access to private transportation, which places increased ridership demand on the transit system in Auburn and throughout the study area. Many students in Lincoln also use PCT services to get to and from school.

EXISTING TRANSIT SERVICES OVERVIEW

The study area's transit network is provided primarily by Auburn Transit and PCT, with other agencies such as Roseville Transit and the Western Placer Consolidated Transportation Services Agency (WPCTSA) providing services and/or transportation programs in the area. Auburn Transit and PCT both allow Sierra College students to ride free on all fixed routes (except for Route 60) with a Sierra College student identification card.

AUBURN TRANSIT

As of Fiscal Year (FY) 2023-2024, Auburn Transit operates the Auburn OnDemand service. The City of Auburn contracts with TransLoc for the on-demand software app that customers use to request rides.³ The service is available Monday to Thursday from 6:00 AM to 8:00 PM and Friday to Saturday from 6:00 AM to 11:00 PM.

Auburn Transit previously offered two other services- the Auburn Loop and Confluence Route. These have been suspended and incorporated into the Auburn OnDemand service. The Auburn Loop ran Monday to Saturday from 9:00 AM to 5:00 PM as a deviated fixed route service. Ridership averaged four to five boardings per hour. The Confluence Route started in May 2021 and ran between Auburn, some locations within unincorporated Placer County, and the American River Confluence, located within the Auburn State Recreation Area. It operated from April 1st to October 1st only, Friday to Sunday from 9:00 AM to 5:00 PM. Ridership on the route was low in FY 2021-2022, averaging less than 0.6 boardings per vehicle service hour.

PCT

PCT provides fixed route and Dial-A-Ride services in unincorporated Placer County and the incorporated cities and towns within the county through collaborative funding partnerships. PCT also offers a vanpool program as an option to help residents with long-distance commuting. Service deployment within the City of Colfax, City of Lincoln, City of Rocklin, and Town of Loomis are all dependent on annual funding contributions

³ In Fall 2024, the City of Auburn plans to transition from TransLoc to Spare for their app-based on-demand platform. This will allow a unified approach to providing on-demand service across the western Placer County since PCT and Roseville Transit already use Spare for their on-demand platforms.

from each jurisdiction. Through this collaborative partnership, each city/town can identify desired route alignments and service levels to meet the needs of their individual communities.

Table 2 and Table 3 presents a summary of PCT’s fixed routes and Dial-A-Ride services respectively.

Table 2: PCT Fixed Routes

Route	Start	End	Span	Frequency
Route 10	Auburn Station	Watt/I-80 Light Rail Station	Monday to Saturday: 7:00 AM to 7:00 PM	Every 60 minutes
Route 20	Twelve Bridges Library	Sierra College	Monday to Saturday: 8:00 AM to 6:00 PM	Every 60 minutes
Route 30	Chana Park	SR 49 and Quartz Drive	Monday to Friday: 7:00 AM to 7:40 PM Saturday: 7:30 AM to 7:40 PM	Every 60 minutes
Route 40	Alta Store	Auburn Station	Monday to Friday: 7:00 AM to 5:15 PM	Two round trips per day
Route 50	Auburn Station	Sierra College	Monday to Saturday: 8:35 AM to 6:25 PM	Every 120 minutes
Route 60	Colfax Depot	Downtown Sacramento	Monday to Friday: 5:20 AM to 7:07 PM	Two round trips per day
Route 70	Twelve Bridges Library	Twelve Bridges Library	Monday to Friday: 7:00 AM to 4:44 PM Saturday: 8:20 AM to 4:14 PM	Every 60 minutes
Route 80	Nicolaus Road and Joiner Parkway	3 rd Street and F Street	Monday to Friday: 6:53 AM to 4:16 PM	Two trips per day

Table 3: PCT Dial-A-Ride Services

Service	Span
Auburn/Highway 49 Dial-A-Ride	Monday to Friday: 6:00 AM to 7:30 PM Saturday: 8:00 AM to 6:00 PM
Granite Bay Dial-A-Ride	Monday to Friday: 9:00 AM to 11:00 AM and 2:00 PM to 4:00 PM
Lincoln Dial-A-Ride	Monday to Friday: 6:30 AM to 6:35 PM Saturday: 8:20 AM to 4:20 PM
Rocklin/Loomis Dial-A-Ride	Monday to Friday: 6:00 AM to 7:30 PM Saturday: 8:00 AM to 3:55 PM

EVALUATION OF TRANSIT SERVICES

OPERATING REVENUES

Auburn Transit's annual operating revenues for FY 2022-2023 were estimated to be \$1,005,259. Only three percent of their revenue is generated by local transit fares. Most of Auburn Transit's operating revenues are from state funding sources, specifically from the state's LTF. The other revenue sources for Auburn Transit include funding from State Transit Assistance (STA) and the U.S. Department of Transportation's Federal Transit Administration (FTA). Temporary funding received from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) will not be available after FY 2023-2024.

Similar to Auburn Transit, PCT operating revenue (estimated to be \$9,615,500 in FY 2022-2023) is derived from multiple sources. This includes local sources including fares, reimbursement for fares from Sierra College, and the respective contributions from local jurisdictions and the Thunder Valley Casino and Resort. Other funding sources include the FTA, LTF, STA. Like Auburn Transit, PCT also receives temporary CARES and CRRSA funding.

OPERATING COSTS

Auburn Transit's operating costs for FY 2022-2023 were estimated to be \$766,544. These costs included items such as salaries and benefits for employees, vehicle-related expenses, and TransLoc software to operate the Auburn OnDemand service.

PCT's operating costs for FY 2022-2023 were estimated to be \$9,979,968. Similar to Auburn Transit, the highest contributors to the costs included professional and special services, salaries and benefits for employees, and vehicle-related expenses.

NETWORK PERFORMANCE

Performance was measured for Auburn Transit's Auburn OnDemand service and PCT's fixed routes and Dial-A-Ride services. Services were grouped by type of route or on-demand service and averages were determined for each group and compared to the performance of each individual service. The groups included the following:





- Urban/Suburban Fixed Routes: Route 10, Route 20, Route 30, Route 60, Route 70, and Route 80.
- Rural Fixed Routes: Route 40 and Route 50.
- On-Demand Services: Auburn/Highway 49 Dial-A-Ride, Auburn OnDemand, Granite Bay Dial-A-Ride, Lincoln Dial-A-Ride, and Rocklin/Loomis Dial-A-Ride.

As shown in Figure 5 and Figure 6, performance of each service's metric relative to their group's average is shown in a different color. Red represents performance that's worse than average, orange is slightly worse than average, yellow is slightly better than average, and green is better than average.

Figure 5: Fixed Routes Performance

Objectives:	Increase Ridership and Ridership Effectiveness			Manage Operating Costs		Improve Service Coverage	Improve Service to Equity Populations	Improve Usability of the Network	Increase Network Connectivity and Integration		
	Performance Benchmarks	Annual Boardings	Boardings per Vehicle Service Hour	Boardings per Vehicle Service Mile	Operating Cost per Boarding	Operating Cost per Vehicle Service Hour	Population Within 1/2 Mile of Fixed Route Bus Stops	Population in Medium to Very High Transit Need Areas Within 1/2 Mile of Fixed Route Bus Stops	Percentage of On-Time Fixed Route Bus Trips	Directness of Travel (Ratio of In-Vehicle Transit Travel Times Compared to Driving Times)	Miles of Overlap Between Roseville Transit and Placer County Transit Fixed Routes
Urban/Suburban Fixed Routes											
Route 10	61,577	7.26	0.25	\$30.91	\$224.43	9,847	2,262	83%	2.03	11.31	
Route 20	57,247	7.15	0.42	\$26.96	\$192.67	39,031	19,789	83%	2.86	2.90	
Route 30	30,324	4.98	0.32	\$37.76	\$188.19	12,953	4,346	88%	2.41	0.00	
Route 60	11,037	3.54	0.22	\$53.74	\$190.44	8,000	3,635	No Data	1.90	11.00	
Route 70	16,007	4.72	0.33	\$39.33	\$185.59	20,111	9,182	51%	4.00	0.00	
Route 80	14,646	34.57	2.60	\$5.28	\$182.38	20,111	9,182	51%	4.00	0.00	
Average	31,806	6.47	0.33	\$30.87	\$199.68	18,342	8,066	71%	2.87	4.20	
Rural Fixed Routes											
Route 40	3,014	1.83	0.08	\$114.16	\$208.41	2,858	1,541	43%	1.76	0.00	
Route 50	3,798	0.92	0.05	\$150.08	\$138.42	13,776	1,541	84%	2.35	1.60	
Average	3,406	1.18	0.06	\$134.19	\$158.45	8,317	1,541	64%	2.06	0.80	
All Routes Average	24,706	5.60	0.28	\$34.43	\$192.93	15,836	6,435	69%	2.67	3.35	
Better than Average Slightly Better than Average Slightly Worse than Average Worse than Average 											

Figure 6: On-Demand Services Performance

Objectives:	Increase Ridership and Ridership Effectiveness			Manage Operating Costs		Improve Service Coverage	Improve Service to Equity Populations	Improve Usability of the Network	
	Performance Benchmarks	Annual Boardings	Boardings per Vehicle Service Hour	Boardings per Vehicle Service Mile	Operating Cost per Boarding	Operating Cost per Vehicle Service Hour	Population Within On-Demand Service Areas	Population in Medium to Very High Transit Need Areas Within On-Demand Service Areas	Average Wait Time for On-Demand Services
On-Demand Services									
Highway 49 Dial-A-Ride	8,839	1.52	0.24	\$91.26	\$138.42	15,149	4,346	11.97	
Rocklin/Loomis Dial-A-Ride	6,812	1.48	0.18	\$93.36	\$138.42	76,593	16,821	25.52	
Granite Bay Dial-A-Ride	146	0.86	0.26	\$160.59	\$138.41	21,607	0	22.92	
Lincoln Dial-A-Ride	5,245	1.46	0.21	\$95.07	\$138.42	39,779	9,182	21.32	
Auburn OnDemand	27,355	2.52	0.23	\$28.02	\$70.71	13,776	1,541	25.00	
Average	9,679	1.93	0.22	\$56.43	\$109.10	33,381	6,378	21.35	
Better than Average									
Slightly Better than Average									
Slightly Worse than Average									
Worse than Average									

RIDERSHIP AND NEEDS ANALYSIS

Existing and near-term transit needs in western Placer County for Auburn Transit and PCT were analyzed to determine how the existing network is serving the various subsets of the population within the study area.

First, transit ridership potential was analyzed within the study area. This was done by assessing population characteristics and land use patterns. Typically, areas that have higher concentrations of residents and employment centers are more likely to use transit. The study area is low in population density, with the densest areas in Rocklin and Roseville. Areas with higher densities of employment centers included downtown Auburn, downtown Lincoln, and southern Roseville and the SR 65 corridor north of Roseville. Similarly, high-density, mixed-use developments with activity centers such as schools and hospitals are in downtown Auburn, downtown Lincoln, Rocklin, and Roseville. Most of these areas are served by existing Auburn Transit and PCT services.

As described earlier in this document, the TNI was used to identify populations that heavily rely on transit. Most areas with medium to very high rankings are served by PCT fixed routes, except the medium-scoring areas in east Lincoln and north Rocklin which are only served by Dial-A-Ride services. Some areas are outside typical walking distances to and from fixed routes, such as the areas south of downtown Auburn, east and southeast of downtown Lincoln, and east of SR 65 in Rocklin. Again, these areas are served by various on-demand services.

Existing fixed routes in the Auburn and Lincoln areas serve many activity centers including schools, libraries, government services, senior facilities, medical offices, and commercial areas. In the Loomis and Rocklin areas, activity centers are concentrated along I-80 and SR 65 which are served by PCT fixed routes. In Auburn, activity centers are clustered along SR 49 which is served by Route 30.

According to data from SACOG's Regional Analysis Districts, top origin-destination patterns with the highest person trips are generally served by existing transit services. The Auburn to North Auburn trips are served by Route 30, Auburn OnDemand, and Auburn/Highway 49 Dial-A-Ride, Lincoln to Rocklin trips are served by Route 20, Rocklin to Loomis trips are served by Route 50 and Route 60, and Roseville Transit serves trips from Granite Bay to the Roseville East area, Rocklin to the Roseville East area, Rocklin to the Roseville West area, and within Roseville.

Overall, Auburn Transit and PCT serve riders in areas with higher population density, higher TNI scores, major activity centers, and major origin-destination patterns. While coverage of the network is currently meeting the needs of those that use transit the most, frequency of service is still relatively low with no fixed routes offering service more than every 60 minutes. Improving the level of service could result in a corresponding increase in ridership and overall usage of the network.

PREVIOUS PLANNING STUDIES

Table 4 shows information previous planning studies for the western Placer County transit operators.

Table 4: Previous Planning Studies

Plan Name (Date)	Summary
Placer County Department of Public Works Zero Emission Bus Rollout Plan (2023)	Provided an overview of the existing fleet, evaluated the capacity and needs of the utility network to support the transition, provided a schedule for vehicle procurement and construction of supportive infrastructure, and evaluated financial requirements and funding sources
Lincoln Passenger Rail Feasibility Study (2023)	Evaluated the feasibility of implementing a passenger rail service between Lincoln and Roseville and discussed the current rail environment in the region, challenges to implementation, and potential alternatives to explore in the short term
Lincoln Express Service Implementation Plan (2020)	Developed an implementation plan for an express bus service between Lincoln and the Watt/I-80 Light Rail Station in North Highlands, with additional service to the cities of Rocklin and Roseville serving major hospitals and the Roseville Galleria
Placer County 2040 Regional Transportation Plan (2019)	Included short- and long-term changes to the transportation network throughout the county and the region
Auburn Transit Short Range Transit Plan (2018)	Evaluated a variety of service, fare and marketing, and capital alternatives for different funding levels for Auburn Transit
Placer County Rural Transit Study (2016)	Reviewed existing transit services and needs for transit services in currently unserved and underserved rural areas and assessed the feasibility of various strategies to expand rural services
PCT Short Range Transit Plan (2018)	Evaluated a variety of service, fare and marketing, and capital alternatives for different funding levels for PCT
Western Placer County Consolidated Transportation Services Agency Short Range Transit Plan (2018)	Included an overview of the population served, existing operating and financial characteristics, and evaluated a variety of service and financial alternatives for the agency
Rocklin Community Transit Study (2015)	Determined if there was a need to modify existing transit services or establish new routes/services to better serve Rocklin residents
Placer County General Plan (2013)	The Transportation and Circulation sections provided goals, policies, and implementation programs for six components of the transportation network

As required by the TDA, each year PCTPA conducts a citizen participation process to receive public comments concerning transit needs within their jurisdiction and summarizes the comments into an Unmet Transit Needs Report.⁴ Common topics from the FY 2023-2024 process included:

- Better connections between transit services in Lincoln, Rocklin, and Roseville.
- Increased frequency of connections to the Watt/I-80 Light Rail Station and other Sacramento Regional Transit District services.
- Sunday transit service in Lincoln and Rocklin.
- Fixed route service to Rocklin High School.
- Service to Foresthill and/or from Foresthill to Auburn.
- Improved service connecting Auburn, Colfax, and Nevada County.
- Expanded transit services between Auburn, the Bay Area, Roseville, and Sacramento.
- Expanded Dial-A-Ride service in Granite Bay.

PCTPA determined that there were no new unmet transit needs reasonable to meet for implementation.

KEY TAKEAWAYS

- By 2040, the total Placer County population is forecast to surpass 500,000 residents.
- The greatest need for transit by transit-dependent populations is concentrated in Roseville and Rocklin.
- The study area is served by multiple transit agencies that provide fixed route and on-demand services by Auburn Transit and PCT with transfer opportunities to other services.

⁴ Source: "Annual Unmet Transit Needs for Fiscal Year 2023/24", PCTPA, 2023, https://pctpa.specialdistrict.org/files/da427e062/PCTPA+FINAL+FY+23-24+UTN+Report+and+Findings_02-22-23.pdf.

COMMUNITY AND STAKEHOLDER OUTREACH

Development of the COA included a robust community and stakeholder outreach process. Results from the various outreach activities complemented the technical work presented in this document and ensure that the COA accurately reflects the firsthand experience and needs of residents and those who use transit in western Placer County.

PROJECT COMMUNICATION AND COMMUNITY OUTREACH

WEBSITE, SOCIAL MEDIA, AND VIRTUAL MEETINGS

PCTPA hosted a project website that was periodically updated regarding the status of the project and to offer the public opportunities to provide feedback at various stages of the development of the draft COA. In addition to the summary information, the website included copies of each technical memorandum that was produced during the development of the COA. PCTPA also shared social media posts through their existing channels, including Meta (Facebook) and X (Twitter). Like the project website, these posts were utilized to share updates on the status of the project and opportunities to provide feedback at various stages of the project. Mailing lists were maintained via Constant Contact to provide email notifications of the project as well.

The draft COA and a summary of the proposed service changes were available on the website starting on July 22nd, 2024. Visitors to the website could provide comments regarding the service proposals between July 22nd and August 16th. In addition, two virtual open houses were held on August 1st, 2024, to present an overview of the proposed service changes and to solicit comments and questions from people attending the meeting.

SURVEYS

ONBOARD SURVEY

During the week of September 18th, 2023, an onboard survey was conducted on Auburn Transit and PCT services. Throughout the week, a team of surveyors was placed on Auburn Transit and PCT services to encourage riders to participate in the survey. The questions were designed to gather information on how/when residents use transit, their feelings on existing transit services, and what changes they would like to see for the network. Responses to the survey included the following:

- PCT
 - Seventy-four percent of PCT respondents did not have access to a car for their trip.
 - The Roseville Galleria was the most frequently mentioned destination for PCT respondents followed by Central Auburn.
 - Fifty-seven percent of PCT respondents transfer between PCT fixed routes.
 - Most trips were for university/college and work.
 - The highest ranked PCT change was more frequent service (33%), followed by Sunday service (26%), and later evening service (20%).

- Auburn Transit
 - Twenty-three percent of Auburn Transit respondents did not have access to a car for their trip.
 - The majority of Auburn OnDemand respondents use the service four or more days a week.
 - Nearly three-quarters of Auburn OnDemand respondents prefer the service to fixed routes.
 - Suggestions for changes included expanded coverage, shorter pick-up times, Sunday service, and set pick-up locations.

BOARDING AND ALIGHTING COUNTS

Onboard surveyors also conducted boarding and alighting counts during the week of September 18th, 2023, along PCT fixed routes. Results included the following:

- Weekday boardings peak during the 3:00 PM hour followed by 12:00 PM.
- Ridership decreases sharply after 6:00 PM.
- The highest ridership stops are the Roseville Galleria and Twelve Bridges Library.

TRANSIT NEEDS SURVEY

During September 2023 and October 2023, a Transit Needs Survey was conducted throughout the study area. In total, 311 responses were received. Responses included the following:

- Over half of respondents do not use transit.
- The majority of respondents cited having their own car as the primary reason for not using transit.
- The top three service characteristics cited by respondents as reasons for not using transit included: “Does not go where I need to go”, “Does not run frequently enough”, and “Does not operate hours I need”.
- More frequent service received the highest score for changes that would make them more likely to use transit, followed by better bus route coverage, and more app-based on-demand service.
- Over three-quarters of respondents are not aware of the GO South Placer app.

Respondents were asked to respond to a series of questions to explain their unmet transit needs including “is there a trip you would like to make on public transit but are unable to”. Transit needs included long-distance commute demand and accessibility to commercial and medical hubs.

PRIORITIES AND TRADEOFFS SURVEY

During May 2024, a Priorities and Tradeoffs Survey was conducted throughout the study area. In total, 175 responses were received. Responses included the following:

- Most of the respondents do not use transit.
- The highest priority was to improve transit for those who rely on it, followed by expanding transit service coverage and making routes more direct.
- Choosing from pairs of competing tradeoffs, respondents preferred expanding service coverage over increasing frequency, extending Monday to Saturday service hours over adding Sunday service,

expanding on-demand service coverage over reducing on-demand wait times, and replacing low-ridership fixed routes with on-demand service over maintaining low-ridership fixed routes.

- When asked to allocate a limited number of coins between 12 service improvements, respondents allocated the most coins to improving connections to Sacramento County, improving service between Lincoln, Rocklin, and Roseville, and improving service between Auburn, Rocklin, and Roseville.

POP-UP EVENTS

PCTPA hosted pop-up booths at several events located throughout the study area to provide information on the project and direct residents to take the relevant active survey posted on the project website. These provided opportunities to engage with the public outside of a traditional public meeting and created an informal approach for providing updates on the project and receiving feedback. These events took place from September 2023 to October 2023 and May 2024 to correspond with the relevant active survey efforts.

STAKEHOLDER OUTREACH

TAC MEETINGS

The TAC was established for the project to review draft work products and provide guidance throughout the COA's development. Members of the TAC included staff from advocacy groups, Auburn Transit, PCT, and various jurisdictions. Table 5 shows a list of dates and topics covered for each TAC meeting.

Table 5: TAC Meeting Summaries

Meeting Date	Topics Covered
Wednesday, July 26 th , 2023	Introduction to project team and TAC
Thursday, December 7 th , 2023	Engagement activities and Technical Memo 1, 2, and 3
Thursday, February 29 th , 2024	Proposed goals, objectives, and performance benchmarks, and proposed service changes and service scenarios
Thursday, April 25 th , 2024	Proposed service options (Technical Memo 4)
Thursday, June 27 th , 2024	Draft COA review and discussion
September 5, 2024	Concur with presentation of COA to the PCTPA Board of Directors

COORDINATION WITH OTHER AGENCIES

AUBURN TRANSIT AND PCT

In addition to serving on the TAC, conversations with Auburn Transit and PCT have been held throughout the COA's development. Both agencies have provided valuable input on existing services and potential implications of the recommended service changes. Coordination will continue with both agencies to ensure the recommended service plan presented in the COA and carried through to the SRTP aligns with Auburn Transit's and PCT's goals and priorities and allows for successful implementation of the new network.

LOCAL JURISDICTIONS

Similar to Auburn Transit and PCT, conversations have occurred with the local jurisdictions, including the City of Lincoln and City of Rocklin, outside of their membership with the TAC. These conversations provided valuable insight into what each jurisdiction prioritizes to be included in the COA and the potential for

additional financial investments to support the increased service. Information gathered during these conversations is reflected in the recommended service plan shown later in the document.

ROSEVILLE TRANSIT

Roseville Transit is developing a COA in parallel with the western Placer County COA. Roseville Transit and PCTPA have coordinated throughout their COA development to ensure consistency and integration of the recommended service plans. Coordination items included routing around the Roseville Galleria and the City of Rocklin and City of Roseville boundary, commuter service, and on-demand service to Granite Bay. A summary of these items is provided below:

- PCT coordinated with Roseville Transit regarding the recommended Route 20 alignment within Roseville city limits and the routing of a Roseville Transit fixed route along Fairway Drive. PCT buses can serve stops in Roseville along Pleasant Grove Boulevard and Roseville Parkway. In addition, stop locations and amenities at the intersection of Pleasant Grove Boulevard and Fairway Drive will be reviewed during the SRTP process to improve opportunities for passenger connections between Roseville Transit and PCT routes.
- Roseville Transit's COA includes adjustments to commuter service such as adding trips to the Richards Boulevard Office Complex in Sacramento's River District. Connections between PCT Route 10 and Roseville Transit's commuter service could be made at the Taylor Road Park-and-Ride.
- Roseville Transit and PCT will continue to assess options to serve the Granite Bay area to improve the usefulness of the service and increase ridership.

The SRTP will address ways to enhance integration of the three service providers in western Placer County regarding fares, customer information, and other aspects of transit operations and administration.

PCTPA BOARD OF DIRECTORS

The PCTPA Board of Directors is comprised of one councilmember from each of the six incorporated cities or towns, two members of the Placer County Board of Supervisors, and one member of the public. The Board is the decision-making body for PCTPA.

The Board was updated on the status of the COA during their meeting on Wednesday, March 27th, 2024. PCTPA staff and the project team presented the results of Technical Memos 1, 2, and 3, draft performance criteria and high-level assumptions, and upcoming public engagement and service planning efforts.

KEY TAKEAWAYS

- Outreach events consisted of online and onboard surveys, pop-up events, TAC meetings, and coordination with other agencies.
- The most frequent request from the public is for more frequent transit service.
- Coordination will continue through the development of the SRTP with Roseville Transit's COA planning efforts, the public, and various stakeholders.

SERVICE SCENARIO DEVELOPMENT

GOALS, OBJECTIVES, AND PERFORMANCE BENCHMARKS

METHODOLOGY

Goals, objectives, and performance benchmarks were first developed to guide the identification of potential service changes that were included in the various service scenarios that will be described below. Performance benchmarks are a point of reference for assessing each route or on-demand service. They were developed by grouping existing services into the categories described earlier in the document (urban/suburban fixed routes, rural fixed routes, and on-demand services) to ensure that the evaluation accounts for the service's context in the network (i.e., type of areas served and mode of service). Table 6 shows the identified goals, objectives, and performance benchmarks.

Table 6: Goals, Objectives, and Performance Benchmarks

Goals	Objectives	Performance Benchmarks
Increase Transit Usage	Increase Ridership and Ridership Effectiveness	Annual Boardings
		Boardings per Vehicle Service Hour
		Boardings per Vehicle Service Mile
Plan and Provide an Efficient, Effective, and Equitable Network	Manage Operating Costs	Operating Cost per Boarding
		Operating Cost per Vehicle Service Hour
	Improve Service Coverage	Population Within Half-Mile of Fixed Route Bus Stops
		Population Within On-Demand Service Areas
	Improve Service to Equity Populations	Population in Medium to Very High TNI Areas Within Half-Mile of Fixed Route Bus Stops
		Population in Medium to Very High TNI Areas Within On-Demand Service Areas
Deliver Reliable and Integrated Transportation Options	Improve Usability of the Network	Percentage of On-Time Fixed Route Bus Trips
		Average Wait Time for On-Demand Services
	Increase Network Connectivity and Integration	Directness of Travel (Ratio of In-Vehicle Transit Travel Times/Distances Compared to Driving Times/Distances)
		Miles of Overlap Between Roseville Transit and PCT Fixed Routes

PEER AGENCY COMPARISON

In addition to analysis conducted of the existing transit network in western Placer County, performance of the existing services was also compared to other similar transit agencies. As shown in Table 7, PCT's fixed routes perform below average for cost and ridership metrics, underscoring the need for changes to the network.

Table 7: Peer Transit Agency Comparison

Transit Agency	Location	Cost per Vehicle Hour	Cost per Boarding	Boardings per Vehicle Hour	Boardings per Vehicle Mile
Butte Regional Transit	Butte County, CA	\$119.31	\$17.05	7.00	0.49
El Dorado Transit	El Dorado County, CA	\$204.72	\$43.11	4.37	0.21
Gold Coast Transit	Ventura County, CA	\$146.32	\$11.95	12.24	1.09
Livermore Amador Valley Transit Authority	Livermore, CA	\$162.14	\$17.36	9.34	0.69
MET Transit	Billings, MT	\$106.51	\$14.66	7.27	0.50
Monterey Salinas Transit	Monterey, CA	\$201.19	\$21.45	9.38	0.60
Northern Arizona Intergovernmental Public Transport Authority	Flagstaff, AZ	\$124.10	\$7.03	17.65	1.42
San Luis Obispo Regional Transit Authority	San Luis Obispo, CA	\$190.82	\$15.74	12.12	0.52
Santa Cruz Metro	Santa Cruz, CA	\$248.29	\$15.52	16.00	1.20
Solano County Transit	Solano County, CA	\$190.68	\$25.05	7.49	0.41
Suntran	St. George, UT	\$69.02	\$6.78	10.18	0.72
The Bus	Merced, CA	\$114.65	\$30.60	3.75	0.24
Tulare County Area Transit	Tulare County, CA	\$119.71	\$24.70	4.85	0.17
Yolobus	Yolo County, CA	\$148.95	\$16.35	9.11	0.48
Peer Transit Agency Average		\$153.32	\$19.10	9.30	0.63
PCT (Fixed Routes Only)	Placer County, CA	\$192.93	\$34.43	5.60	0.28

Source: National Transit Database, 2022.

MEASURING EXISTING PERFORMANCE

As shown in Figure 5 and Figure 6, performance of the existing Auburn Transit and PCT services were measured against the averages for each group of services. Potential service changes shown later in the document focus on increasing service on high-performing routes and improving performance of or reducing low-performing services. Results of the network performance analysis include:

- Route 60 performs well below average for urban/suburban fixed routes in terms of operating cost per boarding and is slightly below average for boardings per vehicle service hour.
- Granite Bay Dial-A-Ride is the lowest performing on-demand service in the network in terms of ridership and costs, while Auburn OnDemand is the highest performing.
- Route 10 performs above average for boardings per vehicle service hour and Route 20 is also above average for all three ridership and cost performance benchmarks.
- Route 70 does not perform well in the directness of travel benchmark.
- Route 10 and Route 60 do not meet the benchmark for overlap with Roseville Transit routes.

PERFORMANCE STANDARDS FOR CURRENT SERVICES

Three performance standards for current services were developed based on the service benchmarks: boardings per vehicle service hour, boardings per vehicle service mile, and marginal operating cost per boarding. These minimum standards are based on the intervals for each group of services shown in Figure 5 and Figure 6. Current service should achieve at least 50% of the average for boardings per vehicle service hour and mile. Marginal operating cost per boarding should be no more than 150% of the average. Table 8 shows the minimum recommended performance standards.

Table 8: Minimum Performance Standards for Current Services

Service Group	Boardings per Vehicle Service Hour	Boardings per Vehicle Service Mile	Marginal Operating Cost per Boarding
Urban/Suburban Fixed Routes	3.30	0.17	\$46.00
Rural Fixed Routes	0.60	0.03	\$134.00
On-Demand Services	1.00	0.11	\$84.00

POTENTIAL SERVICE CHANGES EVALUATED

Following the establishment of the goals, objectives, and performance benchmarks, the following information was used to identify a list of potential service changes:

- Changes recommended in PCTPA’s 2018-2025 SRTP that have not been implemented yet and are still relevant post-pandemic.
- Findings from the previous technical analysis and community and stakeholder outreach activities.
- Geographic gaps in the network that do not serve currently developed or developing areas.
- Potential effects on existing service and opportunities for route changes if the RapidLink pilot project becomes a permanent service (see the Integration with Proposed RapidLink Pilot Project in the next section for more information).

Once the list of changes was identified, estimates for marginal operating cost and ridership were developed to determine which were feasible from a benefit-cost and total operating cost perspective.

The estimated performance of each potential service change was compared to the minimum cost and ridership performance standards in Table 9. These standards are the average performance of existing services in Figure 5 and Figure 6.

Table 9: Minimum Performance Standards for Potential Service Changes

Service Group	Boardings per Vehicle Service Hour	Boardings per Vehicle Service Mile	Marginal Operating Cost per Boarding
Urban/Suburban Fixed Routes	6.50	0.33	\$30.87
Rural Fixed Routes	1.20	0.06	\$134.19
On-Demand Services	1.90	0.22	\$56.43

Table 10 provides a summary of all service changes that were evaluated and whether they met the three performance standards shown in Table 9.

Table 10: Potential Service Changes Analysis

Service/Area	Potential Service Change	Meets Boardings per Vehicle Service Hour Performance Standard?	Meets Boardings per Vehicle Service Mile Performance Standard?	Meets Marginal Operating Cost per Boarding Performance Standard?
Route 10	30-Minute Weekday Headways from 8:00 AM to 6:00 PM	Yes	No	Yes
	30-Minute Weekday Headways from 9:00 AM to 12:00 PM	Yes	Yes	Yes
	30-Minute Weekday Headways from 9:00 AM to 5:00 PM	Yes	No	Yes
	30-Minute Saturday Headways from 8:00 AM to 6:00 PM	No	No	No
	60-Minute Weekday Headways from 7:00 PM to 9:00 PM	No	No	No
	60-Minute Sunday Headways from 9:00 AM to 5:00 PM	No	No	No
Route 20	Revise Routing in West Rocklin	N/A	Yes	Yes

Service/Area	Potential Service Change	Meets Boardings per Vehicle Service Hour Performance Standard?	Meets Boardings per Vehicle Service Mile Performance Standard?	Meets Marginal Operating Cost per Boarding Performance Standard?
	30-Minute Weekday Headways from 8:00 AM to 6:00 PM	No	Yes	Yes
	30-Minute Weekday Headways from 12:00 PM to 6:00 PM	Yes	Yes	Yes
	Extend Route to Central Lincoln via Sun City Lincoln Hills and Replace Route 70 with Enhanced Lincoln Dial-A-Ride Service	No	No	No
	30-Minute Saturday Headways from 8:00 AM to 6:00 PM	No	No	No
	60-Minute Sunday Headways from 9:00 AM to 5:00 PM	No	No	No
Route 30	Extend Route from Auburn Station to Central Auburn	Yes	Yes	Yes
	30-Minute Weekday Headways from 8:00 AM to 6:00 PM	No	Yes	Yes
	30-Minute Weekday Headways from 12:00 PM to 5:00 PM	No	Yes	Yes

Service/Area	Potential Service Change	Meets Boardings per Vehicle Service Hour Performance Standard?	Meets Boardings per Vehicle Service Mile Performance Standard?	Meets Marginal Operating Cost per Boarding Performance Standard?
	60-Minute Sunday Headways from 9:00 AM to 5:00 PM	No	Yes	No
Route 40	Add One Additional Round Trip	Yes	Yes	Yes
Route 50	Convert Route to a Dial-A-Ride Zone	N/A	N/A	N/A
	Reduce Weekday Service Span from 12 Hours to 8.5 Hours (Assuming Route is Converted to a Dial-A-Ride Zone)	N/A	N/A	N/A
	Discontinue Saturday Service (Assuming Route is Converted to a Dial-A-Ride Zone)	N/A	N/A	N/A
Route 60	Discontinue Route Between Auburn and Colfax	N/A	N/A	N/A
	Discontinue One Trip in Each Direction	N/A	N/A	N/A
	Coordinate with Roseville Transit for Trips to Rocklin	N/A	N/A	N/A
	Discontinue the Entire Route	N/A	N/A	N/A
Route 70	Replace Route with Enhanced Lincoln Dial-A-Ride Service and Add Trips to Route 80	N/A	N/A	N/A

Service/Area	Potential Service Change	Meets Boardings per Vehicle Service Hour Performance Standard?	Meets Boardings per Vehicle Service Mile Performance Standard?	Meets Marginal Operating Cost per Boarding Performance Standard?
Granite Bay Dial-A-Ride	Adjust Service Span and Replace Service with Expanded Arrow Service through Agreement with Roseville Transit	No	No	No
Auburn/Highway 49 Dial-A-Ride and Auburn OnDemand	Coordinate the Two Services	N/A	N/A	N/A
	Expand Services to Bowman Area	Yes	Yes	Yes
Placer Vineyards and Cook-Riolo/Vineyard Corridor Areas	Expand Arrow Service to Placer Vineyards and Cook-Riolo/Vineyard Areas through Agreement with Roseville Transit	No	No	No
Placer One	Expand Rocklin/Loomis Dial-A-Ride Zone to the Placer One Area	No	No	No
Northwest Rocklin	Reconfigure Route 20 to Operate East of SR 65 and Add New Route to Operate West of SR 65	Yes	Yes	Yes
Lifeline Services	Add Lifeline Service to Foresthill	No	No	No
	Add Lifeline Service to Sheridan	No	No	No

SERVICE SCENARIOS

Following the identification of the potential service changes listed above, three illustrative service scenarios were developed for discussion with the TAC:

- The Current Operating Revenue scenario assumed no net increase in the operating cost and focused on making the network more productive by reducing underperforming services and reallocating the savings from those services to services with higher ridership potential.
- The Increase in Total Operating Revenue scenario illustrated priorities for potential service changes that would be possible if an eight to ten percent increase in the overall cost became available for operations in the near term.
- The All Identified Service Changes scenario provided an aspirational illustration of a more fully developed transit network that is not constrained by a budget level.

The scenarios provided a basis for developing the recommended service plan.

KEY TAKEWAYS

- Goals, objectives, and performance benchmarks were developed to identify and analyze potential service changes.
- Performance of the existing network was conducted to identify changes to the network including establishing minimum standards for existing services and potential service changes.
- The potential service changes were grouped into three illustrative service scenarios.

RECOMMENDED SERVICE PLAN

The recommended service plan is based on the Increase in Total Operating Revenue scenario which assumes a reasonable increase in operating revenue over the next five years. includes changes to the Auburn Transit and PCT network that reflect the technical work completed, results from the various outreach activities held throughout the project lifecycle, and conversations with Roseville Transit to create a connected network that increases access and useability of the network throughout western Placer County.

The recommended service changes include increased frequencies on heavily used fixed routes, redistribution of resources from lower performing services to those that perform higher, and increased access to different portions of the study area. It represents an increase in the total operating cost for Auburn Transit and PCT. As shown in Table 11, this increase in operating cost will increase ridership and provide greater coverage of the existing network to allow for more residents to use transit for a variety of trip purposes. Figure 7 shows a map of the recommended service plan.

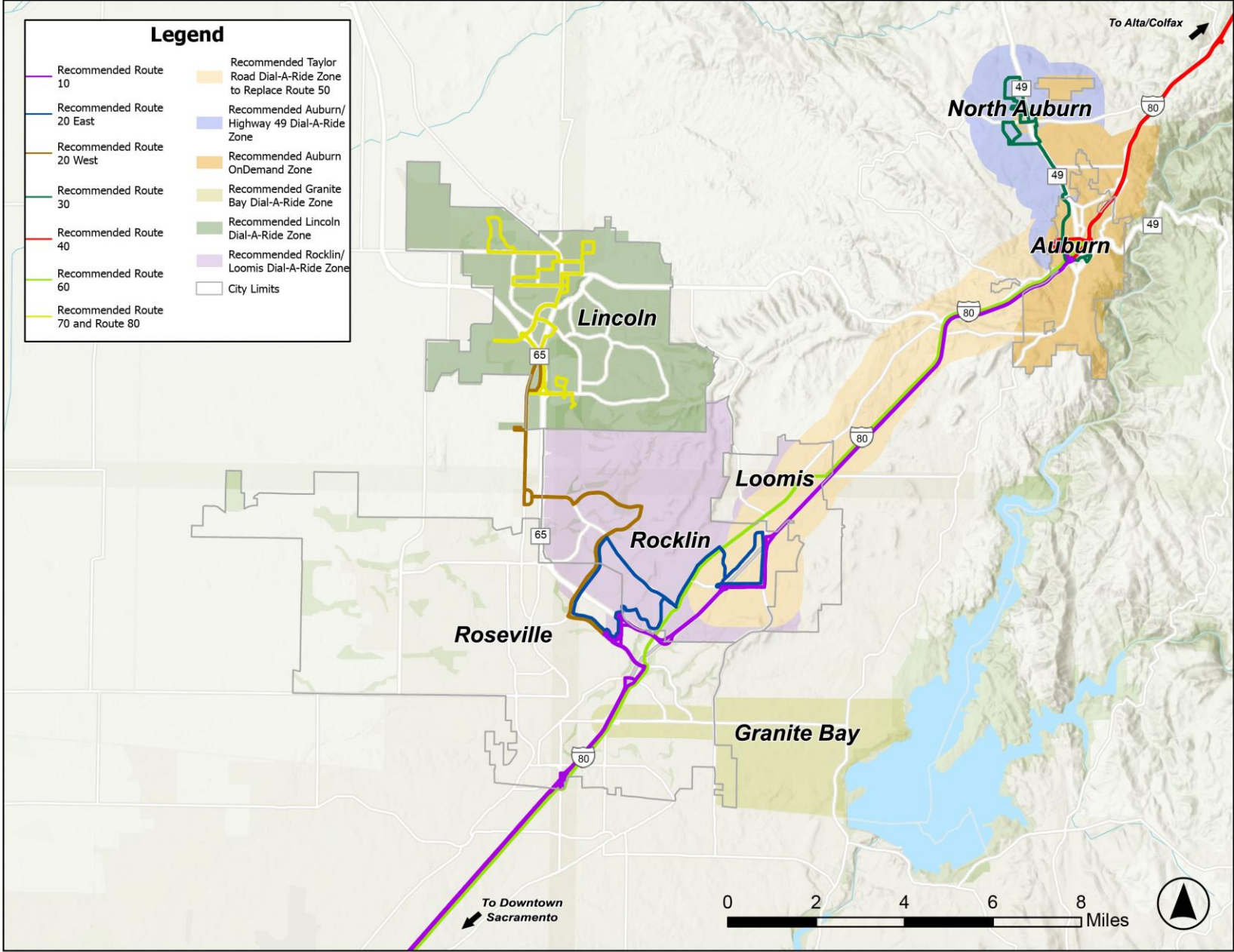
Table 11: Recommended Service Plan Summary

FY 2022-2023 Operating Cost	Estimated Annual Operating Cost with the Recommended Service Plan	FY 2022-2023 Annual Boardings*	Estimated Annual Boardings with the Recommended Service Plan*
\$10,746,512	\$11,557,965	248,111	312,722

*Total includes Auburn OnDemand.

The service plan is a foundation for further service improvements that respond to requests identified through public outreach, TAC discussions, and stakeholder comments. Examples of these further improvements, which would require a significant increase in funding, include permanent RapidLink service, expanded service coverage, replacing one-way routing loops with two-way service, frequency and span improvements, more on-demand service, and providing lifeline service to rural communities.

Figure 7: Recommended Service Plan Map



INTEGRATION WITH PROPOSED RAPIDLINK PILOT PROJECT

RapidLink (formerly referred to as the South Placer Transit Express) is a three-year pilot project established to address a mitigation measure identified by the SR 65 widening project's environmental impact report and to assist with implementing a recommended service established in the Placer-Sacramento Gateway Plan. A significant portion of this pilot project is funded by the Solutions for Congested Corridors Program, which stipulates the route's general alignment, limited stop pattern, and frequency of service. Roseville Transit is managing the implementation of the pilot project.

RapidLink is proposed to operate between Lincoln, Roseville, and the Watt/I-80 Light Rail Station in Sacramento County with a limited number of stops in each direction. It will supplement the existing network and not replace existing PCT services during the pilot phase. Service would be weekdays-only with buses arriving every 30 minutes. There will be a short dwell time at the Roseville Galleria for electric bus charging.

The pilot project is estimated to have an annual operating cost of about \$1.7 million to \$2.0 million. Operational funding for service beyond the pilot phase is not yet identified.

PCT and Roseville Transit are working to determine additional assumptions for the route. Current working assumptions are:

- The northern terminal of the route will be at the existing park-and-ride lot at the SR 65/Industrial Avenue interchange. Connections between RapidLink and other PCT services at the park-and-ride will be further analyzed.
- In addition to the park-and-ride lot and the Watt/I-80 Light Rail Station, the route will also serve the Roseville Galleria, Sutter Roseville Medical Center, and Kaiser Permanente Roseville Medical Center. The specific routing to serve the hospitals in Roseville and between the Roseville Galleria and Lincoln is still being discussed.

Key decisions for the conclusion of the pilot phase include:

- How will the pilot project be evaluated to determine if it should become a permanent fixture in the Placer County transit network?
- If the pilot does become permanent, what routing and level of service will be provided, what funding sources will be used for the service, and what changes to the existing network would occur?

While the RapidLink project will increase overall ridership, it is expected to divert some existing boardings from Route 10 and Route 20. Some of the passengers now boarding or alighting Route 10 at the Roseville Galleria to travel to or from the Watt/I-80 Light Rail Station might instead use RapidLink and some Route 20 passengers might instead use RapidLink for travel between Lincoln and the Roseville Galleria. Therefore, schedules for RapidLink and other routes in the area with significant overlap of alignments should be coordinated to provide more opportunities for riders to take either service to common destinations such as the Roseville Galleria.

If the pilot project becomes a permanent service, there could be opportunities to restructure existing routes to enhance overall transit access in western Placer County. There is potential for incorporating RapidLink as part of the network with accurate and timely connections to and from other PCT and Roseville Transit routes. Coordinating schedules could encourage more riders to use the network if they are able to transfer between services at key areas such as the Roseville Galleria to complete their trip.

RECOMMENDED SERVICE CHANGES

ROUTE 10

Route 10 is the most used route in the PCT network and the recommended service changes aim to increase ridership further. In response to public desire for increased service on this route and higher current ridership in the morning than other parts of the day, Route 10 is recommended to improve weekday headways from 60 minutes to 30 minutes from 9:00 AM to 12:00 PM. The recommended service plan also includes realigning the route in the westbound direction with new stops in both directions on Taylor Road at the Roseville - Taylor Road Park and Ride (Sunsplash) for connections with Route 60 and Roseville Transit commuter routes. Table 12 shows the estimated cost and ridership impacts of the increased frequency and Figure 8 shows the recommended route alignment.

Table 12: Route 10 Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Improve Headways from 60 Minutes to 30 Minutes Weekdays between 9:00 AM and 12:00 PM	\$1,903,187	\$2,132,898	61,577	76,250
Realign Westbound Routing to Serve Taylor Road Park and Ride; Add Stops in Each Direction	\$1,903,187	\$1,909,813	61,577	62,828
Total	\$1,903,187	\$2,139,524	61,577	77,501

ROUTE 20

Route 20 is the second most used route in the PCT network and the recommended service changes for the route reflect the public's desire for increased service. Route 20 also experiences operational issues due to the length of the route as well as the tight scheduled running times of 60 minutes in each direction. The public has also expressed a desire for increased transit access in the west Rocklin area. To address the need for more service and to improve reliability for customers, Route 20 recommendations are to:

- Split the route at the Roseville Galleria into an east route between the Roseville Galleria and Sierra College and a west route between the Roseville Galleria and the park-and-ride lot in Lincoln on Industrial Avenue just south of SR 65.
- Increase weekday headways from 60 minutes to 30 minutes from 12:00 PM to 6:00 PM on both segments of the split Route 20 since ridership is higher in the afternoon than in the morning.⁵

The west route would increase service coverage in west Rocklin, including serving Rocklin High School, without a significant increase in operating costs. All trips on the west route are recommended to end at the park-and-ride lot and existing trips to 3rd Street and F Street would no longer be served by this route. The loop on the east route would increase service coverage for residents to access shopping and other activities in east Rocklin (i.e., Safeway, Walmart, Rocklin Commons, and Rocklin Crossings). Figure 9 shows the recommended route alignments.

The increased frequency on both segments of the split Route 20 will result in added operating costs, although frequency improvements on the Roseville Galleria to Lincoln segment is expected to result in higher ridership compared to the recommended addition of frequency for the Roseville Galleria to Sierra College segment. Table 13 shows the estimated cost and ridership impacts of the changes.

WEST ROUTE: ROSEVILLE GALLERIA TO LINCOLN

Splitting the route at the Roseville Galleria and expanding coverage in west Rocklin to serve more residents and trip generators will improve access and increase ridership. Route 20 between the Roseville Galleria and Lincoln would be realigned to travel in both directions starting from the Roseville Galleria along Roseville Parkway to Pleasant Grove Boulevard/Park Drive followed by Stanford Ranch Road before resuming the current Route 20 alignment along Sunset Boulevard. This routing would serve Rocklin High School, the Villas at Stanford Ranch, Atria Rocklin Senior Assisted Living, and the Villa Serena Apartments. Two current Route 20 stops along Sunset Boulevard (Blue Oaks Boulevard and West Oaks Boulevard), which have extremely low average weekday boardings, would be discontinued. Stops near the Park Drive and West Stanford Ranch Road intersections would need to be moved to other portions of the intersections to accommodate turns for the new routing. Apartment complexes along this stretch of Sunset Boulevard include the Meridian, Sunset Summit, and the Oaks at Sunset. While these complexes will no longer be directly served by fixed route service immediately on Sunset Boulevard, they are still within approximately one-half mile of the recommended bus stops at Park Drive and Sunset Boulevard and would have access to the Rocklin/Loomis Dial-A-Ride service.

The proposed RapidLink pilot project is expected to end at the park-and-ride lot on Industrial Avenue. Ending Route 20 at the park-and-ride lot instead of the Twelve Bridges Library will allow for connections to the

⁵ At its September 25th, 2024, meeting, the PCTPA Board approved a motion to the resolution accepting the COA that removes the Route 20 frequency improvements from the recommendation. See Appendix 4 for more information.

realigned Route 70 which would continue to serve the Twelve Bridges area along with the Lincoln Dial-A-Ride. Route 20 will also connect with RapidLink at the Roseville Galleria.

EAST ROUTE: ROSEVILLE GALLERIA TO SIERRA COLLEGE

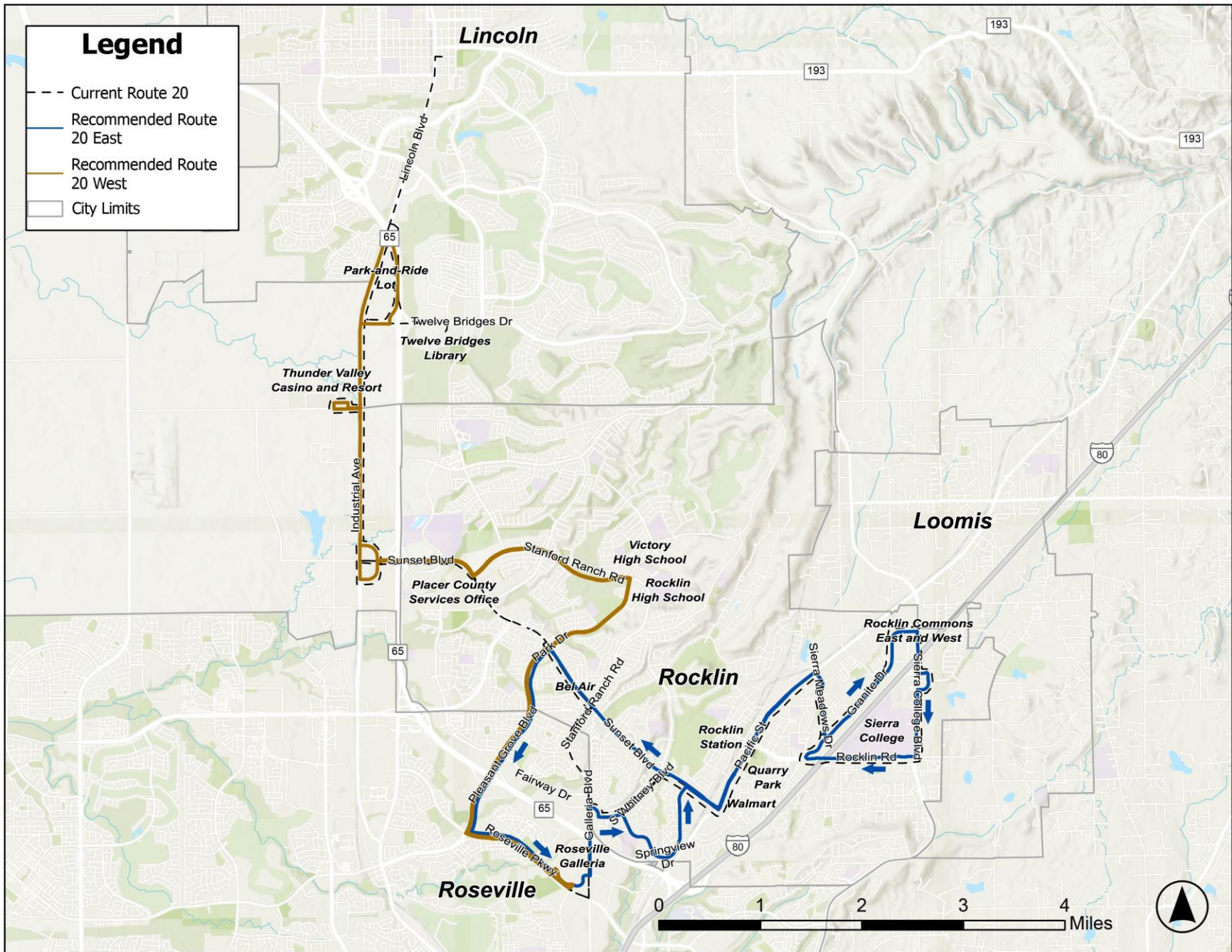
The east route would follow the existing routing east of Sunset Boulevard and Springview Drive. The routing west of Sunset Boulevard and Springview Drive would operate as a counterclockwise loop via Sunset Boulevard, Park Drive/Pleasant Grove Boulevard, Roseville Parkway, the Roseville Galleria, Galleria Boulevard/Stanford Ranch Road, South Whitney Parkway, and Springview Drive back to Sunset Boulevard where it would resume the existing Route 20 alignment to Sierra College.

Table 13: Route 20 Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Split Route at the Roseville Galleria and Realign Routing to Expand Service Coverage in West Rocklin	\$1,543,487	\$1,602,626	57,247	69,054
Improve Headways from 60 Minutes to 30 Minutes Weekdays between 12:00 PM and 6:00 PM on West Route (Roseville Galleria to Lincoln)	\$1,602,626*	\$1,952,494	69,054*	91,816
Improve Headways from 60 Minutes to 30 Minutes Weekdays between 12:00 PM and 6:00 PM on East Route (Roseville Galleria to Sierra College)	\$1,602,626*	\$1,889,219	69,054*	76,804
Total	\$1,543,487	\$2,239,087	57,247	99,566

*Annual operating cost and boardings assumes the route is split at the Roseville Galleria and realigned.

Figure 9: Route 20 Recommended Service Changes Map



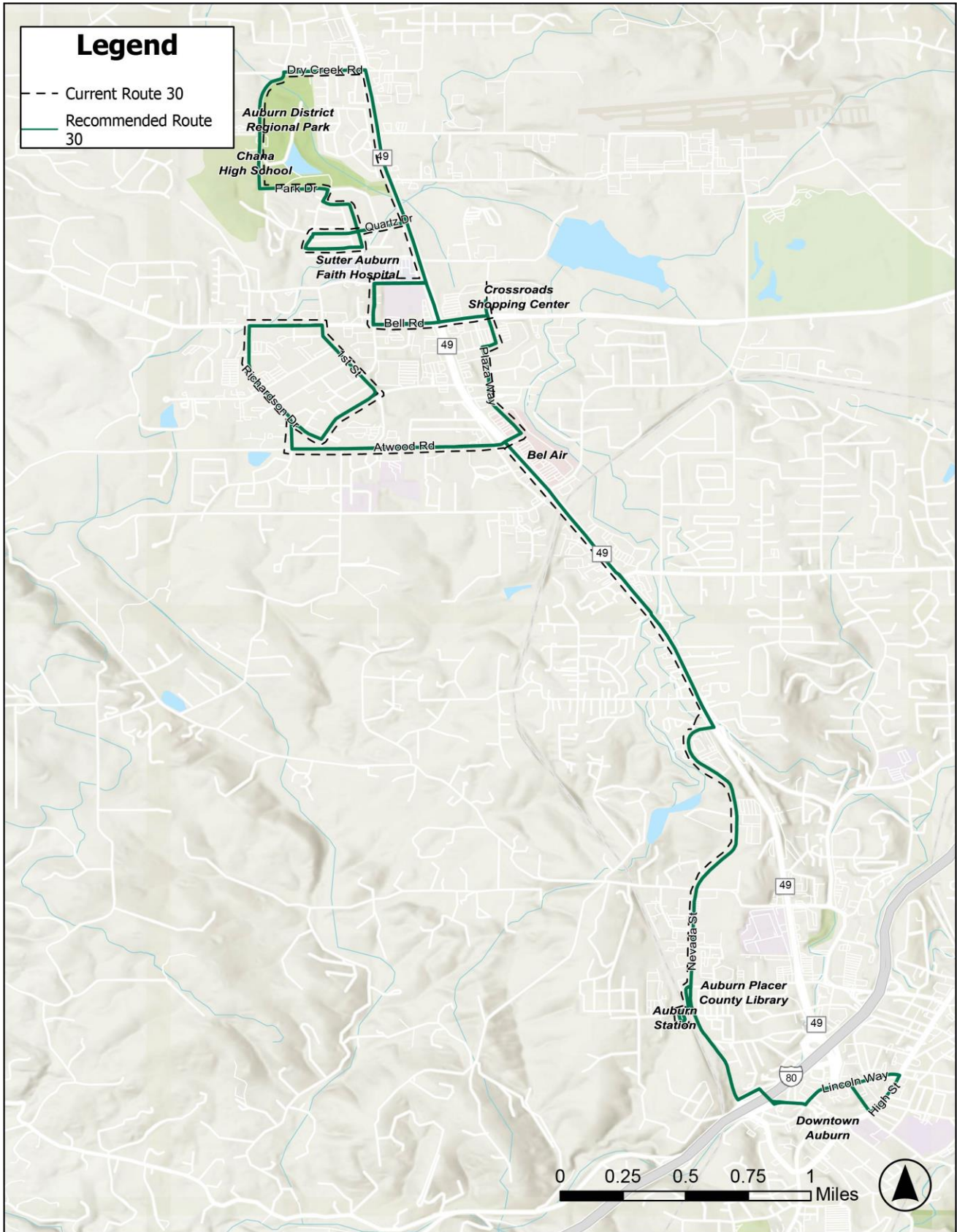
ROUTE 30

Route 30 is the only fixed route operating in the Auburn area. The route currently provides service north of I-80, with the Auburn/Highway 49 Dial-A-Ride and Auburn OnDemand services providing access for the rest of the population within the city limits. To expand fixed route coverage in this area, Route 30 is recommended to extend from its current southern terminal at Auburn Station to downtown Auburn south of I-80. This will provide fixed route service to more residents that currently only have access to on-demand services that may be more expensive. Operational issues will need to be addressed if this change is implemented, including operating along narrow streets and providing appropriate space for layovers. Similarly, this change could be implemented in a phased approach coordinated with recommended service changes to the Auburn/Highway 49 Dial-A-Ride and Auburn OnDemand services explained later in this section. Table 14 shows the estimated cost and ridership impacts of the changes, while Figure 10 shows the recommended route alignment.

Table 14: Route 30 Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Extend Route from Auburn Station to Downtown Auburn	\$1,144,923	\$1,181,998	30,324	35,709
Total	\$1,144,923	\$1,181,998	30,324	35,709

Figure 10: Route 30 Recommended Service Changes Map



ROUTE 40

Route 40 provides fixed route service in the more rural portion of the study area between Alta and Auburn. Due to its coverage area, ridership on the route is low compared to other fixed routes in the network. The current schedule also impedes potential ridership. For example, someone riding the 8:00 AM bus from Alta cannot return to their origin on Route 40 until the 3:15 PM trip from Auburn. To make the route more conducive to local trips, Route 40 is recommended to add a round trip. Table 15 shows the estimated cost and ridership impacts of the changes.

Table 15: Route 40 Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Add One Round Trip	\$344,080	\$420,650	3,014	4,031
Total	\$344,080	\$420,650	3,014	4,031

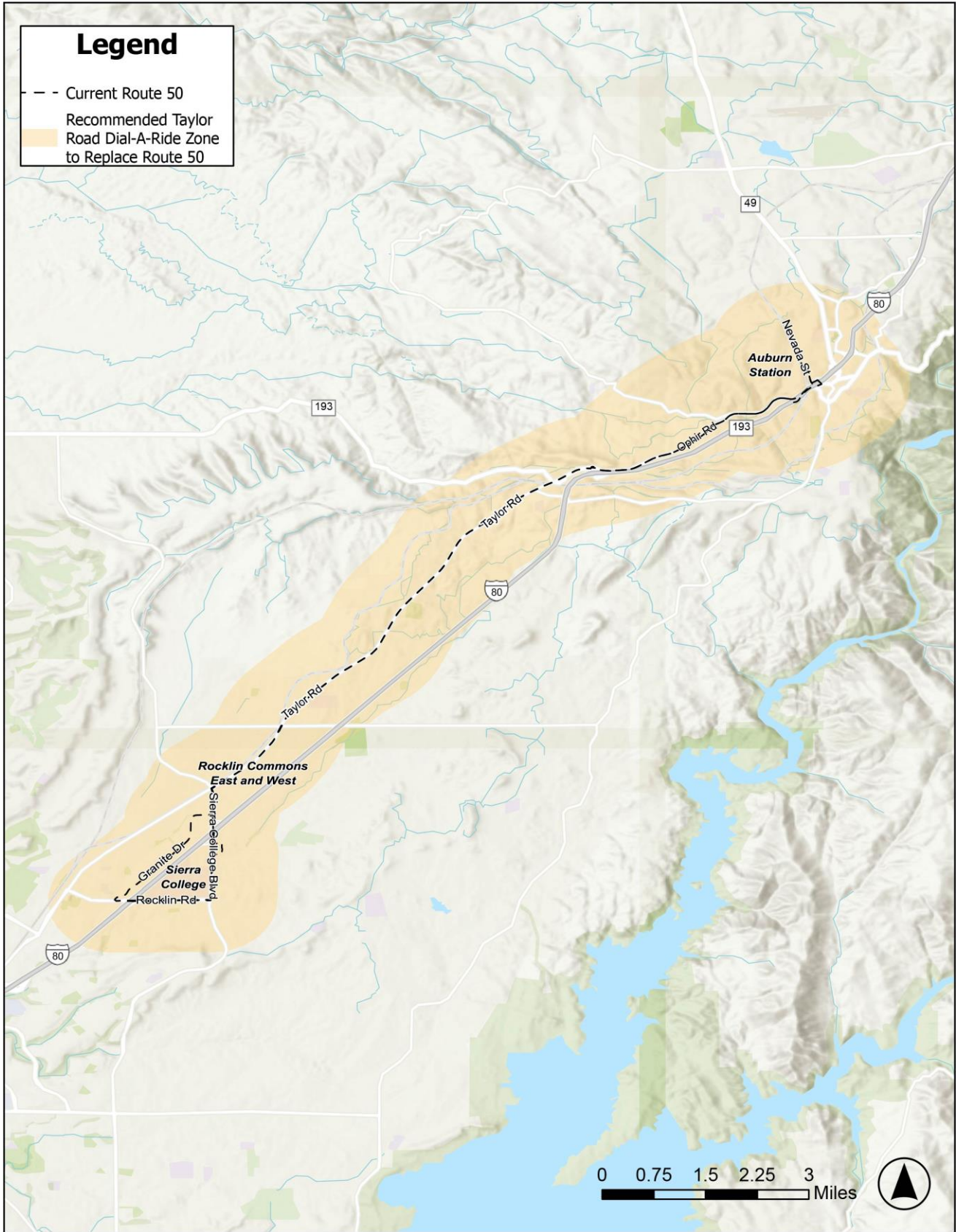
ROUTE 50

Route 50 provides transit access to a more rural area of the study area between Sierra College and Auburn. The route is the second least used route in the network and has the highest operating cost per boarding in the network. Due to the low performance and productivity of the route, recommended service changes are focused on redistributing resources from this route to other services in the network that experience higher ridership. The first change includes converting the route to a Dial-A-Ride zone. The route currently deviates up to three-quarters of a mile off its route to serve riders and the Dial-A-Ride zone would operate within that area. The second change includes reducing the weekday service span from 12 hours to 9.5 hours due to very low ridership on the first and last weekday round trips. Lastly, Route 50 is also recommended to discontinue Saturday service due to similarly low levels of ridership. Table 16 shows the estimated cost and ridership impacts of the changes, while Figure 11 shows the recommended Dial-A-Ride zone.

Table 16: Route 50 Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Convert Route and Deviation Area to a Dial-A-Ride Zone	\$569,995	\$569,995	3,798	3,798
Reduce Weekday Dial-A-Ride Service Span from 12 Hours to 9.5 Hours	\$569,995	\$525,093	3,798	3,545
Discontinue Saturday Service	\$569,995	\$550,383	3,798	3,538
Total	\$569,995	\$505,481	3,798	3,285

Figure 11: Recommended Taylor Road Dial-A-Ride Zone to Replace Route 50



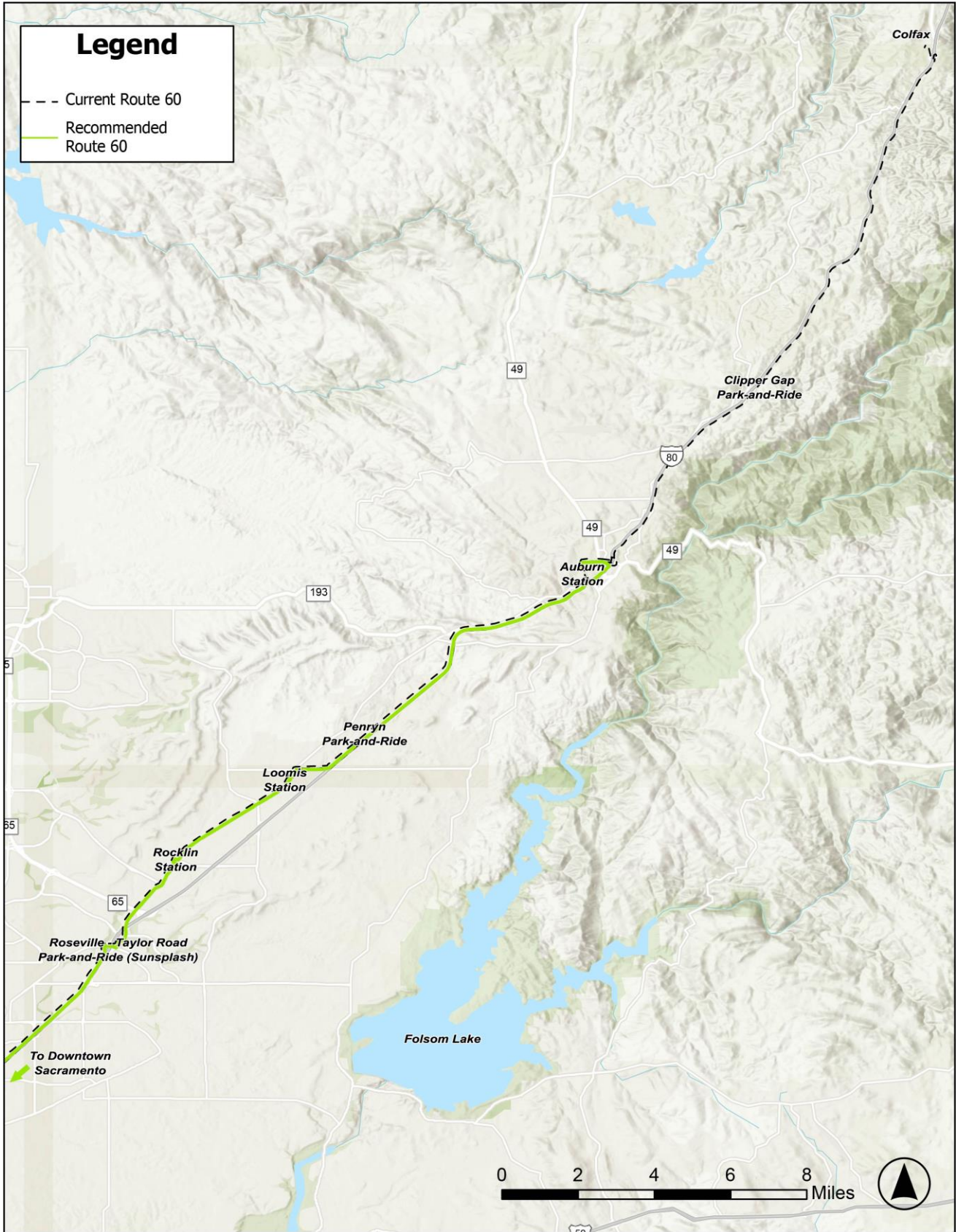
ROUTE 60

Route 60 is the longest route in the network providing service between Colfax and downtown Sacramento. The route is specifically designed and operated to transport commuters between Placer County and downtown Sacramento. This route has been impacted by the pandemic-related impacts on travel patterns and increase in work-from-home allowances from employers. Due to the low ridership and high operating cost of the service, Route 60 is recommended to redistribute resources to other services in the network that focus more on local trips. Two changes are recommended for Route 60. First, due to significantly low ridership, the portion of the route between Auburn and Colfax would no longer be provided. Route 40, which is recommended to add an additional round trip, would continue to operate between Auburn and Colfax. The second change is to reduce one full route trip in each direction due to low ridership. These changes should be revisited closer to implementation of the new network to account for potential increases in demand for the service based on increases in return to office trip patterns. Table 17 shows the estimated cost and ridership impacts of the changes, while Figure 12 shows the recommended route alignment.

Table 17: Route 60 Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Discontinue Route Between Auburn and Colfax	\$593,123	\$503,502	11,037	10,848
Discontinue One Round Trip	\$593,123	\$412,047	11,037	8,317
Total	\$593,123	\$322,426	11,037	8,128

Figure 12: Route 60 Recommended Service Changes Map



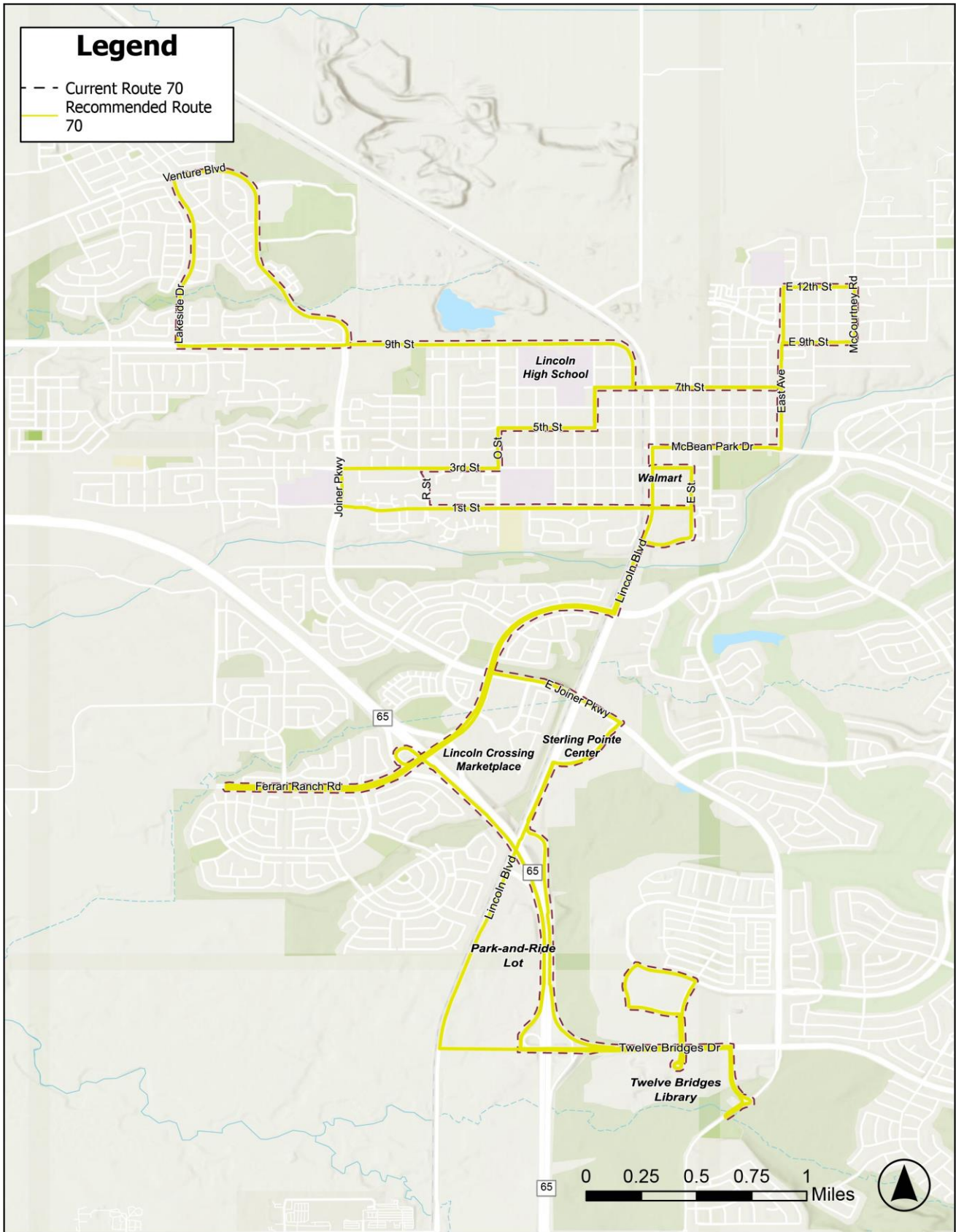
ROUTE 70

Route 70 is a circulator route that provides local service within the City of Lincoln. The route is circuitous and provides adequate coverage for Lincoln residents. The route also provides service to a number of students in Lincoln. Modest recommended service changes are included for this route, including extending the route from Twelve Bridges Library to the park-and-ride lot on Industrial Avenue to provide connections to the RapidLink pilot project and recommended route alignment for the western portion of Route 20 described earlier in this section. The other change is to extend the route along 1st Street in downtown Lincoln to Joiner Parkway before reconnecting with the current alignment along 3rd Street. Service to the current stop at R Street and Shamrock Court (between 1st Street and 3rd Street) would be discontinued. Table 18 shows the estimated cost and ridership impacts of the changes, while Figure 13 shows the recommended route alignment.

Table 18: Route 70 Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Extend Route along 1 st Street to Joiner Parkway and from Twelve Bridges to the Park-and-Ride Lot on Industrial Avenue	\$629,512	\$642,309	16,007	17,150
Total	\$629,512	\$642,309	16,007	17,150

Figure 13: Route 70 Recommended Service Changes Map



ROUTE 80

Route 80 is a unique service in the network. It currently operates along a similar alignment as Route 70 and only provides a trip in the morning and afternoon. Ridership is very high for these trips and the majority of riders are students. Due to the specific function of the route, no recommended service changes are included for this route.

AUBURN/HIGHWAY 49 DIAL-A-RIDE AND AUBURN ONDEMAND

PCT's Auburn/Highway 49 Dial-A-Ride provides on-demand service within the Auburn area. Auburn OnDemand is operated by Auburn Transit and provides riders with on-demand service to anywhere within Auburn city limits as well as some parts of surrounding Placer County. The overlapping service areas can be confusing for both operators and riders of each service. Recommended service changes include coordinating with Auburn OnDemand on the following items:

- Clearly convey service area boundaries to the public and limit trips to points within each service's respective boundary.
- Identify connection hubs where riders can transfer between the two services or fixed routes.
- Coordinate the apps used by each service or use the same app so that riders are aware of the availability of each service.

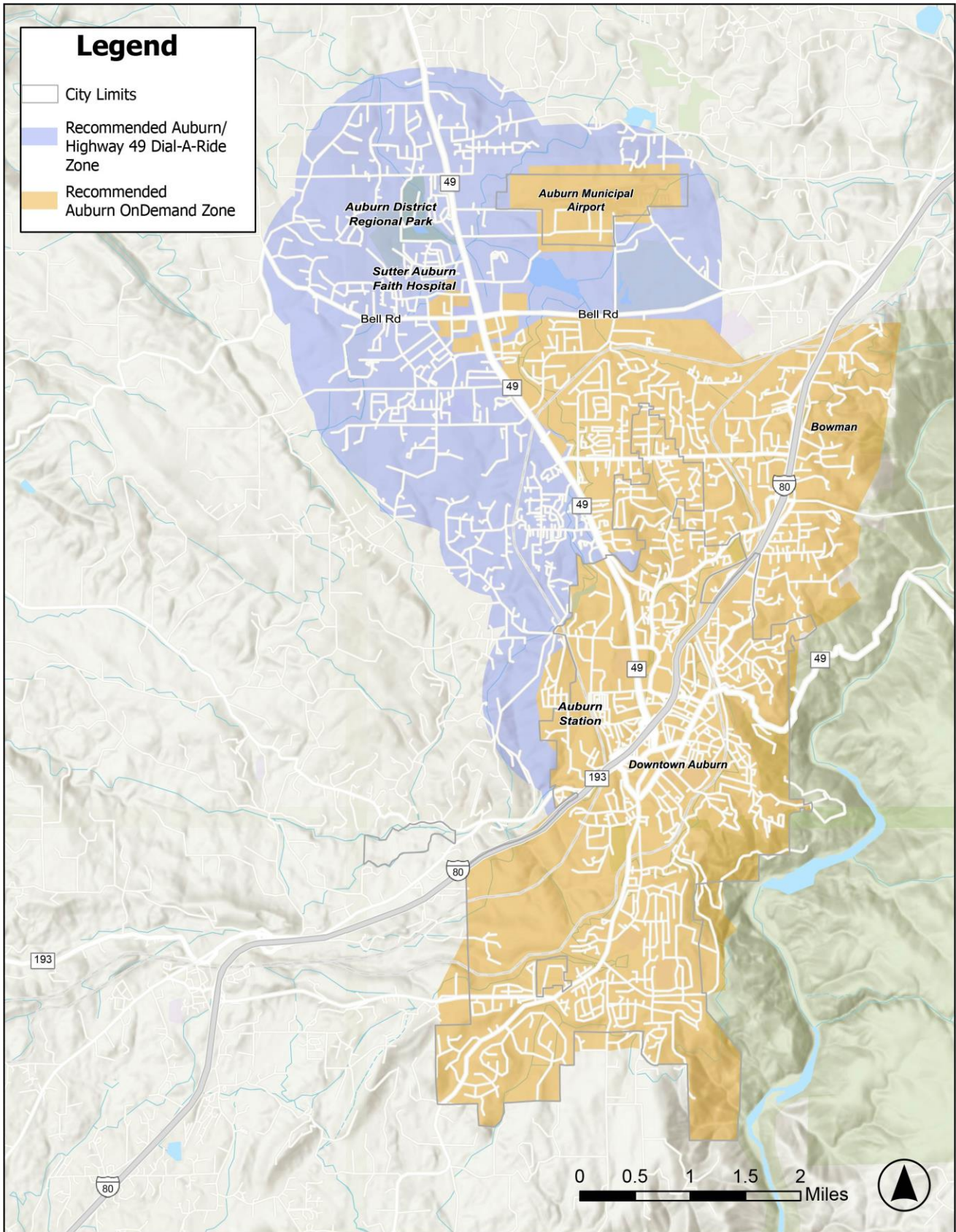
A second change is to align span of service more closely on the two services by reducing the lower ridership late night service on Auburn OnDemand. The current Auburn OnDemand service span is from 6:00 AM to 8:00 PM, Monday to Thursday, with later service until 11:00 PM on Friday and Saturday. Ridership effectiveness is low during the extended night hours on Friday and Saturday, averaging 1.1 boardings per hour compared to a range of 2.1 to 6.6 boardings per hour from 6:00 AM to 7:00 PM. Ridership is also low during the last evening hour Monday to Thursday (7:00 PM to 8:00 PM), averaging just over two boardings. The recommended service span for Auburn OnDemand is from 6:00 AM to 7:00 PM Monday to Friday and 8:00 AM to 5:00 PM on Saturday.

A third recommended service change is to expand the Auburn OnDemand service area to include the Bowman area to respond to public desires. Table 19 shows the estimated cost and ridership impacts of the changes and Figure 14 shows the recommended areas for each service.

Table 19: Auburn/Highway 49 Dial-A-Ride and Auburn OnDemand Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Coordinate Services; Reduce Service Span to be 6:00 AM to 7:00 PM Monday to Friday and 8:00 AM to 5:00 PM on Saturday	\$806,667	\$772,697	8,839	8,049
Expand Service to Bowman Area	\$806,667	\$823,421	8,839	10,357
Total	\$806,667	\$789,451	8,839	9,567

Figure 14: Auburn/Highway 49 Dial-A-Ride and Auburn OnDemand Recommended Service Changes Map



It is recommended that the Auburn Loop service not be restored given the current performance of the Auburn OnDemand service and the further productivity enhancements expected to result from the recommendations above. Ridership in FY 2022-2023 is slightly above pre-pandemic numbers from FY 2019-2020. Cost per boarding and cost per service hour are significantly lower for the Auburn OnDemand service.

Similarly, given the low ridership to the Confluence trailhead (effectiveness of less than 0.6 boardings per vehicle service hour), it is recommended that service to the Confluence trailhead be discontinued. Auburn OnDemand service to the trailhead has not generated ridership and delays due to congestion near the trailhead could negatively affect the wait time for other Auburn OnDemand trips (i.e., trips to work or medical appointments).

GRANITE BAY DIAL-A-RIDE

The Granite Bay Dial-A-Ride service is the lowest performing service in the network. There are several components contributing to this, including a schedule that includes two two-hour service periods that makes it difficult for riders to access the service for their trip purposes. Weekday trip patterns for all travel modes indicate that trips within Granite Bay and to and from the eastern Roseville area represent the largest volumes of intra-Placer County trips. Due to the potential for better connections to Roseville for this service, PCTPA is coordinating with Roseville Transit to gauge the feasibility of expanding their Arrow service to provide access in the Granite Bay area. These conversations are ongoing and the recommended service changes focus on continuing that dialogue to determine a potential cost agreement between PCTPA and Roseville Transit. Another change is to convert the two service periods into one midday period in response to the public’s desire for a more seamless service window. Table 20 shows the estimated cost and ridership impacts of the changes.

Table 20: Granite Bay Dial-A-Ride Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Discuss with Roseville Transit Potential Expanded Arrow Service through Cost Agreement	\$23,446	\$23,446	146	146
Convert Service Span to One Midday Period	\$23,446	\$23,446	146	146
Total	\$23,446	\$23,446	146	146

LINCOLN DIAL-A-RIDE

In addition to Route 70 and Route 80, Lincoln Dial-A-Ride provides service within Lincoln city limits. Despite the service ranking slightly below average in terms of cost and ridership, it provides important overflow coverage for students that may not be able to access Route 70 and Route 80. The recommended service

change for this zone includes adding four weekday vehicle service hours to account for additional demand for service within the city. Table 21 shows the estimated cost and ridership impacts of the changes.

Table 21: Lincoln Dial-A-Ride Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Add Weekday Vehicle Service Hours	\$498,621	\$604,122	5,245	6,763
Total	\$498,621	\$604,122	5,245	6,763

ROCKLIN/LOOMIS DIAL-A-RIDE

The Rocklin/Loomis Dial-A-Ride zone provides on-demand service in the areas covering the City of Rocklin and Town of Loomis. The service performs slightly below the average cost and ridership numbers for the network’s on-demand services, however there are no recommended service changes for this service since it currently meets the public’s needs.

SERVICE TO OTHER AREAS

As mentioned earlier in this document, there are some future developments coming on-line in western Placer County that may warrant transit service. These include the Placer One and Placer Vineyards and Cook-Riolo/Vineyard Corridor areas. Service to these areas could be provided by expanding Roseville Transit’s Arrow service under a cost agreement with Placer County. The feasibility of this will continue to be discussed between the two agencies.

KEY TAKEAWAYS

- The recommended service plan includes changes to improve the network.
- The recommended service changes include estimates of cost and ridership impacts.

NETWORK COORDINATION GUIDELINES

Transit travel that requires riding more than one bus system can become confusing, cost more, and deter someone from choosing transit to complete their trip. Coordination strategies such as shared fare media/fare structure, universal trip planning tools/customer information, and joint marketing/branding provide a more seamless experience even though each system retains autonomy for planning, financing, and operations.

This section discusses existing coordination efforts in western Placer County, reviews coordination strategies employed in other jurisdictions, and suggests enhanced coordination strategies that could benefit western Placer County.

EXISTING COORDINATION EFFORTS

PCTPA is the Regional Transportation Planning Agency (RTPA) for Placer County (not including the portion of the county within the Tahoe Basin). As the RTPA, PCTPA allocates TDA funds to the transit operators within its jurisdiction. PCTPA has a Memorandum of Understanding (MOU) with SACOG, which coordinates federal transportation planning and programming between the two entities. PCTPA convenes the Transit Operators Working Group (TOWG) which includes PCT, Roseville Transit, and Auburn Transit, PCTPA's member jurisdictional agencies, and other social service transportation providers and stakeholders. The TOWG coordinates transit service planning efforts, transit funding allocations, and compliance with state and federal regulations, as well as provides a general forum to help address transit service issues and needs.

The WPCTSA was developed through a Joint Powers Agreement (JPA) between Placer County, City of Roseville, City of Lincoln, City of Auburn, City of Colfax, and City of Rocklin to provide transportation solutions for low income, elderly, and disabled residents of western Placer County. PCTPA administers the WPCTSA, which is the designated Consolidated Transportation Services Agency and receives 4.5% of TDA funds to implement programs that provide solutions for passengers unable to access medical appointments or other essential needs via public transit. The WPCTSA also provides the South Placer Transit Information Center, South Placer Transit Information website, and transit training and educational outreach activities to promote the region's transportation services and programs.

COORDINATION STRATEGIES IN OTHER JURISDICTIONS

NORTHWEST OREGON TRANSIT ALLIANCE (NWOTA)

NWOTA started in 2010, as an intergovernmental agreement among five transit agencies. The NWOTA Board of Commissioners is composed of representatives from each transit agency. Its mission is to improve transit connections between communities and share resources to improve cost effectiveness. Each transit operator still maintains autonomy in day-to-day operations and finances. Services are branded under the heading "Northwest (NW) Connector" and a single website provides regional trip planning resources. On the NW Connector website, users can plan their trip anywhere within the five transit provider areas using the trip planning tool on the home page.

Fare rates vary between services and can be found on each of the individual provider's pages within the NW Connector website. All five agencies use Token Transit to provide fare purchasing consistency. A visitor pass is available for regional trips between agencies.

The agencies also use one General Transit Feed Specification management software and interactive mapping tool. Swiftly software is used to provide real-time information for passengers.

Other branding and marketing strategies include the placement of the NW Connector logo on the buses, bus stops, and transit centers for each transit agency. While each transit agency bus still has their unique logo and bus wrap, the NW Connector logo has simply been added to their existing branding.

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)

The Vamos Mobility is a smart phone app created by SJCOG for integrated trip planning among six transit agencies in San Joaquin County. It also provides trip planning information for other types of transportation services including rail, bicycle sharing, and electric car shares. All transit agencies use EZHub fare payments for all portions of their travel.

TAHOE TRUCKEE AREA REGIONAL TRANSIT (TART)

TART is an example of two separate agencies operating under one brand since 2015. TART is the service operated by both Placer County and the Town of Truckee in the North Tahoe/Truckee area. New branding was placed on bus stop signs, buses, the website, the online bus tracking software, and other printed materials. A single phone number is used for both systems. Placer County and the Town of Truckee include their agency name on their own buses and bus stop signs. Both agencies continue to operate and manage their systems separately.

ENHANCED COORDINATION STRATEGIES

Based on a review of current network coordination strategies in western Placer County and other regions, the following strategies should be considered further by PCTPA and the transit operators as part of the SRTP.

REGIONAL TRANSIT BRAND

Similar to the NW Connector, transit operators in western Placer County should consider creating a regional brand and logo that supplements each individual agency's branding. The logo could be on bus stops, transit vehicles, and public information. The South Placer Transit Info website could be rebranded with the new name/logo and could include a trip planning tool and protocols for website update established.

TECHNOLOGY

Using the same mobile application-based (on-demand) technology platform and customer interface for accessing on-demand service technology (and app to be downloaded) is important for providing a seamless experience for the passenger. Using the same technology could also bring uniform data reporting for each transit operator, as well as economies of scale for procurement. Recently, Auburn Transit switched to the same on-demand app technology as Auburn Transit, PCT, and Roseville Transit. Efforts should be made to procure the same on-demand technology when contracts need to be renewed. This also could apply to other software and technology such as open-source electronic fare payment devices and software, automatic vehicle locators, automatic passenger counters, and on-board cameras. It is important for the south Placer region's transit operators to continue to coordinate planning for zero-emission vehicle infrastructure as fleets transition to zero-emission and as technology progresses.

JPA

PCT should consult with legal counsel to discuss the option of establishing a JPA or MOU with the jurisdictions, Roseville Transit and Auburn Transit. The agreement could clarify roles and responsibilities for coordination strategies such as a regional branding and trip planning, joint procurement and continued

maintenance of technology, fare collection technology and fare capping, as well as maintenance and improvement to shared capital facilities such as regional transfer points.

SHORT-RANGE TRANSIT PLAN (SRTP)

Upon adoption of the COA by the PCTPA Board of Directors, a SRTP will be developed for western Placer County addressing services provided by Auburn Transit, PCT, Roseville Transit, and the WPCTSA. The SRTP will build upon the recommended service plan in this document and incorporate results from Roseville Transit's COA. It will include a single implementation plan to guide each individual transit agency's investments over the next five years (2025 to 2030) and ensure that those improvements are consistent with an overall strategy that has been developed through a collaborative process. The SRTP will also include a discussion of key strategic items from 2031 to 2035.

Key components of the SRTP are planned to include:

- Recommended service changes from the COA.
- Capital requirements based on COA recommendations including fleet needs (i.e., fleet replacement, expansion, and mix), customer facilities (i.e., stops and transit centers), operational capital facilities (i.e., maintenance facilities, equipment, and/or electric charging or other zero-emission technology fueling infrastructure to address zero-emission service requirements).
- Marketing plan for partnerships and fare programs.
- Financial forecasts to estimate operating revenue by source (i.e., taxes, grants, and fares) and operating expenses based on the above items.
- Implementation and integration plan to coordinate each agency's changes (i.e., design and timing of complementary service changes and new customer facilities) and to improve interagency cooperation (i.e., coordinated timetables, transfer times, key transfer locations, service changes, online trip planning tools, and complementary branding/messaging among transit agency's information and collateral).

APPENDIX 1: TECHNICAL ADVISORY COMMITTEE PARTICIPANT ORGANIZATIONS

- Auburn Transit
- City of Colfax
- City of Lincoln
- City of Rocklin
- City of Roseville
- Town of Loomis
- MV Transportation
- PCTPA Social Services Transportation Advisory Council
- Placer County Office of Education
- Placer County
- Placer County Health and Human Services
- Placer County Mental Health Services
- PCT
- Placer Independent Resource Services
- Residents of Rocklin and Roseville
- Seniors First

APPENDIX 2: DRAFT COMPREHENSIVE OPERATIONAL ANALYSIS PUBLIC COMMENTS

The draft COA was circulated for review and public comment from July 22nd through August 16th. The public was asked to provide comments through an online form via Survey Monkey and two virtual workshops held on August 1st, 2024. Six comments were received through the online form and there were 17 participants at the virtual meetings. The following presents a summary of all comments received on the draft COA.

ONLINE FORM

A short online form was developed to allow the public to submit comments on the draft COA. The form asked respondents for their zip code and provided an open-ended comment box for their comments. A total of six comments were submitted, with four responding they lived in the 95650-zip code, which covers Loomis, one responding they lived in the 95658-zip code, which encompasses the Gold Hill/Newcastle/Virginiatown areas, and one responding they lived at the 95648-zip code, which covers Lincoln.

SUMMARY OF COMMENTS

- For Route 20, maintain the Twelve Bridges bus stop off of SR 65 in Lincoln and add a bus stop to a park and ride in the Lincoln area to support future development and make transit more attractive to a wider variety of potential passengers.
- Recommend developing Capital Corridor passenger rail service along SR 65 to meet future demand from anticipated population growth in that area.
- More service is desired going to/from Sacramento County and Placer County, as many respondents must commute from more affordable areas to where they work.
- The prevalence of e-bikes may encourage more active transportation planning to enable people who are commuting via transit to use safe bike routes instead.
- Develop services to areas that have been approved for high-density affordable housing.
- One respondent commented they were interested in the Route 50 Taylor Road Shuttle, but the current schedule is inconvenient for them, as the bus arrives at Auburn Station too late to catch the train into downtown Sacramento, and that the last train back arrived too late to take the shuttle back. They think that transit may take longer to reach their destination.

VIRTUAL MEETINGS

Two virtual meetings were held on August 1st, 2024, with one during the midday and one in the evening. At these meetings, the project team presented the draft COA and provided participants with the opportunity to ask questions.

At the midday meeting, a total of nine participants attended the meeting and six participants asked questions or provided feedback. At the evening meeting, a total of eight participants attended and one participant asked questions about the proposed plan.

SUMMARY OF COMMENTS

- One respondent appreciated the extension of transit services to downtown Auburn and expanded hours of operation.
- Concerns were noted about the deterioration of sidewalks on specific streets and roads reducing Americans with Disabilities Act (ADA) accessibility (specifically Atwood Road). The response from the project team was that infrastructure is handled by local jurisdictions, but future efforts are planned to look at bus stops to determine accessibility and recommend improvements for each jurisdiction to consider.
- Roseville commuter service was recommended to extend south to west Rocklin.
- Improvements to the maps shown were recommended, including outlining the city boundaries and directional arrows to show the route alignment.
- The schedule for Route 10 and Route 60 was asked to be verified as what is listed in the report may not match the actual current schedule.
- RapidLink stops were clarified including those at the west and south parts of the proposed route.
- Long one-way loops were suggested to be minimized to reduce travel times and make the service competitive with regular automobile trip times.
- Service to Springview Drive was asked to be reconsidered as serving the area with a loop may create more issues and negate the positive of providing service to this area.
- The proposed changes to Route 20 were asked to be reconsidered since they may add unnecessary travel time between east and west Rocklin when traveling to the Roseville Galleria.
- Adding service to the Fairway Drive/Lonetree Boulevard retail corridor was requested to bring riders to stores and restaurants that are currently not being served at all or not served well by transit.
- Eliminating Route 60 and coordinating with Roseville commuter service was requested, as commuter riders are willing to pay higher fares for direct and fast service.

QUESTIONS FROM THE ATTENDEES

- Are there any changes to transit operator policy for mobility devices like wheelchairs and motorized scooters?
 - Response: This question is a general policy question that will be relayed to PCT administrative staff to review and respond to.
- Are improvements to bus stops and sidewalks planned?
 - Response: WPCTSA will be looking at which stops need improvements/additional pedestrian amenities that will help support ridership in the next year.
- Would the plan reduce service to Newcastle?
 - Response: Service will continue to be provided but will change from a deviated fixed route service to a Dial-A-Ride service instead, with the Dial-A-Ride service available in the current Route 50 deviation area.

- Will the Dial-A-Ride on Taylor Street be used to Auburn Station to catch the Capitol Corridor Train?
 - Response: Yes, the Taylor Road Dial-A-Ride can be used to access Capitol Corridor at Auburn Station and Rocklin Station
- Will there be a marketing plan to publicize the changes to transit service to the general public?
 - Response: The SRTP will explore marketing strategies to bring awareness to the public for any changes.
- Are nighttime routes to serve the Golden One Center and Thunder Valley Casino and Resort being considered?
 - Response: Roseville does offer a gameday express, but overall demand is not high enough to warrant service investment, given fiscal constraints.
- Are there plans to run service seven days per week?
 - Response: There was not high enough Sunday ridership to justify service on that day, given fiscal constraints.
- Is RapidLink included as a part of the plan?
 - Response: RapidLink is a three-year, pilot project operated by Roseville Transit and is anticipated to launch in Spring 2025. The service will include stops serving the Roseville Galleria and hospitals and will operate every 30 minutes Monday to Friday. The project team is coordinating closely with Roseville Transit's service planning efforts to integrate connections between PCT's services and RapidLink.
- For Route 10, why is the schedule every 30 minutes from 9:00 AM to 12:00 PM instead of during rush hours in the morning and afternoon?
 - Response: The budget constrained the times of day serviced and that time frame had the highest ridership.

HOW PUBLIC COMMENTS WERE ADDRESSED

This section summarizes how several key comments from the public regarding the service plan were addressed. While no changes to the recommended service plan were made as a result of the final round of public outreach, the comments are helpful in terms of identifying longer-term service improvements and items to address in the SRTP such as customer information, marketing, transportation demand management, and capital improvements.

- Keep Route 20 at Twelve Bridges Library: The proposal to end Route 20 at the park-and-ride on Industrial Avenue instead of at Twelve Bridges Library would allow Route 20 to connect with the RapidLink pilot service, which is anticipated to terminate at the park-and-ride. Route 70 and the Lincoln Dial-A-Ride will continue to serve the Twelve Bridges Library area and the recommended service plan includes additional Lincoln Dial-A-Ride service. Rerouting Route 20 to the park-and-ride will also improve schedule reliability by removing the route from the traffic congestion around the Twelve Bridges Library area (especially at school bell times).
- Reconsider proposed Route 20 loop and revise existing loop to Sierra College: The intent of the proposed loop is to provide residents living along the loop (including those along Sunset Boulevard,

Park Drive, and Springview Drive) with access to shopping opportunities along Route 20 in East Rocklin (i.e., Walmart, Safeway, and Target). This proposed route structure responds to comments made by the TAC in June and collaboration with PCT, which provides service to Rocklin. A tradeoff for this new access is that residents on the loop heading to the Roseville Galleria (for their destination or transfer connections) will only have a good connection in one direction. Nevertheless, current ridership at stops along existing portions of Route 20 service within the proposed loop is low, and the number of passengers negatively impacted by the loop operation are anticipated to be low. Ultimately, a bi-directional through service between Lincoln and Rocklin, east of SR 65, would require a significant increase in operating costs, which does not appear to be initially reasonable within the next five years. However, should additional funding become available, this bi-directional service can be examined further.

- Add a route along Lonetree Boulevard and to other areas east of SR 65: Roseville Transit proposes to operate a fixed-route service (currently referred to as Route 5 in their draft COA service plan) along Fairway Drive between Stanford Ranch Road and Blue Oaks Boulevard. Additional fixed-route service east of SR 65, beyond what is proposed in this COA, requires additional operating costs and could be examined further in future short-range transit planning efforts. In the meantime, this area will still be served by the Rocklin/Loomis Dial-A-Ride general public on-demand service.
- Extend Roseville Transit commuter service to Rocklin: The COA considered extending Roseville commuter service to Rocklin, but that change is not proposed at this time. Roseville Transit's COA is proposing to streamline their commuter routes so that more commuter trips end at the Taylor Road Park-and-Ride. This proposal retains and enhances the potential for some trips to be extended to Rocklin. It is recommended that PCT monitor post-pandemic ridership recovery and the ridership response to Roseville Transit's revised commuter service when it is implemented.

APPENDIX 3: SEPTEMBER 5TH, 2024, TAC MEETING SUMMARY

At their September 5th, 2024, meeting, the TAC discussed the draft COA and concurred with presenting the COA to the PCTPA Board for acceptance. The following is a summary of TAC member comments:

- One TAC member, a citizen representative, expressed concern with several items including the large loop proposed for Route 20, the impacts of the RapidLink pilot on existing routes' ridership, the level of coordination with Roseville Transit's COA process, no service recommended along Lonetree Boulevard, and the importance of transportation demand management.
- A second citizen representative supported the overall plan, specifically the Route 20 proposal. She expressed concern with removing service from the Twelve Bridges area and emphasized the need to inform the public ahead of implementing the recommended service plan. She also indicated the need to anticipate increases in Dial-A-Ride demand, especially for ADA passengers.
- TAC members from Auburn Transit and PCT expressed support for the COA. A representative from Roseville Transit cited the coordination between the two COA efforts and indicated no concerns with the recommended service plan.
- A representative from the City of Lincoln mentioned concerns that implementing the recommended service plan would require an increase in operating cost to the City of Lincoln.

APPENDIX 4: SEPTEMBER 25TH, 2024, PCTPA BOARD MEETING SUMMARY

At the PCTPA Board of Directors meeting on September 25th, the Board approved a motion to accept the COA document as complete and support the recommended service changes for Auburn Transit and Placer County Transit, subject to agreement between the region’s transit operators and local jurisdictions receiving transit services, with the exception of excluding the recommended weekday frequency improvements on both segments of Route 20 from 60 minutes to 30 minutes between 12:00 PM and 6:00 PM. Removing the Route 20 frequency improvements results in an overall annual operating cost increase of about 2% instead of 8% (\$174,992 instead of \$811,453) and an annual ridership increase of 14% instead of 26% (282,211 instead of 312,722).

The Board’s action to not support the recommended Route 20 frequency improvements was due, in part, to the large increase in estimated operating costs needed to sustain the frequency improvements on Route 20, which was viewed by some on the Board as not feasible. That proposed service increase accounted for about three quarters of the recommended total increase in annual operating cost for the collective transportation network. The updated ridership and cost estimates for the new Route 20 recommended changes are shown in Table 22, Table 23, and Table 24.

Table 22: Updated Recommended Service Changes

Existing Service	Recommended Service Changes	Estimated Change in Annual Operating Cost	Estimated Change in Annual Boardings
Route 10	Improve Headways from 60 Minutes to 30 Minutes Weekdays between 9:00 AM and 12:00 PM	\$229,711	14,673
	Realign Westbound Routing to Serve Taylor Road Park and Ride and add Stops in Each Direction at the Park and Ride	\$6,626	1,251
Route 20	Split Route at the Roseville Galleria and Realign Routing to Expand Service Coverage in West Rocklin	\$59,139	11,807
Route 30	Extend Route from Auburn Station to Downtown Auburn	\$37,075	5,385
Route 40	Add One Round Trip	\$76,570	1,017
Route 50	Convert Route and Deviation Area to a Dial-A-Ride Zone	\$0	0
	Reduce Weekday Service Span from 12 Hours to 9.5 Hours	(\$44,902)	(253)
	Discontinue Saturday Service	(\$19,612)	(260)

Existing Service	Recommended Service Changes	Estimated Change in Annual Operating Cost	Estimated Change in Annual Boardings
Route 60	Discontinue Route between Auburn and Colfax	(\$89,621)	(189)
	Discontinue One Round Trip	(\$181,076)	(2,720)
Route 70	Extend Route along 1 st Street to Joiner Parkway and from Twelve Bridges to the Park-and-Ride Lot on Industrial Avenue	\$12,797	1,143
Route 80	None	\$0	0
Auburn/Highway 49 Dial-A-Ride and Auburn OnDemand	Coordinate PCT and Auburn Services; Reduce Auburn OnDemand Service Span to be 6:00 AM to 7:00 PM Monday to Friday and 8:00 AM to 5:00 PM on Saturday	(\$33,970)	(790)
	Expand Service to Bowman Area	\$16,754	1,518
Granite Bay Dial-A-Ride	Discuss with Roseville Transit Potential Expanded Arrow Service through Cost Agreement	\$0	0
	Convert Service Span to One Midday Period	\$0	0
Lincoln Dial-A-Ride	Add Weekday Vehicle Service Hours	\$105,501	1,518
Rocklin/Loomis Dial-A-Ride	None	\$0	0
Total Estimated Change		\$174,992	34,100

Table 23: Updated Recommended Service Plan Summary

FY 2022-2023 Operating Cost	Estimated Annual Operating Cost with the Recommended Service Plan	FY 2022-2023 Annual Boardings*	Estimated Annual Boardings with the Recommended Service Plan*
\$10,746,512	\$10,921,504	248,111	282,211

Table 24: Updated Route 20 Recommended Service Change Estimates

Recommended Service Change	FY 2022-2023 Annual Operating Cost	Estimated Annual Operating Cost with the Recommended Service Change	FY 2022-2023 Annual Boardings	Estimated Annual Boardings with the Recommended Service Change
Split Route at the Roseville Galleria and Realign Routing to Expand Service Coverage in West Rocklin	\$1,543,487	\$1,602,626	57,247	69,054
Total	\$1,543,487	\$1,602,626	57,247	69,054