

## EXHIBITS

Exhibit 2.2.1	Goals, Objectives, and Standards	15
Exhibit 3.1.1	Existing Services	19
Exhibit 3.1.2	Summary of Placer County Demographic Characteristics	20
Exhibit 3.1.3	Summary of Economic Characteristics	22
Exhibit 3.1.4	Population Trend, City of Auburn	22
Exhibit 3.1.5	Population by Census Block Group	23
Exhibit 3.1.6	Youth Population Trend, Placer County	24
Exhibit 3.1.7	Youth Population by Census Block Group	25
Exhibit 3.1.8	Senior Population Trend, Placer County	26
Exhibit 3.1.9	Senior Population by Census Block Group	26
Exhibit 3.1.10	Persons with Disabilities Population Trend, Placer County	27
Exhibit 3.1.11	Persons with Disabilities by Census Block Group	28
Exhibit 3.1.12	Low-Income Trend, Placer County	29
Exhibit 3.1.13	Low-Income Individuals by Census Block Group	29
Exhibit 3.1.14	Number of Zero-Vehicle Households, Placer County	30
Exhibit 3.1.15	Vehicle Ownership by Census Block Group	31
Exhibit 3.1.16	Top Ten Trip Generators	32
Exhibit 3.1.17	Baltimore Ravine Specific Plan Project Area	33
Exhibit 3.2.1	Auburn Transit Service Hours	35
Exhibit 3.2.2	System Map	36
Exhibit 3.2.3	Fare Structure	37
Exhibit 3.2.4	Auburn Transit Organization Chart	38
Exhibit 3.2.5	Deviated Fixed-Route Performance Indicators	40
Exhibit 3.2.6	System Ridership	44
Exhibit 3.2.7	System Passengers/VSH	44
Exhibit 3.2.8	System Passengers/VSM	44
Exhibit 3.2.9	System Operating Cost/VSH	44
Exhibit 3.2.10	System Operating Cost/VSM	45
Exhibit 3.2.11	System Operating Cost/Passenger	45
Exhibit 3.2.12	System Farebox Recovery Ratio	45
Exhibit 3.2.13	System Fare/Passenger	45
Exhibit 3.3.1	On-Time Performance by Day-Part	49
Exhibit 3.3.2	Published/Fixed “Call-in” Stops	50
Exhibit 3.3.3	Additional Deviations by Day-Part and Route	51
Exhibit 3.3.4	On-Time Performance by Day-Part and Route	51
Exhibit 3.3.5	On-Time Performance by Route and Day-Part	52
Exhibit 3.3.6	Boarding Averages by Day-Part	53
Exhibit 3.3.7	Route Boarding Averages by Day-Part	53
Exhibit 3.3.8	Boarding by Day-Part	54
Exhibit 3.3.9	System Alighting by Day-Part	55

Exhibit 3.3.10	Route Alighting by Day-Part	55
Exhibit 3.3.11	Alighting by Day-Part	56
Exhibit 3.3.12	Blue Route Activity by Day-Part	56
Exhibit 3.3.13	Blue Route Highest Boarding Stops	57
Exhibit 3.3.14	Blue Route Highest Alighting Stops	57
Exhibit 3.3.15	Blue Route Boardings and Alightings	58
Exhibit 3.3.16	Red Route Activity by Day-Part	59
Exhibit 3.3.17	Red Route Highest Boarding Stops	59
Exhibit 3.3.18	Red Route Highest Alighting Stops	59
Exhibit 3.3.19	Red Route Boardings and Alightings	60
Exhibit 3.3.20	Saturday Activity by Day-Part	61
Exhibit 3.3.21	Saturday Highest Boarding Stops	61
Exhibit 3.3.22	Saturday Route Highest Alighting Stops	61
Exhibit 3.3.23	Saturday Route Boardings and Alightings	62
Exhibit 3.3.24	Route Deviation Activity	63
Exhibit 3.3.25	System Flag Stops	64
Exhibit 3.3.26	Boarding Deviations by Route	64
Exhibit 3.3.27	Boarding Averages by Day-Part (Deviations)	64
Exhibit 3.3.28	Alighting Averages by Day-Part (Deviations)	65
Exhibit 3.3.29	Blue Route Boarding and Alighting Deviations	65
Exhibit 3.3.30	Red Route Boarding and Alighting Deviations	66
Exhibit 3.3.31	Saturday Boarding and Alighting Deviations	67
Exhibit 4.1.1	Respondent Age	76
Exhibit 4.1.2	Employment Status	77
Exhibit 4.1.3	Household Income	78
Exhibit 4.1.4	Trip Purpose	79
Exhibit 4.1.5	Frequency of Transit Use	80
Exhibit 4.1.6	Influencing Factors	81
Exhibit 4.1.7	Transit Accessibility	82
Exhibit 4.1.8	Existing Service Area	83
Exhibit 4.1.9	Deviation Requests	84
Exhibit 4.1.10	Mobility Options	85
Exhibit 4.1.11	Length of Patronage	86
Exhibit 4.1.12	Frequency of Transit Use vs. Length of Patronage	87
Exhibit 4.1.13	Frequency of Transit Use vs. Employment Status	88
Exhibit 4.1.14	Frequency of Transit Use vs. Trip Purpose	89
Exhibit 4.1.15	Frequency of Transit Use vs. Household Income	90
Exhibit 4.1.16	Fare Category	91
Exhibit 4.1.17	Fare Type	92
Exhibit 4.1.18	Frequency of Transit Use vs. Fare Type	93
Exhibit 4.1.19	Customer Satisfaction	95
Exhibit 4.1.20	Preferred Enhancements	96

Exhibit 4.1.21	Impact on Ridership	97
Exhibit 4.1.22	Support for Fare Increase	98
Exhibit 4.1.23	Information Channels	99
Exhibit 4.2.1	Respondent Age vs. Use of Auburn Transit	102
Exhibit 4.2.2	Travel Destination vs. Transit Patronage	103
Exhibit 4.2.3	Frequency of Travel vs. Typical Trip Purpose	104
Exhibit 4.2.4	Trip Purpose vs. Mode of Travel	105
Exhibit 4.2.5	Experience with Auburn Transit	106
Exhibit 4.2.6	Motivation for Riding Auburn Transit	107
Exhibit 4.2.7	Transit Influences vs. Frequency of Transit Use	108
Exhibit 4.2.8	Trip Purpose vs. Frequency of Transit Use	109
Exhibit 4.2.9	Barriers to Transit Patronage	110
Exhibit 4.2.10	Improvement/Enhancement Preferences	111
Exhibit 4.2.11	Impact on Transit Patronage	112
Exhibit 5.1.1	Fare Comparison with County Operators	118
Exhibit 5.1.2	Fare Increase Approach	119
Exhibit 5.1.3	Service Alternative B Red Route	124
Exhibit 5.1.4	Service Alternative B Blue Route	124
Exhibit 5.1.5	Comparison of Evening Trip Arrivals and Departures at Auburn Conheim Station	126
Exhibit 5.1.6	Revised Alternative B Schedule, Blue Route	127
Exhibit 5.1.7	Revised Alternative B Schedule, Red Route	128
Exhibit 5.1.8	Revised Alternative B Schedule, Saturday Route	128
Exhibit 5.1.9	South Route Alignment	131
Exhibit 5.1.10	South Route Proposed Bus Stops	132
Exhibit 5.1.11	Proposed South Route Schedule	133
Exhibit 5.1.12	North Route Alignment	135
Exhibit 5.1.13	North Route Proposed Stops	136
Exhibit 5.1.14	Proposed North Route Schedule	137
Exhibit 5.1.15	Proposed Saturday Schedule (South Route)	141
Exhibit 5.1.16	Proposed Saturday Schedule (North Route)	141
Exhibit 5.1.17	Interlined Route Proposed Stops	144
Exhibit 5.1.18	Proposed Alternative D Schedule (Interlining)	145
Exhibit 5.1.19	Proposed Alternative D Schedule (Interlining) Saturday	145
Exhibit 5.1.20	Proposed Alternative D Alignment (Route)	147
Exhibit 5.1.21	Proposed Dial-A-Ride Service Area Coverage	149
Exhibit 5.2.1	Fixed-Route Fleet List	152
Exhibit 5.2.2	Fleet Replacement Strategy	153
Exhibit 5.2.3	Existing Bus Stops and Proposed Amenities	154
Exhibit 5.2.4	New Bus Stops and Proposed Amenities	155
Exhibit 5.2.5	Capital Plan	158
Exhibit 5.2.6	Estimated Impact on Ridership and Farebox Recovery	160
Exhibit 5.2.7	Alternative A Financial Plan	161

Exhibit 5.2.8	Summary of Alternative B Changes and Costs	162
Exhibit 5.2.9	Estimated Impact on Ridership and Farebox Recovery	162
Exhibit 5.2.10	Alternative B Financial Plan	163
Exhibit 5.2.11	Introduction of Fixed-Route System Impact and Cost (FY 2013/14)	164
Exhibit 5.2.12	Hours of Operation Extension Impact and Cost (FY 2014/15)	165
Exhibit 5.2.13	Alternative C Operating Cost/Year of Implementation	165
Exhibit 5.2.14	Estimated Impact on Ridership and Farebox Recovery	165
Exhibit 5.2.15	Alternative C Financial Plan	166
Exhibit 5.2.16	Introduction of Interlined Fixed-Route Impact and Cost (FY 2013/14)	167
Exhibit 5.2.17	Hours of Operation Extension Impact and Cost (FY 2014/15)	168
Exhibit 5.2.18	Alternative D Operating Cost/Year of Implementation	168
Exhibit 5.2.19	Estimated Impact on Ridership and Farebox Recovery	168
Exhibit 5.2.20	Alternative D Financial Plan	169
Exhibit 5.2.21	Operating Funding Source Matrix	170
Exhibit 5.2.22	Capital Funding Source Matrix	170
Exhibit 6.1.1	Preferred Alternative Route Alignment	174
Exhibit 6.1.2	Preferred Alternative Stops	176
Exhibit 6.1.3	Proposed Alternative D Schedule (Interlining)	177
Exhibit 6.1.4	Proposed Alternative D Schedule (Interlining) Saturday	177
Exhibit 6.1.5	Introduction of Interlined Service Impact and Cost (FY 2013/14)	179
Exhibit 6.1.6	Hours of Operation Extension Impact and Cost (FY 2014/15)	180
Exhibit 6.1.7	Preferred Alternative Operating Cost/Year of Implementation	180
Exhibit 6.1.8	Estimated Impact on Ridership and Farebox Recovery	180
Exhibit 6.1.9	Preferred Alternative Financial Plan	181
Exhibit 7.1	Preferred Implementation Schedule	187
Exhibit 7.2	Administrative Implementation Schedule	191
Exhibit D.1.1	Selected Peer Characteristics	209
Exhibit D.1.2	System Indicators	213
Exhibit D.1.3	Operating Cost/Vehicle Service Hour	214
Exhibit D.1.4	Operating Cost/Vehicle Service Mile	215
Exhibit D.1.5	Operating Cost/Passenger	216
Exhibit D.1.6	Passengers/VSH	217
Exhibit D.1.7	Passengers/VSM	218
Exhibit D.1.8	Farebox Recovery Ratio	219
Exhibit D.1.9	Average Fare/Passenger	220
Exhibit D.2.1	Auburn Fare Structure	221
Exhibit D.2.2	Fare Comparison Matrix	224
Exhibit D.2.3	Fare Comparison Chart	225

PAGE INTENTIONALLY BLANK