

To meet the goals of the study, it is essential that the regulatory and institutional context of the study effort be fully documented. This section reviews pertinent documents and previous transit planning studies for western Placer County transit operators.

Auburn Transit Planning Studies

2011 Auburn Transit Short Range Transit Plan

The last SRTP for Auburn Transit was completed in 2011. The plan conducted a performance review, ride check analysis, and evaluated alternative scenarios. After reviewing a variety of alternatives which outlined different scenarios for different funding levels, a “preferred alternative” was developed that combines elements of the different alternatives evaluated. The service plan identified changes to the existing two route system to more effectively meet shifts in demographics and demand as well as to serve currently un-served trip generators. The two routes would be interlined operating on 60-minute headways from 6:00 AM to 8:00 PM.

Auburn Transit Triennial Performance Audit FY 2012/13 to FY 2014/15

Per the Transportation Development Act (TDA), which is the primary funding source for public transit in California, a performance audit must be conducted of each transit operator every three years. The most recent Triennial Performance Audit covered the years from Fiscal Year (FY) 2012-13 to FY 2014-15. Overall during the audit period, productivity (in-terms of passenger-trips per hour) stayed relatively steady during the audit period. Cost efficiency decreased slightly as did farebox ratio due to operating costs increasing more than ridership. The audit outlined the following recommendations:

- Document fare revenue reconciliation in the driver manifests
- Review opportunities for increasing local revenue to boost farebox recovery ratio such as revenue from advertisements. This is particularly important as farebox ratio dropped below the required 10 percent during this audit period.
- Calculate Full Time Equivalent Employee Hours according to TDA definitions

Roseville Transit Planning Studies

2011 Roseville Short Range Transit Plan

The prior Short Range Transit Plan for Roseville Transit was completed in 2011 but was not adopted by the City of Roseville. The plan identified two Alternative Plan Scenarios: a status

quo scenario with minor improvements (Alternative A) and scenario including additional operational and capital improvements to the existing transit network (Alternative B).

Alternative A represented a low-cost scenario recommending the implementation of minor operational and administrative enhancements to maximize the effectiveness of service within existing resources and included the following recommendations:

- Adjust wait/transfer times.
- Extend hours of operation.
- Modify operating schedules.
- Enhance connections with Placer County Transit
- Introduce “new route” policy.
- Conduct Park & Ride Feasibility study.
- Conduct Transfer Point Locational study.
- Conduct Service Optimization study.
- Conduct annual Community Survey.
- Enhance Route G connection to PCT Taylor Road Shuttle extension.
- Increase farebox recovery ratio standard.

Alternative B incorporated the recommendations made in Alternative A plus additional capital/infrastructure and schedule improvements:

- Establish new stops along Route S.
- Increase off-peak hour frequencies on select routes.
- Reduce Route G and I runs during the late afternoon.
- Assume operation of Placer County Transit Dial-A-Ride services.
- Expand service to new and existing developments.
- Consider Extending Service South Along the I-80 Corridor
- Include Louis Lane/Orlando Blvd stop as a West Roseville Shuttle stop.
- Modify Route M.
- Extend Route R.
- Introduce Western Roseville route.
- Enhance bus stop amenities and transfer points.

Roseville Transit Triennial Performance Audit FY 2012/13 to FY 2014/15

The most recent Triennial Performance Audit for Roseville Transit covered the years from Fiscal Year (FY) 2012-13 to FY 2014-15 and had the following recommendations:

- Recommendation 1: Ensure the timely completion and submittal of the annual State Controller Transit Operators Financial Transactions Reports.

- Recommendation 2: Ensure that Full-time Equivalent Employee hours are calculated properly.
- Recommendation 3 – Track and separate riders by passenger types for Dial-A-Ride (DAR) reports to determine if more riders could be encouraged to ride fixed route.

The audit also noted that operating cost per passenger increased by 13.5 percent during the audit period, with the majority of the increase occurring on the DAR. Similarly, passenger-trips per vehicle service hour increased significantly on commuter services, remained relatively flat on the local fixed routes and decreased on DAR.

Placer County Transit Planning Studies

2011 Placer County Transit Plan

The prior Short Range Transit Plan for Placer County Transit was completed in 2011 but was not adopted by the Placer County Board of Supervisors. The plan identified two Alternative Plan Scenarios: a status quo scenario with minor improvements (Alternative A) and scenario including additional operational and capital improvements to the existing transit network (Alternative B).

Alternative A included minor improvements to address community input:

- Develop a no-show and trip cancellation policy for dial-a-ride.
- Develop a College Transit Pass Program.
- Raise farebox recovery standard from 10 percent to 13.3 percent.
- Reduce number of time points published in transit schedule.
- Extend service hours on the Lincoln/Sierra College route.
- Seek grant funding to support service enhancements.

Alternative B added the following capital and schedule improvements to Alternative A:

- Convert Highway 49 Loop to on-call service.
- Reduce number of vehicles operating on Highway 49.
- Launch a “Foresthill deviated fixed-route” pilot program.
- Convert Rocklin DAR into a deviated fixed-route.
- Introduce commuter bus service along Highway 65 in Lincoln.
- Increase frequency on Auburn Light Rail service.
- Extend service hours on the Lincoln/Sierra College service.
- Extend Taylor Road Shuttle service to Sierra Gardens.
- Develop a route to/within Meadow Vista.
- Enhance Taylor Road Shuttle service by incorporating two round trips into the baseline schedule and formalizing the daily schedule.
- Develop a Highway 193 service

2011 Lincoln Short Range Transit Plan

Prior to 2015, the City of Lincoln operated transit service in the City. Therefore a separate SRTP was developed for Lincoln Transit, most recently in 2011. Recommendations were divided into a Reallocation and Growth Scenario. The Reallocation Scenario would add a fixed route with one route focusing on school trips and the other as a downtown circulator. Dial-A-Ride service was also recommended. The Growth Scenario went further to recommend two additional fixed routes along with an optional tripper to the Roseville Galleria.

Placer County Rural Transit Study, 2016

In 2016 PCTPA conducted a study regarding potential improvements in public transit services in rural western Placer County. The study reviewed the existing transit services, the needs for transit services in currently unserved and underserved rural areas, and assessed the feasibility of various strategies to expand services. One component of this study was to define performance standards specific to rural transit services and use these standards as performance measurement for alternatives.

The study recommended the following strategies to improving mobility for rural Placer County residents:

- Combined Sheridan/SR 193 Corridor Lifeline Service 1 Day per Week as a three year demonstration program with two round trips per day, one day per week.
- Foresthill lifeline service one day per week as a three year demonstration program.
- Shift the hours of the Alta/Colfax route to allow persons with a traditional work schedule to ride public transit to Auburn as well as provide rural residents requiring services in Auburn with a transit round trip option with a shorter layover time. The strategy would also add one mid-day round trip.
- Roseville Transit operates the Granite Bay DAR
- Conduct a more detailed service review of public transit in the greater Auburn area as there is service overlap between Auburn Transit and PCT.
- Expand PCT Vanpool Budget to Meet Rural Commuter Needs

These strategies as well as other alternatives considered will be revisited as part of this SRTP update.

Rocklin Community Transit Study 2014

PCTPA conducted a study regarding potential improvements in public transit services in Rocklin, California. Rocklin has grown in recent years and prior public input has indicated a need to serve more residential areas and some new commercial centers. The ultimate objective of this study was to determine if there was a need to modify existing transit services or to establish

new routes or services to better serve Rocklin residents. Additionally, the most recent Short Range Transit Plan for Placer County recommended a more detailed study of transit needs in the City of Rocklin and therefore did not identify specific recommendations for new service.

The study reviewed a variety of ways to serve the large residential neighborhoods not currently served by the PCT Lincoln-Sierra College Route but found them to not be cost effective. The study recommended realigning the Lincoln – Sierra College Route along Granite Drive to serve the Rocklin Crossings and Commons shopping centers. In addition, it recommended that the Taylor Road Shuttle be revised to serve the Rocklin Crossings and Rocklin Commons shopping centers during the layover at Sierra College.

Transit Master Plan for South Placer County (2007)

In light of anticipated growth in the southern portion of Placer County, PCTPA conducted a transit master planning process in 2007. The principal objectives of the plan was to examine all aspects of transit service delivery and prepare a consistent, coordinated vision for Placer County transit operators over the long term (2030 – 2040). By the horizon year, the plan assumes that annual vehicle miles and hours for South Placer County transit operators will increase by 190 percent.

The plan offered the following service recommendations by transit mode:

Local Fixed Route

- Provide a base backbone system with 30 or 60 minute headways.
- Where justified, provide greater frequencies during peak periods (15 minute headways).
- Provide a limited number of “express” routes to link specific pairs or groups of activity centers with limited stops in between.

Regional Fixed Route

- Identify and “brand” specific routes as providing longer-distance trips between urban or community zones such as Lincoln-Roseville, Auburn-Roseville, Placer Vineyards-Roseville, and Citrus Heights-Roseville.
- Make limited “lifeline” service a priority: Foresthill, Meadow Vista, Sheridan, and Bickford Ranch.

Commuter Bus

- Continue with all existing routes. Look for a significant increase in Placer County Transit PCE service and Roseville Transit commuter services. Optimize both operations as required.
- Add routes as new development occurs at origins and destinations.

- Add or remove service in concert with changes in Capitol Corridor rail service.
- Consider adding limited commuter service to the Bickford Ranch area.

Bus Rapid Transit (BRT)

- Continue close coordination with major development projects and Sacramento Regional Transit BRT service planning. In particular, continue a dialog with RT on a Watt Avenue BRT system extension.
- Preserve right-of-way for stations, bypass lanes, transition lanes, and other needs. Continue to work with developers to set aside right-of-way for these needs.
- Implement proposed BRT routes in the following order: BRT-1, BRT-2, and BRT-3 (Refer to BRT Study below).

Paratransit

- Develop an administrative structure to support cross-jurisdictional trips. Address key issues such as fare collection/distribution and cost allocation.
- Consider consolidation of all paratransit under one provider, or with separate providers under one managing/coordinating entity. At a minimum, establish one fare card for all ADA travel.
- Expand the CTSA dial-a-ride voucher program to include non-emergency medical trips.
- Provide a senior discount.
- Identify areas with most intensive growth in senior populations, such as Rocklin. Identify key trip attractors in other jurisdictions such as the Galleria, Wal-Mart, and Kaiser.
- Set up “Ambassador” program for seniors to assist with trip planning - completed
- Consider removing dial-a-ride service from the Roseville farebox recovery ratio calculation, especially with respect to ADA services.
- Conduct a paratransit needs study to guide design and provision of services targeted to each user group. Include consideration of developing an “accessibility database.”
- Coordinate near-term actions with ongoing dial-a-ride study results in areas such as service integration, addressing cross-jurisdictional problems, establishing ADA certification.

The plan also includes a variety of institutional recommendations to slowly integrate the different transit operators in South Placer County.

Bus Rapid Transit (BRT) Service Study for South Placer County (2008)

The concept of Bus Rapid Transit (BRT) is to combine the frequency and amenities of light rail with the greater flexibility of a bus in an effort to serve high demand corridors cost effectively. BRT services typically include traffic signal prioritization for buses, enhanced transit stations, off-vehicle fare collection and bus only lanes. PCTPA conducted a study of BRT services for the

growing South Placer County region. The study recommends the following BRT routes travelling between Sacramento and Placer County:

- BRT 1 – Watt/I-80 Light Rail Station to future Placer Ranch development along I-80 with a transit center at the Galleria in Roseville and stations at Blue Oaks/I-80 and Blue Oaks and Foothill Blvd.
- BRT 2 – Watt/I-80 Light Rail Station to future Placer Ranch development along Watt Ave with transit centers at the proposed Sierra Vista and West Roseville Town Center and a station at the proposed Placer Vineyards Center
- BRT 3 – From the Sunrise Light Rail Station to Hazel Light Rail Station along Hazel Avenue to Sierra College Blvd and the Taylor Park and Ride

The implementation schedule of full BRT is beyond the SRTP's 7 year horizon however, the BRT Study recommends implementation of BRT "light" from 2010 to 2025. The "light" concept calls for the purchase and use of new stylized buses with longer travel times, less frequency and limited capital improvements than the full BRT concept.

South Placer Regional Dial-A-Ride Study (2007)

The objective of the study was to provide additional guidance to PCTPA and its transit operators as how to cost-effectively meet the needs of residents requiring DAR services within available resources. The study made four basic recommendations some of which have been implemented:

- Establish PCTPA leadership to guide the County's operators towards an integrated, regional demand response program.
- Promote general public demand response policies that improve efficiencies and build capacity in South Placer County.
- Establish a CTSA for South Placer County that promotes specialized transportation options and addresses the needs of residents.
- Develop a coordinated information strategy for demand response services oriented to the information needs of consumers, agency personnel and transit operators in South Placer County.

Unmet Transit Needs Process

Background

California's Transportation Development Act (TDA) legislates funding for transit purposes primarily, and for non-transit purposes under certain conditions. TDA funds are distributed through the Regional Transportation Planning Agencies (RTPA) (in this case PCTPA). An RTPA must assess its jurisdiction's unmet transit needs prior to allocating any TDA funds for purposes not directly related to public transit or facilities used exclusively by pedestrians and bicyclists.

Each year, PCTPA conducts a citizen participation process to receive public comment concerning transit needs within the RTPA jurisdiction and summarizes the comments into a Draft Unmet Transit Needs Report. The PCTPA Social Services Transportation Advisory Council (SSTAC) and the Technical Advisory Committee (TAC) review the draft report and provide input. With recommendations from the SSTAC, at the end of the process the PCTPA Board makes a finding that:

- (a) There are no unmet transit needs; or
- (b) There are no unmet transit needs which are reasonable to meet; or
- (c) There are unmet transit needs, including those that are reasonable to meet.
(Section 99401.5)

PCTPA has adopted the following definition of an unmet transit need:

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

PCTPA has adopted the following definition of an unmet transit need which is reasonable to meet. Unmet transit needs may be found to be "reasonable to meet" if all of the following criteria prevail:

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

5. The need should be in conformance with the goals included in the Regional Transportation Plan.
6. The need is consistent with the intent of the goals of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

FY 2016/17 Unmet Needs Process

During the FY 2016/17 Unmet Needs Process, PCTPA received 76 comments which pertained to Western Placer County. Common topics brought up during the meetings included:

- Later service hours in Lincoln, Roseville, and on Placer County Transit.
- Sunday fixed route service in Lincoln, Roseville, and on Placer County Transit.
- Sunday dial-a-ride service in Lincoln, Rocklin, and on Placer County Transit.
- Challenges with scheduling dial-a-ride trips.

PCTPA determined that there were no new unmet transit needs reasonable to meet for implementation in FY 2017/18. However, several comments warrant further study or monitoring and will be addressed in the alternatives analysis section of the SRTP updates:

- **Later Evening Weekday Service** - Comments pertaining to later evening weekday service has been voiced annually, but fixed route ridership has not reached prerecession levels, has declined on average one percent annually since FY 2011/12.
- **Challenges Scheduling Dial-a-Ride Trips** – Several comments identified challenges with scheduling dial-a-ride trips in Lincoln, Rocklin, and countywide. Passengers are allowed to schedule trips up to 14 days in advanced and are encouraged to allow sufficient time to accomplish their intended activities between drop off and pickup due to the shared ride nature of the service. As a result, passengers may encounter challenges with getting their preferred time slot, but South Placer Transit Information “Call Center” operators can offer alternative travel time options. Dial-a-ride trips have increased five percent between FY 2014 and 2015 and trip denials totaled approximately 1.6 percent in FY 2015. Beginning FY 2016, PCT began providing contracted dial-a-ride service in Lincoln and the Health Express reservation process was modified to assign intracity trips to the local dial-a-ride and intercity trips only to Health Express, except for under certain circumstances. Given these changes, PCTPA recommends monitoring dial-a-ride trips, denials, or other potential issues.
- **Short Range Transit Plan Updates** – The Unmet Transit Needs report recommends that the SRTP updates should consider past unmet transit needs comments including but not limited to: later service hours, expanded weekend service, dial-a-ride scheduling and capacity, additional service options to Sacramento on the Health Express, and include a review of federal transit policy regulations and any changes resulting from amendments to the federal Americans with Disabilities Act (September 15, 2010).

- **On-board Passenger Surveys** – The Social Services Transportation Advisory Council recommended that the PCTPA and the Transit Operators Working Group pursue funding to conduct on-board passenger surveys in support of the short range transit plan updates. The surveys could provide valuable insight into the factors that influence passenger use and/or community perception given the downward trend of annual ridership statistics system wide. The surveys could seek data, such as but not limited to: demographics, destinations of choice, frequency of use, challenges with using the service, and the mode of choice (i.e., walk, bike, etc.) for pre and post-trip.

Prior common Unmet Need Meetings comments relevant to this study include:

- The PCT Highway 49 DAR area and Auburn Transit deviated fixed route service area do not encompass many residents who require transportation.
- Easier forms of fare payment, particularly for passes on PCT
- Service along the SR 193 corridor
- Service to the communities of Sheridan and Foresthill
- Commuter routes to the Stockton/Broadway corridor in Sacramento
- More service for Lincoln residents
- Additional Commuter Runs for Roseville Transit and PCT (earlier/later times)
- Additional Health Express service options to Sacramento.